



Vanquishing the V/PD

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This publication is directed primarily towards airport management to be disseminated to all levels of personnel working at your airfield. It does not matter how large or how small your airfield or how tight your budget may be, this information must be made available to your people by whatever means. Vanquishing the V/PD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper safeguards are in place; however, lies squarely on the shoulders of the airport management. Please use this information and all that follows as a guide by which to produce a safer environment at your airfield.

On November 16, 2012 the sun was setting at the Knox County Regional Airport in Rockland, Maine. A Cessna 172 piloted by a young man was preparing to depart Runway 31. The newly licensed pilot was taking two of his friends on a fun flight. None of the occupants of the Cessna was older than 24. Two of the occupants were students attending the University of Maine and the other was a University of Maine alumnus.

As the aircraft began its take off roll, a pick-up truck driven by a 63 year old pilot was attempting to cross Runway 31 approximately 1,300 feet from the Cessna. The privately owned vehicle had no rotating beacon. Knox County Regional is a non-towered airport. The Cessna and the pick-up truck collided. The Cessna climbed into the air, veered slightly away from the runway and crashed a short distance away. All three occupants were killed. The driver of the vehicle was unharmed.

The National Transportation Safety Board is investigating the collision and the subsequent crash. Until the investigation is complete it is unwise to speculate what

caused the tragedy or who was to blame. But consider what a colossal waste of human life resulted from this tragedy and how preventable it was.

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