

YV3247 Report by Gustavo Tancredi SIC (as PM)

Approximately at 15:00 hours, we closed the door and started procedures to taxi. Once we were at the runway 27, we received the call from the control tower, which authorized the takeoff heading to 270. At 15:18 hours, we enter the runway, Captain set thrust to full power and started the takeoff roll. I called for speed alive at 40 knots, then I call out at 80 knots, and captain answered "cross-check," then I announced "V1". At that point, the captain removed the hand from the power levers and placed them on the yoke. I announced, "Rotate." The captain pulled the yoke with no answer from the flight controls. Seeing we were past the V1 point and with approximately 130 knots, Captain made the decision to abort. Captain applied throttles idle, applied full breaks, and reverse thrust. At the end of the runway, when we crash at the grass, the airplane continued rolling over the grass until the nose landing gear collapsed and that is when we finally stopped. After making sure everyone was ok, I started an emergency evacuation procedure checklist. With the help from the outside, we were able to exit the aircraft and move away until first responders arrived.