



NTSB MEMORANDUM FOR RECORD

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Date of Memorandum: April 24, 2020
Subject: Correspondence Summary with Vans Aircraft
NTSB Accident Number: ERA19FA265

The following is a summary of the email exchanges with Vans Aircraft:

- Mr. Mitch Lock of Van's Aircraft, on September 25, 2019, sent various drawings showing the progression of design changes for this canopy latch.
- He stated that the accident aircraft was serial number 120053, indicating that it was the original design, described in Kit Assembly Instructions (KAI) Section 24-12 page 24-02.
- He sent a copy of Notification N-16-10-3, issued 10/3/2016, which added a clip that was to be used as a gust lock for ground operations only.
- He also sent a copy of Notification N-17-12-08, issued 12/8/2017, which superseded N-16-10-3 and which informed owners/builders of a new latch design being integrated into RV-12iS aircraft. This new design was available for retrofit to earlier models.
- He indicated that the pilot purchased the new latch kit on 8/1/2019.
- On October 8, 2019, Mr. Lock reviewed photos of the canopy latching mechanism from the accident airplane and suggested that the photos reflected, the pilot's "attempt to use the new handle with the old-style latching system." He explained that the tube that protrudes through canopy is longer in the replacement handle than in the original handle tube. He noted that the photos show that the pilot used "a combination of washers to adjust the length of the tube to adapt to the old latching system."
- He added that under these circumstances, there was no way to determine that the pilot's configuration resulted in a positive latch.
- On April 24, 2020, Mr. Lock provided company drawings of the two different tubes used in the canopy latch handles of the RV-12.
- The drawings indicate that the new tube handle is $\frac{1}{4}$ in longer than the original tube.
- Mr. Lock examined the photos I sent to him of the canopy and latching mechanism and indicated that, upon review of their original assembly drawings and the most current



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which reflect the installation of the new canopy latching system, he sees no evidence in the photos that any parts of the new system were installed other than the new handle.