

Written statement regarding N31WS, by Mark D Johnson SIC February 2, 2012

The aircraft was pre-flighted inside the main Travelaire hanger. The take-off briefing, loading of bags and passengers, per Mark McCuistion's baggage/seating schedule, was also accomplished inside for customer convenience. Mark McCuistion (PIC) indicated during that briefing he had filled out a data card for a contaminated runway surface, if required. Instrument clearance was received by telephone prior the passengers' arrival.

ATIS was not available, and we were instructed to and received the latest weather update, as well as taxi clearance, direct from the tower. Cleared to cross the 8 right approach and runway 35, direct to 8 left via taxiway A. Standard pre-takeoff checks were performed during taxi, with a final altimeter setting provided by the tower. Just before reaching the end of 8 left, we were cleared for takeoff; assigned 11,000 feet with a right turn out, direct to DVC. The last pre-takeoff checklist items were done, we lined up for a standard take-off.

The PIC advanced the throttles and I focused on the instruments, standard procedure and reiterated in our take-off briefing. N1 verified at approximately 97.5, I called 80 knots. All appeared normal. We continued to accelerate to almost V1 speed (131 knots), when the aircraft moved hard right. When I looked up, we were already to the runway edge lights. Instinctively my left foot pushed on the rudder pedal, it was already down. In a fraction of a second we were sliding in the dirt. The elevated taxiways launched us into to air at least twice. Between those excursions is when I saw a bright orange glow on the right side of the airplane. From my vantage point I couldn't tell if it was from the engine or the right wing.

Before we came to a stop, Mark McCuistion had the engines shut down. I shut down electrical power. We checked for fire, and before we unbelted, a passenger was already working on opening the door. Everyone said they were alright and proceeded to walk to the fire station, although believe they were intercepted by rescue personnel before they arrived.

Departure from the runway occurred very quickly and with little yaw. Engine power was verified shortly before the occurrence. Annunciator panel was clear.

I remained on instruments, with only brief glimpses of the runway during my instrument scan, until after feeling the aircraft move to the right, therefore cannot offer any information on a possible impact with something on the runway.

Mark D Johnson SIC

