

January 24, 2014

William Earl

[REDACTED]
Jacksonville, OR 97530

FAA
3431 Aviation Road, Suite 120
Lincoln, NE 68524

Attn: Brent Elliott

Dear Brent:

I would like to add to the FAA and NTSB accident reports, of June 18, 2013, Aircraft N666BE, the following addendum.

In the report I stated that the accident would not have occurred had the canopy not opened in flight. I stated that the canopy opened to a fully opened vertical position after I leveled the airplane from the climb attitude and reduced power. Upon further reflection I realize that the accident would not have occurred had the canopy not opened to a vertical position, causing air to be disrupted over the rear flight surfaces.

The airplane did not stall, as many would suggest, because I was above stall speed when this happened and I had full aileron control to the ground. I distinctly remember this because during the canopy distraction I was over compensating for a wings level attitude, rolling slightly back and forth with the sensitive controls. When I realized this I immediately returned to a wings level attitude and contacted the runway surface in a perfectly level position in both pitch and roll.

I have had phone conversations and in-person discussions with Van's Aircraft. I met with one of their engineers. He said they did see how this could be aerodynamically possible due to the shape of the canopy and the hinge position that would allow air to flow under the canopy and over the engine cowling.

I also talked with the insurance claims adjuster, who had no problem believing my report, since he had dealt with similar claims as a result of canopies opening in flight.

If it is not too late, I wish to amend my report to say the cause of the accident was "The canopy opened in flight to a fully vertical position causing loss of pitch control over the rear flight control surfaces."

Respectfully submitted,

[REDACTED]
William Earl