

On Tuesday March 20th 2018, at about 1945 hours, Pilot in Command Ryan Gambucci and I started taxiing to the south end of the north-south ice strip. The weather was relatively calm and haze was beginning to set in. At this time in the evening it is hard to differentiate shapes and distances in the white light of the arctic.

Upon turning around at the south end of the ice strip the before take-off checklist was completed. PIC and myself ensured that the plane was set up for a short take-off, which includes flaps set to 20 degrees. Seeing that the passengers, aircraft and crew were ready Ryan initiated the increase in thrust, I backed him up on the power levers. At this point I am completely inside the cockpit and calling out airspeeds and helping to set takeoff thrust. I noticed the differential power being used on the beginning portion of the take-off roll. The wheels lifted off the ground and Ryan pushed the nose forward to keep the aircraft in ground effect to build up airspeed, while doing so he also called for flaps 10 which I then initiated. I heard a thump on the left side of the aircraft and asked if we had hit something, Ryan answered back "I think so". At this point we were climbing and in a left turn. I asked Ryan what he was planning and he answered back "landing". He then asked for flaps to be set for 20 degrees as we were on the final approach back in for landing. I continued to call out speeds for him so that he could focus on flying the airplane. The airplane came to a stop where the north-south and east-west runways intersect. It was at this time that I first saw Travis laying on the ground.