NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMAT	TION											
Accident/Incident Location						Date/Time						
Nearest City/Place: Chadre	on	vovo		State:	NE	Date: 06/11/2013 Local Time: 06:45 am						
ZIP: 69337 Co	untry: USA					mm/dd/yyyy Time Zone: CDT						
Latitude: 41.99N (dd:mm:ss N/S) Longitude: 97.44W (ddd:mm:ss E/W)					Time Zone: OD1							
Phase of Operation							ollision with O	ther Airci			f In-Flight	
Standing Takeoff	(incl. initial c			Н] Midair] On-ground			Occurrenc	ee	
☐ Taxi ☐ Climb ☐ Maneuvering ☐ Other ☐ Descent ☐ Landing ☐ Approach ☐ Unknown							None		1		f	ì MSL
AIRCRAFT INFOR	MATION	V	····	,								
Manufacturer: Vans Ki	it						Max Gross W	eight:		1,320 lbs		
Model: RV12			w				Weight at Tir	ne of Acci	dent/Inc	ident:	1,1	<u>53</u> ibs
Serial Number: 120226	ì						Location of C	enter of C	Fravity a	t Time of /	Accident/In	cident:
Registration Number: 1	V666BE		Amateur-b	ouilt:	☑ Yes ☐ No	0	-0Г-				or 🛭 datun namic Cord (
Category of Aircraft	Type of A	Airworthiness (Certificate		Number of	Se:	ats:	9		g Gear	Retract	
	(Check all										al landing ge	ar
☐ Balloon ☐ Blimp/Dirigible	Standard				If Large Airca	raft,	, how many seats	for:	_	ration that a	applies:	
☐ Glider	☐ Normal ☐ Utility	☐ Re	estricted mited		Flight Cr	ew	·		🛮 Trie	cycle	☐ Ta	ilwheel
Gyrocraft Helicopter	Acroba	tic 🔲 Pr	ovisional	Antonian	Cabin Cr	œw	-			phibian		gh Skid
Powered lift	Transpo		perimental	l	Passenge				Emergency Float Skid Float Ski			
Ultralight Unknown			pecial Flight assent			[Hu	Hull Ski/Wheel			
Type of Maintenance P	raran		Last Ins		an Tana					known)6/02/2012	
Annual	ogram						Airworthiness	Date Las	st Inspec	tion:)6/03/2013 n/dd/yyyy	
Conditional (Amateur-bu			☐ AAIP ☐ Condition		☐ Conditio	nal Inspection						
☐ Manufacturer's Inspection ☐ Other Approved Inspecti		(AAIP)	☐ Annual ☐ Unknow			vn Ai		Airframe Total Time: 54 hrs				
Continuous Airworthines		(,								at (check o	*	
Other, specify:	MANAGEMENT										ime of Accide	
IFR Equipped ☐ Yes ☑ No ☐ Unk	nouve		Stall Warning System Ins			i '		Type of Fire Extinguishing System ☑ None				
LI Yes Lyino Li Ulik	HOWII		Yes No Unkno			ΝΠ		Specif	· У			

	LT Activat						ot read this in					
Yes No	Yes N	10	1			is a new unit and has new batteries.						
ELT Aided in Locating	Accident/I	neident	Serial No	umbe	r: Unit was	vas turned off by pilot after exiting plane.						
☐ Yes ☑ No			Battery '	Гуре:		Battery Exp. Date:						
Engine Type	·	Reciprocatir		Pr	opeller							
	rbo Jet	System Type Carburetor			Fixed Pitch		Manufac	turer: <u>Wa</u>	rp Drive			
	rbo Fan ıknown	Fuel Injector			Fixed Piten Controllable [Pitc	h Model	3-Blade G	round A	djustable		****
-			T					Engine R	ated		The state of the s	
								Power Mo			Time	Time
		Engine		Mani	ufacturer's		Date of Mfg.	1 .	<i>one)</i> epower o	Total Time	Since Inspection	Since Overhaul
Engine Engine Manufact	turer	Model/Series		Seria	l Number		nım dd yvyv	☐ lbs of	Thrust	(hours)	(hours)	(hours)
Eng. 1 Viking		110		JHMGE	8G434ACO36268	3	2013		110	54	54	54
Eng. 2					····			-		-		
Eng. 3					***************************************					1	<u> </u>	
Eng. 4						NAME OF THE OWNER, OWNE		<u> </u>			J	l

William Earl

OWNER/OPERATOR INFORMA	TION					
Registered Aircraft Owner	Owner Address					
Name: William G. Earl	City: Jacksonville					
Fractional Ownership Aircraft: Yes 🔽	State: OR ZIP: 97530 Country: USA					
Operator of Aircraft	Operator Address Same As Registered Owner					
Name: Doing Business As:	City:State:ZIP:					
Air Carrier/Operator Designator (4 Characte	r Code):	Country: Revenue Sightseeing Flight				
Regulation Flight Conducted Under	The blick than (and set towns)	Revenue Sightsceing Fight Yes No				
FAR 103 FAR 133 Non-US,	Non-commercial Unknown	Air Medical Flight Yes No				
Purpose of Flight for FAR 91, 103, 133, 137 (Select one)	Revenue Operation for FAR 121, 125, 129, 135 (Select one)	Type of Commercial Operating Certificate Held (Check all that apply)				
	☐ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi Domestic or International ☐ Domestic ☐ International	□ None □ Flag Carrier Operating Certificate (121) □ Supplemental □ Air Cargo □ Foreign Air Carriers (129) □ Commuter Air Carrier (135) □ On-Demand Air Taxi (135) □ Large Helicopter (127)				
Aerial Observation	Cargo Operation	☐ Rotorcraft External Load (133)				
☐ Air Drop ☐ Air Race / Show	Passenger/Cargo Passenger How many?	or - Agricultural Aircraft (137)				
☐ Flight Test ☐ Public Use	Cargo lbs	Other Operator of Large Aircraft				
Unknown						
OTHER AIRCRAFT - COLLISIO	(If air or ground collision occurred, complete					
1	turer:	I I I RSHIVEO I I IVIII O				
Registered Owner of Other Aircraft						
First Name:	City:					
Middle Initial:	State:	ZIP:				
Last Name:	Country:					
Pilot of Other Aircraft	City					
First Name: Middle Initial:	State:	Z1P:				
Last Name:	Country:					
	/FAILURE (If more space is needed, continue					
Was there Mechanical Malfunction/Failu	re? Yes No Unknown urt no., serial no., and describe the failure.)	Total Time/Cycles On Part				
		Hours				
		Cycles				
we continued to the con	Time Since This Part					
		Inspected/Overhauled				
		Hours				
DAMAGE TO AIRCRAFT AND	OTHER PROPERTY					
)	eraft Fire	Aircraft Explosion				
□ None ☑ Substantial ☑ ☐ Minor □ Destroyed □	None					

Description of Damage to Aircraft and O	ther Property (use addit	onal sheet if n	ecessary)			
The airplane landed with the fuselage and the cowling. The aircraft underside received serior unknown due to a prop blade strike.	wings level. I had little fla us damage due to the lan	air and the im ding gear coll	pact caused the la apsing into the wi	anding gear to c ngs and engine	collapse into the cowling. The	engine condition is
AIRPORT INFORMATION (If the	ancidentlingidant occu	rrad on appr	oach takeoff or	within 3 miles	of an airport.	complete this section)
	accidentificident occu	ites on app.	Distance From			
Airport Identifier: CDR Airport Name: Chadron Municipal				•		degrees MAG
Proximity to Airport Off Airport/Airst	rip 🛮 On Airport 🔲 🤇	On Airstrip	Airport Elevat			3,297 ft. MSL
Approach Segment (Select one)						
On Instrument Approach Landin		leg Approach		oorted Landing (a		☐ Go Around
IFR Approach (Check all that apply) None	□ LDA □ □ ASR □	Practice GPS Loran Unknown	VFR Approach None Traffic Pattern Straight-in Valley/Terrair Go Around Full Stop		☐ Stop ☐ Tou ☐ Sim ☐ Forc ☑ Prec	o and Go ch and Go ulated Forced Landing ced Landing cautionary Landing cnown
Runway Information				unway/Landir	ng Surface (C	Check all that apply)
Runway ID: 02 (L/R/C) Length:	5,998 ft Width:	<u>100</u> ft	Dry		-Compacted	☐ Water-Calm☐ Water-Choppy
Runway/Landing Surface (Check all that	apply) adam		☐ Holes ☐ Ice Covered ☐ Rough ☐ Rubber Depos ☐ Slush Covered	Snow-	-Dry -Wet	☐ Water-Glassy ☐ Wet ☐ Unknown
FLIGHT ITINERARY INFORMA	TION				,,,,,	
Last Departure Point Airport ID: CDR City: Chadron State: NE Country: USA	Time of Departure Time: 06:45 am Time Zone: CDT	Destination Airport ID: _6 City: Chad State: NE Country: US	CDR ron		Type Flight ☑ None ☐ Company \ ☐ Military V ☐ VFR Activated?	□ VFR/IFR VFR □ IFR
Type of ATC Clearance/Service (Check of	ll that apply)	1				1000
✓ None ☐ Special VFR ✓ VFR ☐ IFR	☐ Speci ☐ VFR			R Flight Follow affic Advisory		Cruise Unknown / NA
Airspace where the accident/incident oc	☐ Pro☐ Res ☐ Mil	hibited Area tricted Area	is Area (MOA) Area	☐ Jet Training ☐ TRSA ☐ FAR 93	; Area	☐ Special ☐ Air Traffic Control Area ☐ Unknown
Aircraft Load Description (Check all that None Towing Glide Passengers Towing Bant Cargo Other Extern	er	achutists ter emical/Fertilize	r/Secds	Livestock Unknown	, man	Market Co.
FUEL & SERVICES INFORMA	TION					
Fuel on Board at Last Takeoff (convert from pounds, as necessary) 18 Gallons	Fuel Type ☐ 80/87 ☑ 100 Low Lead ☐ 100/130	☐ 115/145 ☐ Jet A ☐ Automoti	☐ JP3 ☐ JP4 vc ☐ JP5	□ Otl	ner, specify	
Other Services, if Any, Prior to Departi None	ıre					

EVACUATION OF AIRCRAFT									
Was an emergency evacuation of the aircraft performed?									
Method of Exit – Describe how The canopy was already in the fu	the occupants e	cited and h	ow ma	ny occupants evac pped out as usual.	uated cach le	ocatio	n		
WEATHER INFORMAT	TION AT THE	E ACCIE	ENT	/INCIDENT S	TE				
WEATHER INFORMATION AT THE ACCIE Weather Observation Facility Facility ID: Observation Time: Time Zone:			Source (Check Na Fili	ce of Weather Info k all that apply) tional Weather Servi ght Service Station I/Radio	ormation	☐ Company ☐ Military ☑ Internet ☐ Unknown		Method of Briefing (Check all that apply) ☐ In Person ☐ Teletype ☑ Telephone/Computer ☐ Aircraft Radio	
Distance from Accident Site: Direction from Accident Site:		iM ees MAG	✓ Automated Report ✓ Commercial Weather Service (DUATS)					☑ TV/Radio ☐ Unknown	
Briefing Type/Completeness Full Partial / Limited By Pilot Partial / Limited By Briefer	Full Abbreviated Partial / Limited By Pilot Unknown			Light Condition ☐ Dawn ☐ Dusk ☐ Day ☐ Night		☐ Bı	ark Night right Night ot Reported	Visibility10_miles	
Sky/Lowest Cloud Condition Ceilin Clear Thin Broken Few Thin Overcast Partial Obscuration Unknown Scattered			e (clear)				y (Check all that apply) Fog Ground Fog Haze Ice Fog Smoke		
Lowest Cloud Condition Hei	gnt _ ft AGL	Cenning	Height ft AGL			☐ Dust ☐ Unknown			
Wind Direction	Wind Speed			Wind Gusts		1 ~ *	oe of Turbulence (C None		
☐ Indicated: degrees MAG	Velocity:	KTS		Velocity:	KTS		None In Cl Clear Air Vicin	nity of Thunderstorm	
degrees wind	-or- ☐ Calm ☑ Light and Var	iable	☐ Gusting ☐ Not Gusting			Severity of Turbulence Extreme Moderate Light Severe Moderate Chop			
NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident None pertinent to this flight.									
Icing Forecast Type of Precipitation (Check all that apply)									
Temperature:(C) or55 (F) Altimeter Setting: or Density Altitude:	in. HG MB	None Trace Light Icing Acte Amo		Moderate Severe	Rime Clear Mixed			☐ Ice Pellets ☐ Snow Pellets ☐ Snow Grains ☐ Ice Crystals ☐ Ice Pellets Shower ☐ Freezing Drizzle	
Dew Point: (C) or(F)		✓ None ☐ Trace ☐ Light		Moderate Severe	Rime Clear Mixed	_	Intensity of Precip	pitation Moderate	

PILOT "A" INFORMATI	ON									
Pilot "A" Responsibilities at th		ident/Incide	nt							300 C
☑ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew										
Pilot "A" Identification							_			and the second
First Name: William				City:			Jackson	/ille		
Middle Initial: G				State:		ZII	P: <u>97530</u>			
Last Name: Earl				Coun	try: <u>USA</u>					
Age at time of Accident/Incident	::66	Date of Birt	h: mn/dd/yyy		ficate Nu	nber:				E.
Degree of Injury	Seat Occupie	ed .		Seat I				Shoulder Ha		
☐ None ☐ Fatal	Left	Front	Unknowr							□ No
☐ Minor	Right Center	☐ Rear ☐ Single		Availa	ble 📙	Yes 🗌	No A	Available	☐ Yes [] No
Pilot Certificate(s) (Check all th				L			1			
None Student		☐ Recrea	tional	√ Commercial			light Engine	er [☐ Foreign	
Private Student		Sport		Airline Tran			J.S. Military			
***	dical Certifica	ıte	***************************************	Medi	cal Certif	īcate Vali	dity	Date of La	st Medical	
□ Pilot 🗐		Class 3	400			ntions/waive	ers			
Other		Driver's Licen Unknown	ise (Sport Pilot o	····	ith limitatio known	us/ waivers		mm/dd/y		Š
L Olikilowii —		- Mary 1911								
Medical Certificate Limitation	ıs									
Medical Certificate Waivers										
pricuscal Collegicate Wasvely										
Date of Last Flight Review		Flight	Review Aires	raft						
or Equivalent, Including	05/30/2013	} ~	Cessna							
FAR 121/135 Checks:	mm/dd/yyyy		: C-172							
Airolana Dating(s)	Other Aircraft			ent Rating(s)	I	nstructor	Rating(s)			
I TAK DAMAGE TERROLING	Check all that a			that apply)		Check all th				
□None	None		None] [None			Instrument /	
Single-Engine Land	Airship		Airplar	ne otor] [Z] Airplanc Zl Airplanc	Single-Engir Multi-Engin		Instrument F Helicopter	teticopter
☐ Single-Engine Sea ☑ Multiengine Land	Free Balloon Glider		Helicon	ed Lift		Gyroplan			Glider	
Multiengine Sca	Gyroplane					Powered			Sport	
	Helicopter Powered Lift				1					
Type Ratings	La romorod Diff					Student E	ndorsemen	ts (Include d	ates)	
Action (Action Control of Control										
	,	- 1				<u> </u>				
Flight Time (enter appropriate	All	This Make	Airplane Single	Airplane		Instr	ument			Lighter
number of hours in each box)	Aircraft	& Model	Engine	Multiengine	Night	Actual	Simulated	Referenaft	Glider	Than Air
Total Time	5,667	54	3,127	2,223	687	406	68	263	0	<u> </u>
Pilot in Command (PIC)	5,237	54	2,990	2,153	657	387		240		
Time as Instructor	2,030	0								
This Make/Model	44 1 1 1 1 1 1 1									
Last 90 Days	56	56	56							
Last 30 Days	54	54	54							
Last 24 Hours	3	3	3		I	1		<u> </u>		<u> </u>

PILOT "B" INFORMATION											
Pilot "B" Responsibilities at the Time of Accident/Incident											
☐ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew											
Pilot "B" Identification											
First Name: Middle Initial:			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	City	•		7115.				
Middle Initial:											
Last Name: Country:											
Age at time of Accident/Incident: Date of Birth: Certificate Number:											
	Seat Occupied				Belt			Shoulder Ha		_	
☐ None ☐ Fatal			Unknown	Used			□ No □	Used Available		□ No □ No	
☐ Minor ☐ Unknown ☐ Serious		Rear Single		Avail	аые	☐ Yes	□No	лувнаст	LLU L		
Pilot Certificate(s) (Check all th				I				,			
☐ None ☐ Studen	t	Recreati		Commercia			Flight Engir	neer [Foreign		
Private Flight	nstructor	Sport		Airline Tra			U.S. Militar		1 % 5 . 1* 1		
	dical Certificate					rtificate V	-	Date of La	st Medical		
	None ☐ Clas Class 1 ☐ Driv		e (Sport Pilot c			mitations/wa ations/waive					
	Class 2 Unk		- (Sport x Hotel	٠٠٠ مسبا ا	nknown			mm/dd/y	vyy		
Medical Certificate Limitation	18							<u></u>		:	
manual voi inicare imitation											
Medical Certificate Waivers											
		sylvinear Columbiae waivers									
Date of Last Elight Daview		Eljaht l	Review Aires	rafi							
Date of Last Flight Review or Equivalent, Including			Review Airer			,				- tullware no received	
		Make: _		·							
or Equivalent, Including FAR 121/135 Checks:	mm/dd/yyyy Other Aircraft Ro	Make: _ Model: _									
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s)	Other Aircraft Ra	Make: _ Model: _ nting(s)	Instrume	ent Rating(s)			r Rating(s)				
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply)	Other Aircraft Ra (Check all that apply) None	Make: _ Model: _ nting(s)	Instrume (Check all	ent Rating(s) that apply)		Instructo	r Rating(s) that apply)		nstrument Ai		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land	Other Aircraft Ra (Check all that apply) None Airship	Make: _ Model: _ nting(s)	Instrume (Check all None	ent Rating(s) that apply)		Instructo (Check all ☐ None ☐ Airplar	r Rating(s) that apply) the Single-Engi	ine	nstrument He		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea	Other Aircraft Ra (Check all that apply) None	Make: _ Model: _ nting(s)	Instrume (Check all	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Gyropl	r Rating(s) that apply) the Single-Engine Multi-Enginene	inc 1	nstrument He Telicopter Glider		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft Ra (Check all that apply, None Airship Free Balloon Glider Gyroplane	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar	r Rating(s) that apply) the Single-Engine Multi-Enginene	inc 1	nstrument He Telicopter		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft Ra (Check all that apply) None Airship Free Balloon Glider	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Gyropl	r Rating(s) that apply) the Single-Engine Multi-Enginene	inc 1	nstrument He Telicopter Glider		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft Ra (Check all that apply, None Airship Free Balloon Glider Gyroplane Helicopter	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Airplar Gyropl Powero	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift	inc 1	nstrument He Helicopter Glider Sport		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft Ra (Check all that apply, None Airship Free Balloon Glider Gyroplane Helicopter	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Airplar Gyropl Powero	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift	ine	nstrument He Helicopter Glider Sport		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft Ra (Check all that apply, None Airship Free Balloon Glider Gyroplane Helicopter	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Airplar Gyropl Powero	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift	ine	nstrument He Helicopter Glider Sport		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft Ra (Check all that apply, None Airship Free Balloon Glider Gyroplane Helicopter	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Airplar Gyropl Powero	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift	ine	nstrument He Helicopter Glider Sport		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft Ra (Check all that apply, None Airship Free Balloon Glider Gyroplane Helicopter	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Airplar Gyropl Powero	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift	ine	nstrument He Helicopter Glider Sport		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea Type Ratings	Other Aircraft Ra (Check all that apply, None Airship Free Balloon Glider Gyroplane Helicopter	Make: _ Model: _ nting(s)	Instrume (Check all None Airplan	ent Rating(s) that apply) nc		Instructo (Check all None Airplar Gyropl Powerd	r Rating(s) that apply) the Single-Engine Multi-Engine d Lift Endorsemen	ine	nstrument He Helicopter Glider Sport	elicopter	
Airplane Rating(s) (Check all that apply) None Single-Engine Land Multiengine Land Multiengine Sea Type Ratings	Other Aircraft Ra (Check all that apply) None Airship Free Balloon Glider Gyroplane Helicopter Powered Lift	Make:	Instrume (Check all None Airplan Powere	ent Rating(s) that apply) ne oter od Lift Airplane		Instructo (Check all None Airplar Gyropl Powerd Student I	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift Endorsemen	ine	nstrument He Helicopter Glider Sport		
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea Type Ratings Flight Time (enter appropriate number of hours in each box)	Other Aircraft Ra (Check all that apply) None Airship Free Balloon Glider Gyroplane Helicopter Powered Lift All The	Make: Model: ating(s)	Instrume (Check all None Airplan Powere	ent Rating(s) that apply) ne oter ed Lift		Instructo (Check all None Airplar Gyropl Powerd Student I	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift Endorsemen	ine	nstrument He telicopter Glider Sport (tes)	elicopter Lighter	
Airplane Rating(s) (Check all that apply) None Single-Engine Land Multiengine Land Multiengine Sea Type Ratings Flight Time (enter appropriate number of hours in each box) Total Time	Other Aircraft Ra (Check all that apply) None Airship Free Balloon Glider Gyroplane Helicopter Powered Lift	Make:	Instrume (Check all None Airplan Powere	ent Rating(s) that apply) ne oter od Lift Airplane		Instructo (Check all None Airplar Gyropl Powerd Student I	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift Endorsemen	ine	nstrument He telicopter Glider Sport (tes)	elicopter Lighter	
Airplane Rating(s) (Check all that apply) None Single-Engine Land Multiengine Land Multiengine Sea Type Ratings Flight Time (enter appropriate number of hours in each box)	Other Aircraft Ra (Check all that apply) None Airship Free Balloon Glider Gyroplane Helicopter Powered Lift	Make:	Instrume (Check all None Airplan Powere	ent Rating(s) that apply) ne oter od Lift Airplane		Instructo (Check all None Airplar Gyropl Powerd Student I	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift Endorsemen	ine	nstrument He telicopter Glider Sport (tes)	elicopter Lighter	
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea Type Ratings Flight Time (enter appropriate number of hours in each box) Total Time Pilot in Command (PIC)	Other Aircraft Ra (Check all that apply) None Airship Free Balloon Glider Gyroplane Helicopter Powered Lift	Make:	Instrume (Check all None Airplan Powere	ent Rating(s) that apply) ne oter od Lift Airplane		Instructo (Check all None Airplar Gyropl Powerd Student I	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift Endorsemen	ine	nstrument He telicopter Glider Sport (tes)	elicopter Lighter	
Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea Type Ratings Flight Time (enter appropriate number of hours in each box) Total Time Pilot in Command (PIC) Time as Instructor	Other Aircraft Ra (Check all that apply) None Airship Free Balloon Glider Gyroplane Helicopter Powered Lift	Make:	Instrume (Check all None Airplan Powere	ent Rating(s) that apply) ne oter od Lift Airplane		Instructo (Check all None Airplar Gyropl Powerd Student I	r Rating(s) that apply) the Single-Engine Multi-Engine ane d Lift Endorsemen	ine	nstrument He telicopter Glider Sport (tes)	elicopter Lighter	
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ADDITIONAL FLIGHT CRE	W MEMBERS	(Exclusive of cabin a	ittendants, complete the	following in	nformat	ion)	
Pilot Name and Address						Degree of I	
First Name:		City:				☐ None ☐ Minor	☐ Fatal ☐ Unknown
Middle Initial:		State:	ZIP:			Serious	☐ Olikilowii
Last Name:		Country:				Seat Occup	iad
Pilot Certificate(s) (Check all that		r		<u></u>		Seat Occup	leg □ Front
□ None □ Student □ Private □ Flight Instructor	☐ Recreational ☐ Sport	Commercial Airline Transport	☐ Flight Engineer ☐ U.S. Military	☐ Foreig	វិប	Right	Rear
Type Rating/Endorsement for	<u> Пороге</u>		ime at the Time	++		Center	Single
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Pilot Name and Address						None	Fatal
First Name: Middle Initial:	L.L. LANDA LIVY (VICTOR)	City:	ZIP:			Minor	Unknown
Last Name:		Country:				☐ Serious	
Pilot Certificate(s) (Check all tha	t apply)					Seat Occup	ied
None ☐ Student	Recreational	Commercial	☐ Flight Engineer	Forei	gn	Left	☐ Front
Private Flight Instructor	☐ Sport	Airline Transport	U.S. Military			Right Center	☐ Rear ☐ Single
Type Rating/Endorsement for Accident/Incident Aircraft?	☐ Yes ☐ No	Total Flight 7 of this Accide	Time at the Time	hrs			Unknown
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Private Flight Instructor	Sport	Commercial Airline Transport				Right Center	☐ Rear ☐ Single
Type Rating/Endorsement for			Time at the Time ent/Incident:	hrs			Unknown
Accident/Incident Aircraft?	☐ Yes ☐ No	of this Accide	mornene.				
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NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

Due to the near perfect weather conditions, I planned to do some touch-n-go landings before continuing on a VFR trip west bound., I conducted a thorough exterior and interior inspection using written checklists. The sky was clear with only very light wind, and due to the early hour of take-off (06:45am or so), their was no traffic. I proceeded to RNWY 02 and did the final pre-takeoff check and did a 360 turn on the ground to visually look for traffic. Seeing no traffic I taxied to the runway center line and applied full throttle, approximately 5000 rpm. The plane quickly accelerated through 47 mph stall speed and I held the plane to approximately 65-70 mph before lift-off and heading toward 80 mph, my preferred climb speed. Immediately upon rotation the canopy opened about 3" or so, as measured from the rear horizontal edge of the canopy and the top of the cockpit area of the fuselage. Having used less than 1000' of the runway, I immediately set up to land. I had already accelerated to 80 mph, but was only 50-100' AGL. I simultaneously reduce the power, reduced back pressure on the stick and leveled the angle of attach, but as I did, the canopy opened into a full vertical position and the nose went downward. I tried to stop the nosing over with applied back pressure on the stick but I was too close to the ground to completely arrest the descent. I managed to land with the fuselage and the wings level. I had little flair and the impact caused the landing gear to collapse into the wings and engine cowling. The aircraft underside received serious damage due to the landing gear collapsing into the wings and engine condition is unknown due to prop strike.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

The accident would not of occurred had the canopy not opened in flight.

By whatever means, it is obvious that the canopy became unlatched. The canopy latch is designed to provide secure latching by the use of pressure of the latch arm (mounted to the canopy frame) against the latch slot (fixed to the aircraft). It requires the pilot to turn approximately 90 degrees to the right to apply pressure to the latch handle and visually see the proper alignment of the latch arm and the latch slot. The design also, unintentionally, allows the latch arm to be miss-guided to a position under the fixed latch mechanism and slot. The bottom edge of the latch body has a tapered edge that the latch arm can inadvertently ride upon, allowing the latch handle to have similar resistance pressure as when properly latched and a 90 degree handle position as when properly latched, although not properly resting in the latching slot.

The present design has provided latching service for many years. The following items could be considered in modification of the latch body. (1) Remove the tapered bottom edge and use a blunt design or reverse the existing taper, helping align the arm with the slot, instead of guiding it under the latch body as it currently does. (2) Provide a small vertical tip at the bottom of the entrance to the latching slot. This would require a slight up pressure, or tipping of the latch handle, to release the latch. This would prevent any inadvertent disengagement of the latch and would also give the pilot a manual feel of correct latching.

(3) As an added precaution, it would be a great feature if there was a caution light on the panel identifying an unlatched canopy. This would be similar to the existing light for improper wing pin installation.

In no way do I imply a poor design. The Van's team provide a good product that I would recommend and buy again if I have a chance. I also know that the smallest changes for an individual's plane becomes a huge and expensive process as a manufacturer.

ADDITIONAL INF	ORMAT	ON (Please type or print in ink)		CANADA CA
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