

Doug Shane Receives Kincheloe Award

Congratulations to Doug Shane, Long-EZ N316DB, for being selected to receive the coveted 1997 Ivan C. Kincheloe Award. This award, presented by the Society of Experimental Test Pilots, has been earned by the big names in aerospace history. This award puts Doug in the same class as: Al White, Fred Haise, Neil Armstrong, Fitz Fulton, Joe Walker, Joe Engle, Bob White, Milton O. Thompson, Charles C. "Charlie" Bock, Alvin S. "Al" White and William C. Park.

The award was based on the first flights and initial development testing of both the VisionAire Vantage and Williams International V-Jet II prototype aircraft in the past year. The Kincheloe award is for flight test achievements within the July-July period of the preceding year.

Doug was nominated by Mike Melvill, Burt, and Tom Carr an engineering test pilot at Raytheon nee Beechcraft.

In Doug's own words, "Not bad for a hick homebuilder from Kansas"

That's How it is When You Are Close

ED: I received the following in a note from Michael. It reminded me of how it feels when you are close to first flight. Flyers - enjoy the memory. Builders - hurry and sample it.

Michael Carra - (CA) We're making our last major part, the bottom cowl. Everything else is done and ready to go together. Hope to fly this contraption sometime in Feb/March. We'll see.

GOD, THIS IS EXCITING! I've been flying Vern Simon's Long-EZ w I can't work enough hours on mine. There is a light at the end of the tunnel.



Long-EZ Accident History

Bill Freeman - (KS) The following lists Long-EZ fatal accidents and probable cause. It makes interesting reading for those who might have to justify their flying of an airplane the media touted as dangerous.

Date	Official Probable Cause	Remarks
7/83	undetermined	descended into water, cruising at 100 ft altitude
6/83	buzzing	struck wires fly low up river, 'jumping' a bridge
7/83	undetermined	3-4 turn spin (?????!! VERY skimpy report)
5/86	fire	1st flight after engine overhaul, in flight fire, crash and burn
2/88	fuel starvation, aircraft control not maintained	Second flight, out of fuel, fuel selector binding, found in intermediate position, failed to maintain control while attempting an off-airport landing
10/88	proper altitude not maintained	struck tree while flying low over mountains to spot wild game
9/89	failure to maintain proper altitude	crashed short of runway, no witnesses, no pre impact failures, medical or toxicological factors found, 18hr in AC
6/90	fuel contamination	engine failed on TO, impacted rough terrain
2/90	in flight loss of control / spatial disorientation	ran into dense fog bank on approach to airport
8/92	intentional flight into IMC, collision with trees	cross country WX brief included mountain obscurement along route of flight, low ceilings/fog
10/91	inadequate visual lookout	flying low along river, impacted static wire across river
12/92	failure to maintain power setting to maintain engine rotation	set idle power during low speed demonstration, engine stopped, prop stopped turning, too low to airstart, no starter installed
7/93	failure to properly use carb heat	loss of power in cruise, unsuccessful forced landing, carb heat in cold position
6/93	failure to maintain adequate altitude	flying 100-200 ft above water, steep right bank, impacted water
6/93	failure to maintain proper glide path on approach	landing into setting sun, landed short
10/94	continued visual flight into IMC	flight of two, VFR not recommended, wing man diverted to airport, AC struck a ridge and burned
2/95	delayed abort of ground run	became airborne during ground test for stepdaughter's science project, crashed off end of runway, burned
6/95	failure to maintain tree clearance	buzzing ("30 ft"), over gross, high density alt, struck pine tree

Dangerous aircraft - huh - (Hint: Don't fly into the ground or water at cruising speed. This is a bad thing.)

For about 75% of the fatals, this list says, "Don't do stupid things with your airplane."

Long-EZ Plans

Unused plans for sale. \$500. Contact: Ron Rankin, 4309 Snowmountain Rd, Yakima, WA 98908, (509) 965-6529.

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