

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL	TIME 0930	DATE 07/01/2026										
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	SYMBOL	INITIALS								
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Inspector [REDACTED] FAA [REDACTED] CFI [REDACTED] Backseat Passenger [REDACTED] Front Seat Passenger												
SUBJECT Discussion of N6814H Accident in the 3M7 Pilot Lounge												
DIGEST The conversation began by Inspector [REDACTED] providing each individual with a Compliance Brochure and explanation of the document. After each read the document over, [REDACTED] opened the floor to the three individuals to discuss the flight in question. [REDACTED] began by explaining that the flight departed from Lebanon Municipal Airport (M54) with [REDACTED] was seated in the left seat [REDACTED] receiving flight instruction from CFI [REDACTED] who was seated in the right seat. [REDACTED] was a passenger in the back seat. They flew from M54 to Lafayette Municipal Airport (3M7) where [REDACTED] was practicing some touch and go landings. After some touch and gos, they performed a full stop at 3M7, fueled the aircraft, performed another preflight inspection, debriefed [REDACTED] performance on the flight, where they decided that [REDACTED] would perform a few more touch and gos at 3M7. They performed another preflight and run up, and completed 2 more laps in the pattern, at which point [REDACTED] decided that he would like to be done training for the day and he would like to just sit in the back. [REDACTED] and [REDACTED] swapped seats where the plan was to fly straight back to M54 so that [REDACTED] could see what it is like in the front seat. [REDACTED] briefed the takeoff to [REDACTED] and [REDACTED] that he would have the flight controls and that the two passengers could sit back and relax for the flight. Everything proceeded as normal for a standard takeoff and began to increase airspeed. At some point the aircraft hit a bump which caused [REDACTED] to panic, shout, and grab the yoke. [REDACTED] pulled the yoke aggressively back to his chest causing the aircraft to pitch up. [REDACTED] shouted, "My controls" at [REDACTED] was able to get the aircraft back into ground effect as they exited the runway to the left over the grass. Then [REDACTED] pitched the aircraft again and [REDACTED] shouted, "No, my controls!" and [REDACTED] was still shouting. [REDACTED] then reported that that is when he realized he did not have enough airspeed or altitude to properly recover and impacted the fence to the west of the Runway 1. [REDACTED] reported that his main focus was to maintain wings level to not cartwheel the aircraft or stall/spin. [REDACTED] stated that it was a double stall. [REDACTED] stated that [REDACTED] stated in his pre-takeoff briefing that he made it very clear that they...												
CONCLUSION, ACTION TAKEN, OR REQUIRED												
DATE	TITLE	SIGNATURE										

... were passengers and were to touch nothing in flight. [REDACTED] also reported that [REDACTED] was screaming and fighting all the way until they crashed and reported that [REDACTED] saved their lives. [REDACTED] was stating that he was doing everything he could to keep wings level and it was like a force he never experienced before. [REDACTED] stated that he remembered the bump and panicking but then everything else was a blur after that. After the aircraft came to rest, [REDACTED] stated being in shock and looking at the barbwire that was just outside of the windscreen [REDACTED] and [REDACTED] reported that they ran out of the aircraft as quick as they could [REDACTED] stated that he kicked the door pulled the fuel selector to off, but not the mixture knob, screamed great landing because he was excited to be alive, then everyone from EMS began to come up. [REDACTED] stated that it was all his fault. [REDACTED] reported that it was the fastest 15 seconds of his life, but simultaneously lasted forever. [REDACTED] asked what [REDACTED]'s experience with flying was, and he stated that he had a discovery flight before, but no student pilot certificate or anything like that. [REDACTED] has a student pilot certificate and was training for his private pilot certificate. [REDACTED] reported that he had to receive stitches in his ear from hitting his head on the door during impact with the fence. [REDACTED] asked what happens to him next, [REDACTED] explained that this is the fact gathering phase, and that he is allowed to fly until and unless someone from the investigation states otherwise, and all of those decisions would be made in the future. I told each of them I would be in touch for written statements and any additional details needed in the future.