

This statement was emailed to FAA Inspector Paul Marks on November 29, 2017.

Mr. Paul-

As requested, here is my statement on what I saw on the day N2363B crashed.

On November 10th, 2017 at about 11:00ish I was sitting behind my desk at the printer (by the window that looks out to the runway), printing about 25-30 pages when a call came over the unicom. The pilot came over the unicom asking if there was anyone on the ground at Pineville unicom and that is when one of our (Flightline Air Service) instructors, Jonathan Johnson, came over the unicom saying "This is Pineville Unicom go ahead". The pilot then radioed back to our unicom and asked if his landing gears were down. Jonathan stepped outside to check if the pilot's gears were down as he was what appeared to be making a low pass (but he was coming in way too fast for a low pass) and as soon as Jonathan saw that his gears were down, he made a call back to the pilot stating that the gears were indeed down but the pilot never responded. Jonathan radioed the pilot more than once that his landing gears were down since he didn't get a response. While the instructor was confirming the landing gears, I saw his aircraft (it was red in color) pass by and about 5 or so minutes after that, I heard static like noise come over the unicom. This is all I saw that Friday.

Kaitlyn Whittington

This statement was emailed to FAA Inspector Paul Marks on November 29, 2017.

Red Globe Swift came in on runway 36 asking for a gear check (as told by Jonathan Johnson) making a low pass higher than approach speed. (Never touched down) Started climb out and began making a right turn at approximately 250-350ft agl as if he was making a pattern turn. Just after the turn was established the tail wobbled (What I believe to be a sign of engine loss) and the plane proceeded to pitch for what looked like best glide speed and went below the tree line around the VA hospital. No smoke. Heard the Mic key up on the radio (Moment of impact). It looked like the pilot was in control the whole time.

Vernon Knowles – Mechanic