



U.S. Department
of Transportation
Federal Aviation
Administration

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ANM-100
FEB 08 1985
Memorandum

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CC:
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ACTION: Safety Alert "Long-Eze"
Amateur-Built Airplanes

Date
JAN 28 1985

Reply to
Attn. of
Acting Manager, Aircraft Manufacturing Division, AWS-200

Sandy DeLucia
Acting Manager, Aircraft Manufacturing Division, AWS-200

All Flight Certification Divisions
All Flight Standards Divisions

This office has received information regarding a potential hazard on the "Long-Eze" amateur-built airplanes. The head rest assembly does not appear to provide protection for the pilot in the event of an accident that culminates with the inversion of the airplane.

All builders, prospective builders, and operators should be apprised of this potential hazard. We are enclosing a copy of the correspondence that was received from the Minneapolis GADO.

Please disseminate this information to all personnel involved in the airworthiness certification of amateur-built aircraft.

Attachment

4E-AED0-48
DATE: FEB 15 1985
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Los Angeles Area Office

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U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

GENERAL AVIATION DISTRICT OFFICE
6201 - 34th Avenue South
Minneapolis, Minnesota 55450

ACTION: Recommendation for Accident Prevention,
Order 8020.11, Paragraph 268
Date December 27, 1984

Original Signed By

From Andrew Detroi
Manager, Minneapolis GADO

Reply to
Attn of Detroi:725-3341

To Manager, Aircraft Certification Division, ACE-100
Thru: Manager, Flight Standards Division, AGL-200

On June 29, 1984, an Andrich/Lee Long-EZ owned and operated by Howard Lee, of Camarillo, California, experienced power failure after liftoff at 400 feet AGL. The pilot made a 180° turn and returned to another runway. He landed long, left the side of the runway to avoid going off the end and proceeded diagonally across a wheat field. The aircraft nose gear collapsed and the aircraft went inverted. The canopy shattered and the pilot's headrest broke off during the crash.

This is the second Long EZ aircraft accident in the State of Minnesota in three years that the aircraft went inverted and the headrest broke off. The result was one fatal and one with minor head injuries.

Due to lack of protection during rollover accidents, it is recommended that the headrest be either re-enforced or made out of more durable material to afford crashworthiness protection for the pilot.

Discussing this situation with Mike Mellville, Rutan Aircraft Factory, he assured me that the factory would re-evaluate the structural integrity of that area.

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cc: ASF-100 Accident Investigation Division
AWS-200 Aircraft Manufacturing Division
Rutan Aircraft Factory (Mike Mellville
Rutan Aircraft Factory
Building 13
Mojave, CA 93501)