

Accidents

29/3, 37/5, 44/2, 8

The CPs outline the accidents one at a time:
lets review them quickly:

April 80

2 variczes - 1 engine failure - off field
gear off - pilots ok

1 sucked water on take-off - no drains

Fuel sys integrity

non-standard fuel system - off field

nose gear down even water

Ripped off mains - nose gear up! - Pilots ok

July 80

Dont modify.

Couple of Vari eye clones crashed - non-standard
comards - 1 death 1 injured - ~~no~~ all flying correct

Oct 80

Pattern procedure

Illinois builder 2nd crash short of the
runway - seatbelt ~~was~~ ^{was} ~~not~~ ^{not} thrown forward
and out - Low/slow downwind, sharp base - crosswind

Rear stick/health

Pilot heart attack - no rear seat stick - 2 deaths

Sideslipping pattern

Pilot sideslipped on final - went inverted
Rudder/winglet contours a problem in Vari-eye only
Death

land ASAP
Fuel urgent

Guy ran low on gas, overflew airport - landed
2 miles short - gear off - pilot ok

vents in pants

Guy blew 2 ply tire, braked hard and ²⁰ minutes
later melted gear near brakes

Nov 80

pre-trim syst.

Guy's elevator control disconnected - used power
later foot on balance weight - dropped 20' to ground

Low pass to Pilot's house - hit tree
2 deaths

April 81

Tether fuel caps
(caps are outboard
Long 62 Prop!)

Guy threw a cap through prop
Lato had vacuum on tank - no
change to other tank - Forced landing
gear off - rose up - stop in 300' off airport
Tether fuel caps.

July 81

~~1977~~ 1977-1980 various 2.59 accidents/
(average homebuilt 3.93/100) ¹⁰⁰
A/C

1.55 fatal vs
no structural failure (1.07 average)
100,000 hrs. No fires

Oct 81

Take off through puddles - slowed
to right - tried to take off - low Airspeed
aborted - lost nose gear - Fuel lines
torn out ~~at~~ under gear - ripped off.
fuel everywhere

Gas Cap - slight power loss - sucked all
fuel out of tank - forced landing on USAF
- Red tape

2nd Time - Fuel vent blocked

Jan 82

Take off 4' up to 4" in ice & snow
~~first~~ Canopy frosted over in dark ^{are} dawn
- Flew into tops of trees inverted dead

Shut off fuel
to fire!

Caught fire at run-up - taxied home
unknowing - failed to shut off fuel when
saw smoke - tried to put out fire
with ~~can~~ extinguisher - total destruction

Apr 82

Boock spinner - after ext. incompat.
Threw prop - no problem

July 82

Wet to dry weather - lost prop

~~was~~

rose wheel spinning - lost nose gear

Oct 82

Box Canyon East of Salt Lake

270° roll barrel roll - into lake

Aerobatics ~~the~~ engine quit in loop
a/c slid 2 feet - broken hip-back injury

Downwind take-off uphill - abort

Test:

Full aft stick, full ruddor idle = 950-1250 rpm
Can't survive that!

Old exhaust broke, broke prop
Engine ripped off fell into cowl -
forced landing on road etc

Jan 83

Bruce Tiffit - wind shear at Santa Paula
hit roof etc - crash pulled seat belts
out of fuselage Tiffit thrown clear

July 83

1. Guy failed to clear ridge - hit trees
2. another hit wires on river
3. Low over Florida ocean - possible brain
4. funny

July 83

Possible canopy separation on
cross-wind.

Oct 83

Possible flat spin - aft C.G.

Sugar/sand in tanks

Turned to shore

Raised gear for best glide

Switched tanks

Gave up on restart

obtained best glide from tests

Picked out field and kept it in sight.

Jan 84

A/c with aft CG may have
spun into beach.

Australian hit power line - into lake
2 deaths

Low time pilot ^{ion-current} climbed steeply on
take off - rolled 90° then inverted

14 hour V-102 ~~to~~ Roll near
ground - hit ground - killed

Pilot took off away from storm
- 45 k tail wind

500' overcast - sleet - rain Filled

Total disintegration - out of
storm?

Apr 84

Canopy Open - system disabled. Pulled canopy closed - flew A/C

July 84

Canopy opened - no safety catch
Both hands - Dead. VEZ

Long EZ on takeoff - engine quit 180° turn to runway
landed last 1/3 - ran off end
Possibly note boots hit mag switches in head rest.

Oct 84

South African L. EZ - took off with quartering tail wind 1700' - rough strip - slow to gather speed

~~Jan 85~~ Apr 85

Florida power lines at 140k
Clipped off gear & 1/2 left winglet
Flew to gravel & landed ^{nose} gear down
& speed brake - bruises from seatbelt

Conn. Pilot forgot to switch tanks in new A/C - flew too low pattern and landed ~~long~~ ^{short} Back injury

July 85 Oct 85

Norwegian noted slight vibration in an altitude test - non-rutan prop had fractured - safe landing

Jan 86

1. Low Flying Buzzing Aerobatics
75% fatal Long E2
7 of 11 total Long E2

2. Engine / Prop failure
- not AEP.

Long E2 100' RT of centerline
flipped over - pilot - neck injury - no nose

VE2 Single vent line blocked by
mud dauber - crash wing torn
off - broken leg.

Guy did Taxi test in VE2 with
only canard on - raised up -
prop hit - turned him over
bounced on gear and landed on
second turn crushed top - neck injury

Apr 86

Jan 84
Brazing etc 75% Long EZ Fatal

Zooming Low altitude stuff

Oct 82 - Box Canyon in Utah, Barrel roll into lake, aerobatics - low alt.

July 83 - failed to clear ridge, hit wires on river, low over Florida

Jan 84 - Australian into power line - 14 hour VEZ - rolled near forest killed

Jan 84 500' overcast
failed to get to runway

Caution Fuel input

Apr 80, Oct 80 ran out

Oct 83 - Sand intake

Oct 81 - Gas Cap gone - sucked fuel out

Apr 85 - forgot to change tanks before landing - Jerry too

Jan 86 - vent line blocked - wing torn off - broken leg

Caution Long EZ suscept. to Prop Damage

Apr 81 threw cap through Prop, Oct 81 too

Oct 85 prop failed - safe landing

Canopy

July 83 - Canopy separation?

Apr 84 - Canopy open one hand for it - landed OK

July 84 " " two hands - killed

Caution never rotate past canard on horizon

Jan 84 Low time - non current - rolled 90° on takeoff - inverted

Jan 86 - never do ground tests with canard only - 1/2 flips nearly fatal

Caution - A/c can get higher than you can take

Jan 84 Total disintegration - outclimb a storm

Caution - Pitch trim change

Caution avoid dropping A/c on tail

Bill Reid - just leaning on Prop

Jerry Sloan - moving A/c up slope

leave prop parallel to ground

Emergency Procedures

Fire in Flight

If electrical turn off elect.

If fuel turn off both

Land ASAP

Jan 82 Fire on ground - waver fuel Texas crash - never shut off fuel?
Apr 85 - Power line - kept flying w/o part winglet and gear
brakes only

Landing Short

Oct 80 VEC - seatbelt gone?

Oct 84 - engine quit - fuel back injury

Engine Failure

mixture rich

Mags both

Switch tanks

Boost pump on

attempt restart

Turned to shore
Raised gear for best glide
switched tanks
Out restart
Picked out field kept it
in sight

Glide 70-75 knots 77 @ 1000 lbs

85 at 1200

91 at 1400 lbs

Shut off fuel

Plan for 1/3 down runway etc

15 to 1 with prop stopped

17 to 1 with windmill

Can't survive full alt stick unsh! 1250'/min

Apr 80 2 vez (1 engine, 1 fuel syst water)

Apr 82 Threw prop - successful landing July 82 weather/no torque
Successful

Oct 82 Threw exhaust - lost prop - successful

Oct 83 Sand instantly - landing upside in field - survived

July 84 - TPA ed to get back to runway - overshoot - injuries
Mise

Jan 86 100' Rt of centerline
flipped -

2 nonstandard canards

1 Heart attack

melting gear hard braking

1 Disconnected Canard

Oct 81
Jan 82

Take off in snow 2 slush, water, Downwind

Jan 83 Wind shear - Santa Paula

Jan 84 Downwind takeoff (45k)

Apr 85 South Abr - Rough landing
quartering tailwind

Oct 82 Downwind