

Inspector Statement
ASI William A. Anderson
NTSB Case # ERA16LA274

On December 23, 2016, at approximately 1215 CST, Inspector Anderson met with Mr. Leo Bennetti-Longhini at the Tullahoma, TN. Airport (THA) to inspect and evaluate the canopy attachment mechanism of N602SL, S/N 2024, 2006 Alisport SRL powered glider.



The emergency canopy deployment system was inspected and tested for operation and function. Emergency system work smoothly and as designed.



Above photo is the forward canopy attachment point emergency jettison mechanism functioned properly and as designed.

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Inside the cockpit R/H side, Canopy emergency jettison mechanism functioned properly and as designed.



Inside Cockpit R/H canopy latch mechanism, in the latched position, handle forward. Latch mechanism functioned properly and as designed. This was also the case for the left hand side. Note surface corrosion at the latch hardware. Aircraft sat outside and exposed to weather for 2 months following the accident.



Right hand latch mechanism airframe side receiver hole. Noted no damage, no problems noted during the latching process. This was also the case for the left hand side receiver hole.

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Canopy closed right hand inside view, note the closing rod penetration thru the canopy frame as well as the airframe receiver hole when the canopy is seated properly. This was also the case for the left hand side.

During my inspection I found the canopy system operated perfectly. It was possible to offset the canopy during the closing process to the point that one side or the other of the canopy closure pins could be offset enough that the pin could actually pass buy the outside of the airframe side receiver hole, thus not allowing the canopy to seat properly. With that being said, if that occurs there is really no visible indication in the cockpit that the canopy was closed improperly. If the canopy latches were left open the canopy could lift from the rear initially, but once the air pressures equal over the airframe with a forward airspeed the canopy would stabilize in forward flight.

William A. Anderson
Aviation Safety Inspector
Nashville FSDO C-19