

EXHIBIT 1

I was flying from Sanford, FL (KSFB) to St. Augustine, FL (KSGJ).

I took off from SEB, heading northbound to SGJ. I was first assigned 1500 ft by SEB tower, then 2500 ft by the Orlando APP. After I was out of the Orlando class B airspace, I continued VFR at 2500 ft northbound. At approximately abeam Ormond Beach, I turned right, descending to 1000, and flew along the coast at that altitude, northbound, to St. Augustine.

15 miles to my destination, with information ATIS in hand, I called SGJ tower, stating my intentions to land there. I was cleared to join a 3—mile final for runway 31. When I was about to intercept the 3—mile final, I reported, "about to join 3—mile final", and the tower instructed me to turn left on a 360 turn.

I immediately started the turn. I was about 900—1000 ft at that moment, and I kept the altitude, knowing that on a 3 degrees GP, T would be right on the GP in a 3—mile final.

When I was about to rejoin the final, I asked the tower whether I should continue the 360 turn, and they cleared me to land.

Looking at the runway, there were 2 "things" at the threshold looking like trucks. It was difficult to see, as the sun was going down and in my direct field of vision. I tried to confirm with the tower if the runway was occupied, and they took a moment to reply. Meanwhile, I figured out that they were F-18 fighters taking off. So, when they finally cleared the runway, the tower asked me what my question was, and as I had figured it out at that moment, I said, "Disregard."

At that point, I missed my mental landing checklist of "gear, propeller, mixture, pumps, speed, stable. "

I did the flare normally, and when I was about to touch down, I heard "GEAR, GEAR, GEAR" in frequency, probably coming from a pilot at the holding point, but it was too late. The airplane touched down with landing gear up.

The airplane had prop strikes, and the belly was lightly damaged. The wings and flaps were intact. The airport authority lifted the airplane without causing any damage, and I was able to extend the gear so that the airplane could be towed to the FBO.

Other than the aircraft, there was no property damage or injury to people onboard or on the ground.