

Record of Conversation

Name: Mike Loehle, owner of Loehle Aircraft Corporation
Address: Tullahoma, TN
Phone: -----
Date: October 04, 2011
Description: On site of accident of N414L, builder of N414L

When FAA IIC arrived on scene of the accident of N414L a gentleman was taking pictures and looking through aircraft wreckage. I, FAA IIC, identified myself and asked who, what, when, where, and why of his presents.

Mike Loehle was his name and he had built this aircraft, own the company which manufactures the kit, for homebuilt experimental, and had use the aircraft as the first model every built. This aircraft (N414L) was actually the prototype used for gathering data for certification of kit. Mr. Loehle stated his dad started the Loehle Aircraft Company and know he owned the company.

Mike Loehle stated that he had just worked on the aircraft. Fixing a loose fairing was the statement and he sold the aircraft to Mr. Hale about 6 months ago. **(Fact: Researching FAA (SPAS) records revealed aircraft registry file with Bill of Sale from 2008)** Mr. Loehle stated that Mr. Hale was "Crow Hopping", when Mr. Hale was interviewed no mention of crow hopping "just taking off, no I was not crow hopping".

Mr. Loehle stated "that as soon as I hear a Rotax engine start I feel like I have given birth" every engine use on their aircraft makes him feel proud; but when he heard the engine on N414L takeoff he knew something was not right. It was really straining, "I looked out of the hanger and saw Mr. Hale holding the nose pitch really steep". Then he (Mr. Hale) went into a departure stall and crashed. Mr. Loehle went straight to the accident site.

At the site Mr. Loehle turned off the fuel selector, shut down the electrical system, and helped the FAA IIC not get injured by the ballistic parachute. Mr. Loehle actually cut the cables before FAA IIC was able to approach.

Mr. Loehle treated the aircraft like he owned the aircraft, if fact he referenced the aircraft as if it was part of his family, stating that Mr. Hale had finally talked him into selling the aircraft.

Mr. Loehle gave FAA IIC the phone number for Mr. Hale's wife, a nurse that ran the local hospital, and then Mr. Hale's cell phone. He asked that FAA call the wife first to make sure Maurice felt like talking. Mr. Loehle gave his opinion that maybe Mr. Hale should hang up flying, his mind was always working as an Aerospace Engineer. He added; that Mrs. Hale thought her husband should not continue to fly.

Rocky Davidson
Principal Maintenance Inspector