

Statement from Dale Smith

Date 5/27/2024

Regarding N33563 and Bryant Pasko

I walked up to the plane when it was already running. He opened the little pilot window. First thing I told him, I said, "you just filled this thing up with gas and you have 3 people on board and it's a hot humid day, it's not going to perform like you are used to. If you go to the airspeed and hold the airspeed it will be fine. I asked him if he had the primer in, he said "yes sir". I said "hold your airspeed."

I watched him take off and climbed out normally. He started a left turn, at what looked like the normal spot, and I thought everything was fine so I turned and walked away.

Out of curiosity, I looked for him on flightaware to see where he was going. Then I saw black smoke and started wondering if it was him. I heard sirens and wondered. A fire truck came down the runway but told him there was no crash on the runway.

Then I took the polaris and went around back trying to find the crash because the fire truck said they had not found him. I came back to the airport because I couldn't find him on the airport property.

The Fire Chief, Ben, came over and said they found the plane. Ben asked if he could ride with me to the site. We rode together to the site. As we were going in, Ben was talking to the fire department people and Bryant was sitting on the tailgate of a truck. He saw me and said, "Mr Smith, I'm so sorry, you had just told me what I needed to do. I'm so sorry about the airplane." I told him, "Don't worry about anything. I need you to get better and the other two guys to get better." Ben, the fire chief, was there and heard that conversation. As we were walking, Ben said to me "it was obvious he did something wrong from the way he was talking to you."

[REDACTED]

*Boye "Dale" P*

*27 MAY 24*

Statement from Scot Smith

Date 5/26/2024

Regarding N33563 Accident and Bryant Pasko

When I walked up, Bryant and the other guy were laying on the ground. The other guy had all his clothes off except for his underwear, he seemed to be in rough shape. He was bleeding from his face and his mouth but not bad. Other than that there were no obvious injuries. Multiple people put that guy on a stretcher and put him in the ambulance.

One paramedic was tending to Bryant. I walked over and Bryant recognized me and his first words were "Scot, I'm so sorry, your dad warned me about this". I responded "I'm not worried about that, I just want to make sure you are ok".

He began to tell me about what happened. He said, "I was climbing out and I kept pitching up. I remember seeing 62 mph, then 60 mph, before turning crosswind". He said when starting his "left turn to crosswind, the right wing fell and it stalled". He said he "saw the two houses and they were going into the trees between the two houses".

He asked me "do you think this will affect my flying career". My response was "Your flying career will be fine. Don't worry about that as long as you guys are ok". He did let me know that he thought to get all the paperwork out of the plane before it burned.

Then the paramedic asked him if he was ok to stand and we both helped him to his feet. He then walked off with the paramedic to the back of the ambulance.

[Redacted Signature]

5/26/2024

May 29, 2024

Notes from my conversations with Bryant and Ashley Pasko

Sunday, May 26th at Cape Fear Valley Hospital, 1:30 - 4:00pm

I went to the hospital to see if there was anything I could do for Bryant and his family. I spoke with Ashley, his wife, by phone and then in person outside the hospital. She said he was sobbing and saying he "just didn't know what else to do".

Monday, May 27th around 12:28pm.

Bryant called me after he had been at Verizon getting a new phone. He said he was "still hurting and on some medication". He then went on to tell me about the crash. He said, "I took off and everything was normal. I got about halfway down the runway and rotated normally. It climbed out just fine and then at about 300 feet I went to make my crosswind call and my right wing lifted up. I don't know if I got a gust of wind, and then I'm not sure what happened after that".

He also mentioned, when I asked him about his 2 buddies, that they were not from the Army and not his buddies. He said that he had only known them about a week. He said that he was working on a house project with them and the owner of the house project had offered to pay for their flight and lunch if they went flying that day.

We talked about a few more casual topics, like how he was feeling and if he needed anything for himself or his family during this time.

Tuesday, May 28th around 5:44pm

Bryant had planned to come in this day around 3:30 and give his statement of what happened. However, in the morning he went to Womack Army Hospital to be seen for his pain and injuries and said that the appointment was taking longer than expected so he wouldn't be able to come in.

I called Bryant on my way home from work to see how he was feeling and how his injuries were doing. He told me the following, "after meditating about what happened for a couple of days, I believe that I had a total engine failure. I was climbing out as normal and I have the Bose A30 headset and I did not hear the engine anymore. I was not able to pitch for even best glide. I had to pitch for stalling speed".

Bryant said that he would be in the next morning to give his statement of what happened.

Wednesday, May 29th

I called Bryant at 8 36a to see what time he wanted to come by. He said that because of his realization of an engine failure, his lawyer had instructed him to not come in and give a statement.

[REDACTED]

May 29, 2024