



National Transportation Safety Board Aviation Accident Data Summary

Location:	FRIENDLY, MD	Accident Number:	NYC99LA134
Date & Time:	06/02/1999, 0937 EDT	Registration:	N555L
Aircraft:	Saliba LONG EZ	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Another pilot in the airport traffic pattern saw the accident airplane, and requested the accident pilot's intentions. There was no response, but the accident airplane appeared to enter a right base for the active runway. The airplane overshot the runway, then turned back, and entered a left base for the same runway. It overshot the final approach course, but corrected with a steep turn, and continued making 'S' turns during the final approach. The airplane then pitched up and mushed into trees about 200 yards short of the runway. The airplane's canopy was found about 2 miles from the accident scene, and the latching mechanism exhibited no sign of overstress, or of being latched. Another owner of a Long EZ stated that the airplane would have been difficult to control without a canopy.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The separation of the airplane canopy for undetermined reasons, the diminished controllability of the airplane, and the pilot's failure to maintain airspeed resulting in a stall/mush into trees short of the runway.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. WINDOW,CANOPY - UNLATCHED
2. WINDOW,CANOPY - SEPARATION
3. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: UNDERSHOOT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. AIRCRAFT CONTROL - DIMINISHED

6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

7. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

8. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	86
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2020 hours (Total, all aircraft), 450 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Saliba	Registration:	N555L
Model/Series:	LONG EZ LONG EZ	Engines:	1 Reciprocating
Operator:	NASEEM N. SALIBA	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DCA, 16 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	11 knots / , 200°
Temperature:	25° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	CLINTON, MD (W32)	Destination:	MACON, GA (MCN)

Airport Information

Airport:	POTOMAC AIRFIELD (VKX)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	2665 ft / 40 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	PAUL R COX	Adopted Date:	06/22/2000
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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