

From: [REDACTED]
Subject: Fwd: Crew statement
Date: Tuesday, February 22, 2022 2:25:49 PM

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Good afternoon,

Please see the statement from the SIC from N99AP.

Thank you for your time.

Brian Rogers | Director of Operations

Nxt Jet dba Wing Aviation Group
Orlando, FL | Stuart, FL

[REDACTED]

----- Forwarded message -----

From: Grant Tibbett [REDACTED]
Date: Tue, Feb 22, 2022 at 12:15 PM
Subject: Crew statement
To: Brian Rogers [REDACTED]

Brian

Here is my accounts of the event

On 02-21-2022 both pilots perform exterior and interior preflight inspections finding no abnormalities. We discussed our flight plan and our takeoff data and determined to use flaps 0. After passengers and luggage were aboard Anwar the Captain and pilot flying started engines. We performed all checklist items after starting engines, taxi, and before take off. No abnormalities detective. During our taxi I was asked by Anwar to check if flaps 15 would give us a shorter takeoff distance, it did by approximately 800 feet. He told me to change the takeoff speed numbers to reflect the flaps 15 numbers at this point flaps were selective and indicated to 15. At the end of our taxi we had an approximate 15 minute wait for some arriving traffic. At approximately 11:30 we were clear for takeoff runway 33

winds continuous 180 at 10kts our maximum tailwind acceptable. Performed a static takeoff Anwar call power set I armed the APT and started a timer. Then I call out airspeed alive when first the airspeed tape began to move. We continued accelerate to 80 at which point I called 80kts, at this point Anwar moved his left hand from the tiller to the yolk and called our yolk. I continually monitor air speed and instruments. Reaching the v1 speed bug I called v1 Anwar right hand moved from the throttle to the yoke. We continue to accelerate to the rotates speed bug at this point I call for rotate. Anwar pulled the yoke back and held for a few seconds. I was continuing to monitor interior instruments waiting for indications of rotation and lift, none were seen. It was at this point Anwar called for and abort. From there Anwar pulled the power to idle and Began max breaking deploying air breaks and thrust reversers. I made the radio call to tower that we were aborting. After sliding off of the runway into the snow and came to a stop both of us reach for HP cox then LP cox the HP cox were stuck and the engines running. After confirming passengers were not injured and it was safe to evacuate via the main cabin door the passengers exited and proceeded to a nearby access road.

Grant Tibbett