NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASICINFORMATION	<u>Switzerna</u>	rejry objects	usie ozenace	er wkservare	NOTE AND	SPEANER.	
Accident/Incident Location			Date/Time		_		_
Nearest City/Place: 57. PETETSBUT9		State: FLA.	Dute: 09/1	2/2010 Loca	d Time:	3:30 p	<u>0. M</u>
ZIP: 33767. Country: U, 5	. ላ		mm/dd/yy	עעי	- F	P5T{Y~	,
Latitude: 127-54.6 (dd:mm:ss N/S) Longitude:	wogz-4%2	(ddd:mm:ss E/W)		1 (IT)	e Zone:	1.3.21 20	
Phase of Operation Collision with Other Aircraft Altitude of In-Flight							
☐ Standing ☐ Takeoff (incl., initial climb) ☐ Cruisc ☐ Hover ☐ Midair Occurrence							
	lancuvering pproach	Other Unknown	On-ground		N/A		n MSL
AIRCRAFTINEORMATION					#67.60X (545.6		
Manufacturer: PIB9910				Veight: 12 100	lbs		
Model: P-180			Weight at Ti	me of Accident/Inci	ident: 🥏	475	lbs
Serial Number: 1014	-			Center of Gravity a			ncident:
Registration Number: N 590 3 L	Amateur-	built: 🔲 Yes 🔀 N	lo -or-		_	or datu namic Cord (
Category of Aircraft Type of Airworthine	s Certificate	37	Seats: 2 +		<u>-</u>	Retrac	
Aurplane (Check all that apply)		Number of	Seats: _ <u> </u>		•	nal landing go	
Balloon Standard S	pecial	If Large Aire	roft, how many scats		ration that		
	Restricted	Flight C	rew: Z	⊠ Tric	yele	□ To	ailwheel
Gyrocraft Acestratio	Limited Provisional	, -			phibian	□H	igh Skid
Helicopter Transport	Experimental	Passeng	rew: 	Em	ergency Flo	at 🛄 Si	
Ultralight -	Special Flight Light Sport		gers: Float		∏ Si	ci/Wheel	
☐ Unknown	Leight Shorr		_	Uni	mown		CD 44 IICQI
Type of Maintenance Program	Last Ins	pection Type		Date Last Inspect	tion: 09	/12/2	010
☐ Annual	□ 100 H		ous Airworthiness mm/dd/yyyy				
Conditional (Amateur-built only) Manufacturer's Inspection Program			onal Inspection)	· 11/	41.9	
Other Approved Inspection Program (AAIP)		n 🗀 Omanow	711	Airframe Total T			nrs
Continuous Airworthiness Other, specify: AUTCAIL 340BAL			,				ent/Incident
IFR Equipped		rning System Ins	talled	ed Type of Fire Extinguishing System			
Yes No Unknown		□ No □ Unkno					
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	92.5		Wn None □ Specify NOT USED				
		<u> </u>					
ELT Installed ELT Activated	ELT Ma	mufacturer:	<u>Dukang</u>				
Yes □No □Yes X(No	Model/S	eries: <i>01</i>	K 100				
ELT Aided in Locating Accident/Incident	Serial N	umber: <u>5 (</u>	C 16572				
☐ Yes XXNo	Battery '	Type:		Batter	y Exp. Da	_{ite:} <u>4-3</u>	0-2012
	ting Fuel	Propeller			<u>-</u>		
Reciprocating Turbo Jet System T		1	\/	turer: HAT	7 611	/	
☐ Turbo Shaft ☐ Turbo Fan ☐ Carbure Sa Turbo Prop ☐ Unknown ☐ Fuel Inj		Fixed Pitch Controllable	Manufac Pitch Model:	#<- <i>E51</i>			
January El Granium —		32 33.23.33	Model:	Engine Rated			
				Power Measured	1	Time	Time
			Date	25 (check one)	Total	Since	Since
Engine Engine Munufacturer Model/Series	.	Manufacturer's Script Number	of Mfg.	☐ Ibs of Thrust	Time (bours)	Inspection (hours)	Overhand (hours)
Engl Pratt & Whitney PTGA-6		PCE-RK-00		850 5 HP	42.25.7	, 2	172.8
Eng. 2 PRATTY WHITNEY PTGA-		PCE-RK-00			3948.4	12	199.6
Eng. 3							
Fng 4						l	1

KOWNER/OPERATOR INCORMA	NON					
Registered Aircraft Owner	Owner Address					
Name: GET ME ThE	City: 4101 FounDERS BLVD BATAVIA					
Fractional Ownership Aircraft: 🔲 Yes 🔯	State: Ohio ZIP: 45/03 Country: U.5.A.					
Operator of Aircraft Same As Reg	istered Owner	Operator Address Same As Registered Owner				
Name:		City:				
Doing Business As: Air Carrier/Operator Designator (4 Character		State: ZIP:				
Regulation Flight Conducted Under	- Code):	Country:				
l	occial Flight Public Use (select type)	Revenue Sightseeing Flight Yes S No				
██ FAR 91 □ FAR 129 □ FAR 91 Sp □ FAR 103 □ FAR 133 □ Non-US, O						
☐ FAR 121 ☐ FAR 135 ☐ Non-US, N	Air Medical Flight ☐ Yes ☑No					
Purpose of Flight for FAR 91, 103, 133, 137 (Select one)	Revenue Operation for FAR 121, 125, 129, 135 (Select one)	Type of Commercial Operating Certificate Heid (Check all that apply)				
Personal	Scheduled or Commuter	Mone				
Business Executive/Corporate	Non-Scheduled or Air Taxi	☐ Flag Carrier Operating Certificate (121) ☐ Supplemental				
Other Work Use	Domestic or International	Supplemental Air Cargo				
Other Work Use Instructional Ferry Positioning	Domestic International	Foreign Air Carriers (129) Commuter Air Carrier (135)				
Positioning	January Charles	On-Demand Air Taxi (135)				
L. Acrial Application	Cargo Operation	Large Helicopter (127)				
Acrial Observation Air Drop	Passenger/Cargo	Rotorcraft External Load (133)				
Air Race / Show	☐ PassengerHow many? ☐ CargoIbs	Agricultural Aircraft (137)				
	Mail 105	Other Operator of Large Aircraft				
	A CALL THE STREET AND THE STREET STREET, STREET AND THE STREET AND THE STREET AND THE STREET, AND THE STREET AND THE STREET, A	this section for other structure.				
		Damage to Other Aircraft				
	irer:	☐ Destroyed ☐ Minor				
Model:		Substantial None				
Registered Owner of Other Aircraft						
First Name:	City:	ZIP:				
Middle Initial: Last Name:	State:Country;	ZIP:				
Pilot of Other Aircraft						
First Name:	City:					
Middle Initial:	State:	ZIP;				
Last Name:	Country:					
MECHANICAL MALEUNCTION/F	AILURE (If more space is needed, continue	on(separate sheet)				
Was there Mechanical Malfunction/Failure (If yes, list the name of the part, manufacturer, part	e?	Total Time/Cycles On Part				
	• •	House				
		Liours				
		l l				
		Cycles				
		Time Since This Part Inspected/Overhauler				
		Time Since This Part Inspected/Overhaule				
		Time Since This Part				
·		Time Since This Part Inspected/Overhauler Hours				
NDAMAGE TO AIRCRAET AND NO		Time Since This Part Inspected/Overhauler Hours				
Aircraft Damage Aircr	aft Fire	Time Since This Part Inspected/Overhauler Hours Aircraft Explosion				
Aircraft Damage Aircr □ None ☑ Substantial ☑ No	aft Fire	Time Since This Part Inspected/Overhauler Hours				

Description of Damage to Aircraft and					<u> </u>		
BOTH NOSE GEAR DE							
THE BELLY SKIN WAS ABRADED & DAMANGED AND ALL ANTENAS ALONG							
THAT SECTION OF DEC	ity panels,	NO 07.	hee DAM	1496 7	TO A/c		
AIRPORT/INFORMATION #(HH	e accident/incident occur	rred on appr	oach, takeoff or	within 3 miles	of an airport, complete this section)		
Airport Identifier: PIE		_	Distance From	Airport Cen	ter:SM		
Airport Name: 57, PETETS 6,	rg AIFPORT		Direction From	n Airport:	degrees MAG		
Proximity to Airport Off Airport/Airs	trip 🔲 On Airport 🕦 O	On Airstrip	Airport Elevat	tion:	ft, MSL		
Approach Segment (Select one)	-				-		
☐ On Instrument Approach ☐ Landi ☐ Crosswind ☐ Down	= -	leg Approach		orted Landing	☐ Go Around (after touchdown)		
IFR Approach (Check all that apply)	D		VFR Approach	(Check all th	·· ··		
None □ PAR □ ADF/NDB □ Sidestep	= · · · · ·	Practice GPS	✓ None ☐ Traffic Pattern	l .	☐ Stop and Go☐ Touch and Go		
□ SDF □ ILS	☐ ASR ☐	Loran	Straight-In		☐ Simulated Forced Landing ☐ Forced Landing		
☐ VOR/DME ☐ LOC-back course	Contact	Unknown	☐ Valley/Terrain ☐ Go Around	Louowink	☐ Precautionary Landing		
☐ TACAN ☐ RNAV	Circling		Full Stop		☐ Unknown		
Runway Information Runway ID; 35 R (L/R/C) Length;	1730 ft Width: 15	ا م	Condition of R		ing Surface (Check all that apply)Compacted		
		п п	Holes	☐ Snow	-Crusted Water-Choppy		
Runway/Landing Surface (Check all that			☐ Ice Covered ☐ Rough	☐ Snow			
Concrete Gravel Me	al/Wood Unknown]	☐ Rubber Depos		Unknown		
Dirt Dice Sno			ALERICA PROPERTY AND ADDRESS OF THE PARTY OF	**************************************	anden Standard standard st		
Last Departure Point	Time of Departure	Destination	SONTE TO SOUTH A TOLK TO LONG SO THE	EXECUTE WHERE CONTRACTOR	Type Flight Plan Filed		
Airport ID: PIE	<u> </u>	Airport ID:			None □ VFR/IFR		
City: ST. PETERSBURG	Time;		PETERSBU	<u>rs</u>	│ □ Company VFR □ IFR □ Military VFR □ Unknown		
State: FLA.	Time Zone: CASTERN	State: FL	A	_	VFR		
Country: U.S.A	<u> </u>	Country: 11	<i>5A</i>		Activated? Yes No		
Type of ATC Clearance/Service (Check					— ·		
None ☐ Special VFR ☐ IFR	☐ Special ☐ VFR O			R Flight Follow ffic Advisory	ring Cruisc Unknown / NA		
Airspace where the accident/incident oc		_ -		· ·			
Class A Class E		ibited Area ricted Area		☐ Jet Training ☐ TRSA	g Area Special DAAir Traffic Control Are		
☐ Class B ☐ Class G ☐ Demo Area		ncted Area ary Operations	Area (MOA)	☐ FAR 93	Unknown		
Cluss D Warning Are	a Airpo	ort Advisory A					
Aircraft Load Description (Check all that Mone Towing Glide		ala, 11 July		Livestock			
Passengers Towing Bann	ter 🔲 Wate			☐ Unknown			
Cargo Other Extern		nical/Fertilizer/	Seeds	Minnier Told Transport	and the second section of the second second section of the second se		
FUELS SERVICES INFORMA		Service Court		den in Standard			
Fuel on Board at Last Takeoff (convert from pounds, as necessary)	Fuel Type 	115/145	□ JP3	□ou	ner, specify		
800 LBS. Gallons	☐ 100 Low Lead ☐ 100/130 ☐	Z Jet ∧ ☐ Automotive	☐ JP4				
Other Services, if Any, Prior to Departu							
110.11							
NONE							

EVACUATION OR AIRCRAFT								
Was an emergency evacuation of the aircraft performed? 🔀 Yes 🗌 No								
Method of Exit - Describe he	ow the occupants e	xited and how	many occup	ants evacuated each	location			
BOTH PILOTS	BOTH PILOTS EXITED THOU MAIN CABIN DOOR, PILOTS WHOLE							
The only	BOTH PILOTS EXITED THRU MAIN CABIN DOOR, PILOTS WHERE THE ONLY OCCUPANTS							
'	,	Ψ,						
WEATHERINEORMA	MIONEATATHE	ACCIDEN	IT/INCID	ENTESTIE				
Weather Observation Facili	ty			ther Information		Method of Briefing		
Facility ID: PIE		1 2	<i>eck all that ap</i> National Wea	• • • •	Company	(Check all that apply) In Person		
Observation Time: 3.15	PIM	- 18	Flight Service	Station	☐ Company ☐ Military	Teletype		
Time Zone; ZASTLYN		- -	TV/Radio Automated Re	-most	☐ Internet ☐ Unknown	Telephone/Computer Aircraft Radio		
Distance from Accident Site:		'''' 🔲	Commercial V	sport Veather Service (DUA)		☐ TV/Radio		
Direction from Accident Site:		es MAG				Unknown		
Briefing Type/Completeness	l Abbreviate		ght Conditio Dawn	n Dusk	☐ Dark Night	Visibility		
Partial / Limited By Pilot	Unknown	₩	Day Day	Night	Bright Night	10 + miles		
Partial / Limited By Briefer	Not Pertine	,		· - · ·	Not Reported	<u> </u>		
Sky/Lowest Cloud Condition	i Thin Broken	Ceiling Mone (clear		Obscured	Restriction to Visibility	· ·		
	Thin Overcast	Broken	7)	☐ Indefinite	Blowing Dust	☐ Fog ☐ Ground Fog		
☐ Partial Obscuration ☐ Market Scattered] Unknown	Overcast		Unknown	☐ Blowing Sand	Haze		
Lowest Cloud Condition Hei	ah t	Ceiling Heig			☐ Blowing Snow ☐ Blowing Spray	Co Fog Smoke		
3400 protose	_ft AGL	NON		ft AGL	Dust	☐ Unknown		
Wind Direction	Wind Speed	'	Wind G	usts	Type of Turbulence (C	heck all that apply)		
☐ Indicated:	Velocity: 10	KTS	Velocity:	_ <i>O</i> ктs	None In C			
370 degrees MAG	-or-					nity of Thunderstorm		
☐ Variable	Calm Light and Varis	ible	Gustin		Severity of Turbulence	_		
				_		erate Chop		
NOTAMs (D, L and FDC), AIRMETs, SI	GMETs, PU	REPs in ef	ect at the time of	I the accident/incident			
DO MOY REME	m ReA							
	T _I c	ing Forecast			Type of Precipitati	on (Check all that apply)		
Temperature: (C)		Amount	1	Type	M-None	☐ Drizzle		
· ·	175] Moderate] Severe	☐ Rime ☐ Clear	Rain	☐ Ice Pellets ☐ Snow Pellets		
Altimeter Setting:	m. HG MB	Light		Mixed	Hail	Snow Grains		
Density Altitude:		ing Actual			Rain Showers Freezing Rain	☐ Ice Crystais ☐ Ice Pellets Shower		
Dew Point:(C)		Amount [] Moderate	Type ☐ Rime	Snow Shower	Freezing Drizzle		
or(F)	10	Trace	Severe	Clear	Intensity of Precip	itation NONE		
		Light		☐ Mixed	Light M	Ioderate Heavy		

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PILOTA ANINEORMA	TION						New Year		ayaturi yerkiyy Patatalariyya	
Pilot "A" Responsibilities at the Time of Accident/Incident										
Pilot Co-Pilot	Student Pilot	Flight	Instructor [Check Pilot	Flight	Engineer	Other	Flight Crew		
Pilot "A" Identification								_		
First Name: SFF. Middle Initial: S	<u>R E Y</u> _			Cit	<i>ىر</i> :ر	zw 1	Richm	مده		
				Stat	te: <u>0 h</u>	——. ^Z	IP: <u>45</u> 5 • A	<u> 15 7</u>		
				Co	ın tr y:	<u>u</u>	5.17			
Age at time of Accident/Incident: 44 Date of Birth: Certificate Number:										
Degree of Injury	Scat Occur	pied	, all all y		Belt			Shoulder H	larocss	
№ None ☐ Fatal	M icft	☐ Front	☐ Unkno	wn Used	א	⊈ Yes [∃No	Used	EX Yes	□ No
Minor Unknown	Right Center	☐ Rear ☐ Single		Avni	lable 🏃	∑ -Yes [] No	Available	<u>⊠</u> Yes	□ No
							l			
Pilot Certificate(s) (Check all		□ n		T Commerci	-1	_	Picks Past) 1 	
☐ None ☐ Stuck ☐ Private ☑ Stuck	ent it Instructor	☐ Recri		Airline Tra			Flight Engir U.S. Milita		Foreign	
	Aedical Certifi					ilicate Va		` ——	ast Medic	d
· · · · · · · · · · · · · · · · · · ·		7 Class 3		. ∫ □ v	Vithout limi	itations/wai	vers			
¹☐ Other □			ense (Sport Pilot	ronly) 🔯 🦞	Vith limitati	ions/waiven	3	11/2	.4/20	07
☐ Unknown	Class 2	Unknown		lΠr	Inknown			mm/dd	מפעל	
Medical Certificate Limitati	ons								<u></u>	
HOLDED	5144		R COTA	TENTIN	1/2	4				
//0202~	2111500	. 20	,,		e 	ح.سم				
				 						
Medical Certificate Waivers										
Ì										
	NON	٤.								
	10000	_								
<u></u>										
Date of Last Flight Review		1	t Review Airo							
or Equivalent, Including FAR 121/135 Checks:	1/19/20	ص Make	· PIAS	1510						
TARCIZITION CHECKS.	mm/dti/yyyy	Mode	4: <u> </u>	180						
Airplane Rating(s)	Other Aircra	ft Rating(s)	Instrum	ent Rating(s)		Instructor	r Rating(s)		_	
(Check all that apply)	(Check all that i	аррђу)	1 .	li that apply)		(Check all 1				
None	None		None			☐ None		∠ ⊠	Instrument	
Single-Engine Land Single-Engine Sea	Airship Free Balloor	_	Airpla	ine	- 1	Airplan	e Single-Eng e Multi-Engi	ine	Instrument	Helicopter
Multiengine Land	Glider	1	Helico	opter red Lift	-	∠ Λιτριαπι ☐ Gyropia	e Multi-Engi inë	ne _	Helicopter Glider	
Multiengine Land Multiengine Sea	Gyropiane					Powerer			Sport	
	Helicopter				1					
Type Ratings	Powered Lif	<u> </u>				Student E	ndomena	nts (Include o	inter)	
Type Ratings					i	Stuffent E	and di seine	mits (thromae e	uies)	
LR-35 / CE 5	60 XLS 1	/P-191	nlan.	22/						
l '	, ,		120		ļ					
1										
TH-LATE COMME	1		Airplane	Ι	Γ – –	last	runtent	Τ		
Flight Time (enter appropriate number of hours in each box)	All Aircruft	This Make	Single Engine	Airplane Multiengine	Night	Actual	Simulated	Rotoreraft	Glider	Lighter Thun Air
Total Time	9409.6	185.9	17/7,9	7680.1	1304.1	\$33.5	300,7	†		
Pilot in Command (PIC)	8075,7	185.9	1582.9	6492.1	,-411	,,,,,	· · · /			
Time as Instructor	1262.1	0	962,1	205		 				
This Make/Model	, -0 (,)		_ , ,			,,, ,, ,				
Last 90 Days	<i>0</i> > ~	G7 7		777		 				
Luck 70 Days	1477	~///	1 69	147///		1				
Last 30 Days	29.2	29.2	0	29,2		ļ .		 		

PILOT "B" INFORMA	ATION									
Pilot "B" Responsibilities s			_							_
Pilot Co-Pilot	Student Pilot	Flight	Instructor [Check Pilot	☐ Flight	Engineer	Other!	Flight Crew		
Pilot "B" Identification										
First Name: Jonathan					y: <u>Erlang</u>					
Middle Initial: D Last Name: Tucker					te: <u>KY</u>	<u> </u>	IP: <u>41018</u>	<u> </u>		
Last Name: Tücker Country: US Age at time of Accident/Incident: 28 Date of Birth: Certificate Number										
1 190 111 1111 1111 1111			mm/dd/y	יאיי						
Degree of Injury	Scat Occupi			,	Belt _		_	Shoulder H		_
☑ None ☐ Fatal ☐ Minor ☐ Unknown	Left Z Right	☐ Front ☐ Rear	Unknow	,]No]No	Used Available	☑ Yes ☑ Yes	□ No □ No
Scrious	Center	Single		7.744	more 1	Alires F		TI WIND	W IC	
Pilot Certificate(s) (Check a	ll that apply)									
None Stu		Reco		Commerci			Flight Engin		🔲 Forçign	
	ht Instructor	☐ Spon		Airline Tr			U.S. Militar	<u>'</u>		
	Medical Certifi □ None	cate Class 3			lical Certi Vithout limi				ast Medica	li .
			ense (Sport Pilot		vnacut um Vith limitati			01/21/20	10	
Unknown		Unknown			Inknown			mm/dd/j	000	
Medical Certificate Limitar	ions									
None										
ı										
							 -			
Medical Certificate Waiver	3									
None										
Ti.										
										Ì
Date of Last Flight Review		Fligh	t Review Aire	raû						
or Equivalent, Including		"	Cessna							
FAR 121/135 Checks:	11/08/2009 mm/dd/yyyy	1	172							_
Airplane Rating(s)	Other Aircra			est Rating(s)		netruetor	Rating(s)			
(Check all that apply)	(Check all that a	211		cut Kaung(S) i that apply)		astructor Check all th				
None	None	_ •	☐ None		ΙÈ	None			instrument A	
Single-Engine Land ☐ Single-Engine Sen	Airship Free Balloon	•	Z Airpla		2	Airplane	Single-Engin	, <u> </u>	Instrument H	lelicopter
Multiengine Land	Glider	1	Helico		<u> </u> <u> </u>] Gyronlan	Multi-Engine e	- H	Helicopter Glider	1
Multiengine Sea	Gyropiane] [Powered	LiΩ		Sport	
	☐ Helicopter ☐ Powered Lift	t .								
Type Ratings					s	tudent Ex	docsement	s (Include do	ies)	
					}			•	•	ł
										l
					Ì					
	 _		Airplane		l			. 		
Flight Time (enter appropriate	, ,	This Make	Single	Airplane] [A-10.0 -	Lighter
number of hours in each bax) Total Time	Aircraft 1 048	& Model	Engine	Multiengine	Night 101	Actual	Simulated 54	Rotoreraft	Clider 0	Thum Air 0
Pilot in Command (PIC)	1,046 844	173	853	194		32 20	41	0	0	
Time as Instructor	224	43	794	50 0	38	20	0	- 0	0	
This Make/Model	227		224		19	2	0			
Last 90 Days	75	75	0	75	19	1	0	0	0	0
Last 30 Days		72	L	7.0					_	
TIM DO DAYS	24	24	0	24	0	1	0	0	0	

SADDITIONAL EEIGHTKCRE	WIMEMBERS	(Exclusive of cabin a	ttendants, complete the	followin	g info	mati	on)2002.22	
Pilot Name and Address					- An indian		Degree of	
First Name:		City:					None	Fami
Middle Initial:		State:	Z1/r:			ĺ	Minor Serious	Unknown
Last Name:		Country;						
Pilot Certificate(s) (Check all that	· · · · ·	По		-		İ	Scat Occu	pied Front
☐ Private ☐ Flight Instructor	Recreational Sport	Commercial Airling Transport	Flight Engineer U.S. Military	☐ Fo	ıcıgn	ĺ	Right	☐ Resr
Type Rating/Endorsement for			ime at the Time			_	Center	Single
Accident/Incident Aircraft?	☐ Yes ☐ No	of this Acciden	nt/Incident:	hrs				Unknown
Pilot Name and Address	$\overline{}$						Degree of	Injury
First Name:	-	City					☐ None	☐ Fotal
Middle Initial:		State:	ZIP:			ļ	☐ Minor ☐ Serious	Unknown
Last Name:		Cobatry:						
Pilot Certificate(s) (Check all that	· · · ·	_/ \					Seat Occu	
☐ None ☐ Student ☐ Private ☐ Flight Instructor	☐ Recreational ☐ Sport	Commercial Airline Transport	☐ Flight Engineer ☐ U.S. Military	∏ Fo	rcign	- {	☐ Left ☐ Right	☐ Front ☐ Rear
Type Rating/Endorsement for	□ эрог		ine at the Time				Center	Single
Accident/Incident Aircraft?	☐ Yes ☐ No/	of this Acciden		hrs				Unknown
Pilot Name and Address						_	Degree of	Injury
First Name:		City:					☐ None	Fatal
Mkkile Initial;		State:	ZIP:				☐ Minor ☐ Serious	☐ Unknown
Last Name:		Country:						
Pilot Certificate(s) (Check all that		_	_	_			Seat Occu	•
☐ None ☐ Student ☐ Private ☐ Flight Instructor	Recreational Z Sport	☐ Commercial ☐ Airline Transport	☐ Flight Engineer ☐ U.S. Military	☐ Fo	reign	ĺ	Left	☐ Front ☐ Rear
Type Rating/Endorsement for	Ziopori		ime at the Time			ᅱ	Right Center	Single
Accident/Incident Aircraft?	Yes No	of this Acciden	ıt/Incident:	hrs		- 1		Unknown
						- 1		
SPASSENGER(S)V/KOTHERS	PERSONNEL				if nec	-	v.	
PASSENGER(S)YAOTHER	PERSONNELS							
PASSENGER(S)MOTHER	PERSONNELS							
SPASSENGER(S)\%OTHER	PERSONNELS						Revenue S. Non-Occupant	
Name and Address	PERSONNELS	(Include flight attenda	nts;«continue on separa		Stal	Crew Non-	Revenue Neu- Occupant	Estal Serious Sirious Misser Misser Molary No Islany
Name and Address	PERSONNELS	(Include:flight attenda	nts; continue on separa		Stal	Crew Non-	Revenue Neu- Occupant	
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NARRATIVE:HISTORY/OFFEGHT/(Please/type/or/print/initit)
Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include
wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.
the accident occurred on Sunday September 12th, at approx. 3:30 PM, at the st., Petersburg airport (pie), we where going to perform a maintenance check
flight required for a elevator swap, we were given a vir clearance to stay in the pattern for runway 35R, when we where cleared for take off we ran are
before take off check list as we taxled into position. I was the pilot flying . i advanced the throttles as Jon tucker (sic) guarded the throttles and set final take
off power, when the sic (Jon) called airspeed alive I disengaged the nose steering then the sic called 80 kts, the next call was rotate as i began to rotate the
nose wheel off the ground i heard what i thought was a blown tire i told the sic what i bolloved had happened and that I had enough runway remaining and i
wes going to abort the take off, at this time my main landing gear was still on the ground, as I began to retard the throttles and set the nose wheel back on the ground I noticed the aircraft started to feel a little strange it was about this time is when I realized I was descending below my normal wheels on ground sight
line and the belly of the alroraft began to scrape the runway i was able to maintain the runway heading and to keep any other parts of the aircraft from
touching the ground, the aircraft slid approx, 500 to 1000 ft., to a stop, i told the sig to unbuckle is seat belt and get out quickly as he was getting the door
open the aircraft was filled with smoke I performed an emergency shut down and followed Mr., tucker out of the aircraft, there was no fire no injuries, after the
fire rescue secured the aircraft I gave the police officer all of my information. I was driven back to availate ir where I was contacted by the FAA and gave them
e preliminary statement and then went back out to the runway to observe the recovery of the aircraft. It was towed back to avaintair and placed in the hanger, I only entered the aircraft once after the accident and that was to retrieve my personal effects, nothing in the cockpit was touched
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RECOMMENDATION (How could this accident/incident have been prevented?))
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RECOMMENDATION (How/could this accident/incident have been prevented?)) Operator/Owner Safety Recommendation

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Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

On Sunday September 12th 2010 at approximately 1530 Local EST; Jeff Balloy (PIC) and myself (SIG) conducted a required Maintenance test flight out of St. Petersburg Airport (KPIE) in N590.IL. The test flight was required due to an elevator swap which was needed because of delamination. Before the aircraft was pulled out of the hangar for departure, Mr. Bailey performed all pre-flight checks as required. Once we boarded the aircraft and engine startup procedures were complete, I contacted KPIE ground for a VFR clearence for a trip around the treffic pattern. Ground control instructed us to taxi to Runway 35R at intersection "M" via taxiway "H", "A" and that we were cleared to cross runway 9-27. As we taxied out, taxi checks were complete as required. We held short of runway 35R at Intersection "M" due to arriving traffic. Once the arriving traffic cleared runway 35R, tower cleared us for takeoff on 35R at intersection "M" and to make "left closed traffic" for 35R. Once cleared for take off, we completed our takeoff/runway items as required. Once aligned on runway 35R, Mr. Bailey started to apply takeoff power with me guarding the throttles. Once throttles were advanced i set takeoff power and was monitoring. As we started our takeoff roll, I called "Airspeed alive" which Mr. Bailey turned the steering off as required and verbally acknowledged "Steering off". I made an "80 Knots" cell out which not long after was followed by "Rotate" as we were around 105-108 knots. As Mr. Balley slowly pulled the nose off the ground, we heard an unusual noise that sounded like a blown tire. After the unusual noise the aircraft felt unstable and Mr. Bailey chose to abort the takeoff. As he sat the nose back on the ground, we began to get closer and closer to the ground which in the end result was the aircraft lying on its belly. We skid on the aircraft belly about 1000 foet. Mr. Balley had good control of the aircraft to keep it pointing down the runway. As the skid came to an end, I removed my seat belt and harness and jumped out of the cockpit to open the cabin entry door to deplane as smoke began to enter the cockpit. Once I got the cabin door open, I was told my Mr. Balley to get out of the airplane which I followed his instructions. Mr. Balley oxited the aircraft behind me. Within minutes, Airport Emergency personnel were there to assist us. Both Mr. Bailey and myself refused medical attention as it was not needed. After signing the refusal of medical paperwork, we were driven back to Avantair where the aircraft had been for inspection. Mr. Bailey and I spoke to a police officer as he requested our personal information. Once that was completed Mr. Bailey spoke to the FAA and gave a preliminary report, After Mr. Bailey gave the report, he received approval to move the aircraft so we were driven back out to the aircraft while Maintenance and Crane personnel worked to get the aircraft back on its landing gear. After speaking to maintenance personnel, he said they pumped the landing gear down manually. Once the aircraft were back on its wheel, Avantair Line Service towed the aircraft via Tug back to Avantair and stored it in their hanger,

RECOMMENDATION (How could this accident/incident have been pre	revented?)
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Operator/Owner Safety Recommendation

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