



National Transportation Safety Board Aviation Accident Final Report

Location:	WEST LAFAYETTE, IN	Accident Number:	CHI83LA126
Date & Time:	03/01/1983, 1830 CST	Registration:	N28JF
Aircraft:	VARIEZE VARIEZE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT LANDED FAST AND WENT OFF THE SIDE OF THE RUNWAY AFTER ABOUT 3000 FEET OF ROLL. A COLLISION WITH VASI LIGHTS STOPPED THE VARIEZE. THIS WAS THE PILOT'S FIRST SOLO FLIGHT IN THIS TYPE AIRCRAFT. SHE HAD A VERY SHORT 1/2 HOUR CHECKOUT BY THE OWNER OF THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. (C) COMPLACENCY - CHECK PILOT
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - APPROACH LIGHT/NAVAID

Factual Information

Pilot Information

Certificate:	Commercial	Age:	21, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/19/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	637 hours (Total, all aircraft), 1 hours (Total, this make and model), 509 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	VARIEZE	Registration:	N28JF
Model/Series:	VARIEZE VARIEZE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	04/07/1982, Annual	Certified Max Gross Wt.:	1820 lbs
Time Since Last Inspection:	346 Hours	Engines:	1 Reciprocating
Airframe Total Time:	346 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200
Registered Owner:		Rated Power:	100 hp
Operator:	N/A	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAF, 606 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1750 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / -3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	PURDUE UNIVERSITY (LAF)	Runway Surface Type:	Asphalt
Airport Elevation:	606 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	6600 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	E. J MCAVOY	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).