

"FLIGHT CREWMEMBER 2" INFORMATION**"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident**

☐ Pilot ☒ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

"Flight Crewmember 2" was pilot flying ☐ Yes ☒ No

"Flight Crewmember 2" Identification

First Name: Carlton

City of Residence: Campbellsville

Middle Initial: D

State: Ky ZIP: 42718

Last Name: Watson

Country: USA

Age at time of Accident/Incident: 55 Date of Birth: [REDACTED] mm/dd/yyyy

Certificate Number: [REDACTED]

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☐ Left ☒ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Restraint Type

Available	Used
☐ None	☐ None
☐ Lap only	☐ Lap only
☐ 3-point	☐ 3-point
☒ 4-point	☒ 4-point
☐ 5-point	☐ 5-point
☐ Unknown	☐ Unknown

Inflatable Restraints

☒ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) (Check all that apply)

☐ None	☐ Flight Instructor	☒ Commercial	☐ US Military
☐ Private	☐ Recreational	☐ Airline Transport	☐ Foreign
☐ Student	☐ Sport	☐ Flight Engineer	

Principal Occupation

☒ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☒ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☒ Special Issuance

Date of Last Medical

01/08/2016
mm/dd/yyyy

Medical Certificate Limitations

Not valid for any class after 1/31/2017

Medical Certificate Special Issuance**Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:**

3/28/2016
mm/dd/yyyy

Flight Review Aircraft

Make: _____

Model: _____

Airplane Rating(s)

(Check all that apply)

☐ None
☒ Single-Engine Land
☐ Single-Engine Sea
☒ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)

☐ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)

☐ None
☒ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)

☐ None	☐ Instrument Airplane
☐ Airplane Single-Engine	☐ Instrument Helicopter
☐ Airplane Multi-Engine	☐ Helicopter
☐ Gyroplane	☐ Glider
☐ Powered Lift	☐ Sport

Type Ratings

BE400/MJ300

Student Endorsements (Include dates)**Flight Time** (Enter appropriate number of hours in each box)

	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	1 605	3	742	862	159	40	74			
Pilot in Command (PIC)	1 305	0	640	657	101	40	74			
Time as Instructor										
This Make/Model					0	0	0			
Last 90 Days	73	3	14	69	7	0	0			
Last 30 Days	19	3	3	15	1	0	0			
Last 24 Hours	0	0	0	0	0	0	0			

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

On October 30, 2016 I was on a King Air N411HA. I was in the Co-Pilot's seat. Thad Miller and I loaded the passengers and luggage. I obtained a hold short clearance from Louisville Clearance Delivery and we departed the ramp taxiing to RWY 18. Taxiing seemed normal and at the end of the taxiway Thad completed before takeoff procedures. I contacted Clearance Delivery again stated we were number one for RWY 18 and obtained the release times. Thad then taxied out and positioned the plane at the very beginning of RWY 18, held the brakes and brought the plane I assume to full power and released the brakes for the takeoff roll. The plane accelerated and at about half way down the runway the plane had reached 80 knots but did not seem to be gaining speed very quickly. I stated to Thad I think we are we going to have to do something here. We continued the takeoff roll and the plane did accelerate to just shy of 100 knots approaching the last (guessing) one thousand feet. I stated to Thad we have to go, meaning take off. When Thad went to rotate the plane the nose did rise a little, but I don't think it left the runway and the mains were definitely on the runway. At this moment we had a stall horn warning not intermittent, but a solid horn. I stated to Thad we have to stop and that is when he pulled power and began to try to stop the plane. The plane continued down the runway and when we reached the grass I also placed my feet on the rudder pedals and tried to help apply the brakes also bracing for impact of the ILS antenna. The plane veered slightly to the right with part of the antenna coming across the windshield while the left wing and landing gear also struck the antenna. I believe this is when the left main gear collapsed causing the plane to veer back to the left. After the plane came to a stop Thad immediately checked on the passengers and proceeded to open the rear door of the plane for evacuation. Both engines were still running after the plane stopped with the right prop still turning. I cut the engines off with the fuel cutoff levers and moved the battery bus switches to the off position. I was the last one off the plane after all passengers had exited.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report

11/05/2016

mm/dd/yyyy

Name of Pilot/Operator: Carlton D. Watson

Signature: _____

-- or --

☐ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____

Title: _____

Signature: _____

-- or --

☐ Check here to electronically sign this document**FOR NTSB USE ONLY**

NTSB Accident/Incident No.

CEN17LA029

Reviewed by NTSB Regional Office

CEN

Name of Investigator

SILLIMAN

Date Report Received

11/6/16