

We took off from Oconee County Regional Airport in South Carolina at approximately 7:25 AM on July 20. The total flight time was approximately 11 hours. We flew in formation a majority of the time approximately 40 to 50 feet behind Gary to the left or the right. Throughout the flight, Gary kept changing airspeed and elevation, and Bettina kept close and in formation with Gary, which made me uncomfortable. Per Bettina, Gary was fully in charge of our route plan. We kept banking to the left to go around a storm, but eventually, Gary changed his mind and we flew through the storm and ended up flying in IFR conditions. Three separate times we lost visibility which made Bettina panic for a short time until we were able to get sight of Gary again. On multiple occasions I attempted to record video inside the plane, and Bettina asked me not to, saying she did not want a record of flying in IFR conditions. As we were coming in for landing at the second fuel stop, Bettina had a very hard landing and apologized to me twice for that hard landing. Shelbyville Municipal Airport was our last fuel stop. Three times during this trip Bettina was looking at ForeFlight on her cell phone when flying in formation behind Gary, and I had to bump her shoulder and tell her that we were drifting towards Gary.

We continued and flew down the coastline through Chicago on our way to our final destination (Oshkosh). Bettina had an 8 1/2 x 11 printed piece of paper that she got off the AEE website that showed a sketch drawing of the runway and a farmhouse with a tool shed to look for on approach. As Gary started descending, Bettina was confused because we could not figure out which farmhouse was the correct tool shed. She then said "where the f**k is this runway." I had been to Oshkosh two years previous so I told her he's going to make a left-hand turn around the last tree on the left. As she was descending, she pulled the flap handle, but the speed of the airplane was too high and didn't get to the first setting, and she let go of the handle and it went back to neutral position. She then slowed the airplane down and fully engaged the flaps then banked a left-hand turn to the runway. She overshot it to the right side of the runway by approximately 40 or 50 feet. She then banked a left-hand turn then right hand turn, and when the plane got straight with the center of the runway it stalled and dropped approximately 30 feet out of the air and bottomed out the suspension and pushed it up into the fuselage of the airplane. This crash fractured my left pelvis and caused severe damage to my left shoulder and left neck. The crash was recorded on my iPhone at 5:20pm. We then taxied forward approximately two hundred feet to the location where Gary had stopped his plane to the right hand side of the runway.

When Bettina exited the plane and saw the damage she told Gary that the flaps came out and that she went for the throttle and it did not work. I was sitting in the left seat and witnessed that neither one of these things had happened. The flaps did not drop out and as the plane stalled and dropped out of the air she reached for the throttle, but didn't get to it in time.

In the aftermath of the crash and its investigation, it has come to my attention that Bettina has said other things that are not correct. For example, I understand that she has reported at various times that I was not injured, despite me informing her and Gary that I was. Also, I understand she received coaching as to how to describe her actions leading up to the crash, including revising her descriptions of how she operated the plane's controls.