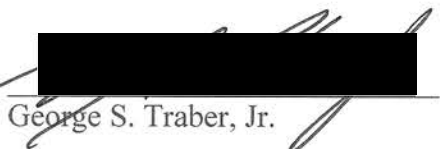


On Oct. 17, 2015 Giacomo (Jack) Ventimiglia had scheduled with me in N381MB for 1 hr. to practice landings at Sanford airport. This was in preparation for his Airplane Single Engine Land Commercial Check Ride. At about 11 A.M. Jack preflighted the aircraft as per the checklist. We started the aircraft and did our engine run-up and systems check. Ground cleared us for taxi to RUNWAY 9L at R. After our line up check, he contacted tower and after a few aircraft they cleared us for take off. They also told us to make left traffic. We had requested to do Power-Off 180 accuracy landing's, but because of traffic. Tower was unable to clear us for that.

We decided to do some soft and short field take off and landings. The first landing was a soft-field touch and go with the proper gear light indication for extended and retracted. The second landing was a short field touch and go, again with the proper gear light indications. Still unable to do a Pwr. Off 180 due to traffic we opted to do another short field landing. Upon landing, gear down and green, Jack retracted the flaps and applied braking as needed but not to a full stop. On the roll-out he reconfigured for take off with 10 degrees flaps (as recommended per the POH). Just as he was about to apply full power, I felt a shudder with a nose wheel shimmy and then the nose gear collapsed. The prop struck the pavement and the engine stopped as the aircraft slid nose down to a stop. At that point Jack and I shut down all systems, ignition off and fuel selector off. We then exited the aircraft and waited for the fire dept.

I swear the above statement is true and correct.


George S. Traber, Jr.

October 23, 2015

To whom it may concern:

Mid-morning on October 17, 2015, CFI George Traber and student Jack Ventimiglia departed Crosswinds Aviation at Sanford International Airport (KSFB) in the C182RG N381MB for Touch & Go's in the pattern. Jack Ventimiglia performed the pre-flight inspection that revealed no issues with the aircraft. The aircraft was cleared to taxi. The aircraft was cleared for takeoff, left-closed-traffic, Runway 9L. The goal of that day's flight was to fly Power-Off 180s for Commercial Airplane Single Engine Land check ride preparation. Two takeoffs and subsequent landings occurred without issue. During the third landing, the aircraft landed on the main gear and nose-gear, in that order. As the aircraft was traversing 9L, Jack Ventimiglia raised the flaps, turned the carb heat off, and began to adjust the trim, preparing the aircraft to take off once more. At this point in time, the nose wheel began to vibrate and the forward portion of the aircraft tipped nose down until it made contact with the concrete. Fuel and electricity were turned off as the aircraft continued to slide down the runway. The pilots exited the aircraft and subsequently met emergency services.

Sincerely,



Jack Ventimiglia