

[REDACTED] (FAA)

From: [REDACTED]
Sent: Saturday, July 11, 2026 10:40 PM
To: [REDACTED] (FAA)
Subject: Re: N6814H - Written Statement Request

Follow Up Flag: Follow up
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Hello,

I am [REDACTED] and here is my account of what happened. My friend [REDACTED] bought a plane and asked if I wanted to come along with him to pick it up.

I met him in Philadelphia and [REDACTED] and his pilot flew the plane to Lebanon Tennessee with me as a passenger.

The next day [REDACTED] was doing flight training while I was hanging out at the airport and he came back and asked me if I wanted to ride in the back for his flight. I said yes and we flew to Lafayette. [REDACTED] flew for a while there and then we were going to go back to Lebanon. He asked [REDACTED] if I could sit up front so I could see better.

We switched seats so that I was in the front left seat, [REDACTED] was in the front right, and [REDACTED] was in the back. [REDACTED] gave me and [REDACTED] a safety briefing and told me that I had to keep my hands on my lap, and my feet flat on the floor, and to not touch anything, he told me that I was a passenger and not to do anything.

Then we started to go down the runway to takeoff and I think I accidentally moved my foot and hit the pedal. I felt the plane move to the left and I panicked and grabbed at the stick and pulled back as hard as I could and started screaming because I was sure I was crashing and dying. Everything gets blurry after that and I don't remember much until we were done crashing and [REDACTED] was trying to get me to get out of the plane.

Thanks,

[REDACTED]

On Jul 2, 2026, at 11:04, [REDACTED]@faa.gov> wrote:

Good afternoon,

Thank you for speaking with me yesterday regarding N6814H in 3M7.

I am following up to request a written statement of your experience during the event.

Please respond within 10 days of this email. If you have any questions or concerns, please do not hesitate to reach out.

[REDACTED]
Aviation Safety Inspector, Nashville FSDO
AFG-200-CE19
AVS, FSS, GASA
Federal Aviation Administration
[REDACTED]

<image001.png>

Your Team at the Nashville FSDO is unwaveringly dedicated to Aviation Safety, Excellence, Innovation, and Consistency.

We invite you to click the link below to provide us with your feedback:

[Flight Standards Service \(FS\) Stakeholder Feedback | Federal Aviation Administration \(faa.gov\)](#)

[REDACTED] (FAA)

From: [REDACTED]
Sent: Sunday, July 12, 2026 12:07 AM
To: [REDACTED] (FAA)
Subject: Re: N6814H - Written Statement Request

Follow Up Flag: Follow up
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CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Howdy [REDACTED],

Here is my written account of the flight. We went to Lebanon Tennessee airport in the morning and me and my CFI Commander [REDACTED] completed a pre flight of my airplane, a 1975 C172M, weight and balance and all checklists which was done extremely thoroughly, we got M54 weather from awos.

Me and commander [REDACTED] departed M54 and conducted flight maneuvers east of the airport. We then went back to M54 and completed a series of touch and gos in various configurations.

We then went full stop at M54, gassed up and returned to the fbo for debrief and flight planning. I wanted to go to 3M7 Lafayette to practice landings and to use my Garmin nav to perform a visual guidance approach. I invited my friend [REDACTED] to sit in the back seat so he could be along for the ride.

We took off and flew to 3M7, weather favored 19 so I loaded the visual 19 into the 650, there was a gyrocopter on frequency doing touch and goes runway 1, we communicated and he gave way for my 19 landing.

Wind was mild on the sock favoring runway 1, so we got into pattern with the gyro and I did touch and goes runway 1.

I then made a full stop at 3M7 to gas up, we preflighted the plane again, did the checklists, left runway 1 into the pattern with me front left Commander [REDACTED] front right, [REDACTED] backseat, and did a few more touch and goes, then a full stop. I then wanted to return to M54 to complete the flight for the day. I wanted [REDACTED] to be able to sit up front as a passenger so that he could have a better view., so I asked Commander [REDACTED] who agreed. We swapped seats so I was sitting in the back left, [REDACTED] in the front left, commander [REDACTED] front right.

Commander [REDACTED] gave us both a thorough and complete passenger briefing and told [REDACTED] to keep his feet flat on the floor, hands in his lap and to not touch the controls at all. [REDACTED] and me confirmed we understood the briefing and [REDACTED] confirmed that he would not touch anything

during the flight. The commander started the takeoff roll, the plane accelerated normally and everything felt great, then there was a small bump that felt like brake application, [REDACTED] then grabbed the yoke and aggressively yanked it back, and started screaming in a scared voice I'm sorry over and over again, he sounded to me like he was in great panic and fear. [REDACTED] actions were a great shock to me, as I had heard [REDACTED] acknowledge the takeoff briefing, and that he was not supposed to touch the controls. [REDACTED] initial control movement was extreme and caused a excessive nose up pitch, as well as causing the left wing to immediately drop. Then the Commander immediately shouted my controls, and I saw him pushing the nose down to a normal attitude, however [REDACTED] continued to scream and fight the yoke as the commander continued to shout my controls. We went though some grass to the left of the runway and the hit a fence on the cornfield with the left wing which caught and spun us into the fence nose first. I got out of the aircraft and waited for the first responders.

I asked [REDACTED] what happened and why he grabbed the controls and he said that he panicked, thought he was dieing, and then everything was a blur for him, he told me he was screaming and pulling back on the yoke as hard as he could until impact, then everything gets clear again for him. The ambulance took the commander because he had a bloody ear, and me and [REDACTED] waited at the airport until we were picked up.

Thanks [REDACTED],

[REDACTED]

On Thu, Jul 2, 2026, 10:57 AM [REDACTED] wrote:

Good afternoon,

Thank you for speaking with me yesterday regarding N6814H in 3M7.

I am following up to request a written statement of your experience during the event.

Please respond within 10 days of this email. If you have any questions or concerns, please do not hesitate to reach out.

[REDACTED]

Aviation Safety Inspector, Nashville FSDO

AFG-200-CE19

AVS, FSS, GASA

Federal Aviation Administration

[REDACTED]

[REDACTED]

[REDACTED]



GASA Together

Advancing Aviation Safety and Serving the Public, Powered by a Dynamic Workforce

Your Team at the Nashville FSDO is unwaveringly dedicated to Aviation Safety, Excellence, Innovation, and Consistency.

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