



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Chesapeake, VA | Accident Number: | NYC08LA001 |
| Date & Time: | 10/03/2007, 1818 EDT | Registration: | N8VE |
| Aircraft: | Lambert John G Varieze | Injuries: | 1 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot/owner's girlfriend stated that the purpose of the flight was to test the speed brake installed in the amateur-built airplane. She quoted the pilot as saying that during the first hour he owned the airplane, he tried the speed brake and it really scared him. He had since accumulated 70 total hours in the airplane and was going to try the speed brake again. Witnesses described watching the accident airplane taxi from its hangar and then listening to the pilot announce the takeoff, crosswind, and downwind legs of the traffic pattern over the Unicom frequency. Seconds later, the witnesses heard a voice transmit cries for help. Other witnesses were traveling southbound along a divided highway, adjacent to the airport, in their car. They noticed the airplane flying erratically, at low altitude, as it paralleled their course on the west side of the highway. The airplane then crossed the roadway in front of their vehicle at low altitude, and circled back towards them before striking the ground on the east side of the roadway, scattering debris across all four lanes in a westerly direction. The witnesses' vehicle drove through and over wreckage as their vehicle was struck by flying debris. Examination of the wreckage and its components revealed no evidence of preimpact anomalies. The airplane's builder assisted the pilot/owner with a complete disassembly and annual inspection of the airplane about 1 year prior to the accident, with no mechanical, performance, or handling deficiencies noted with the speed brake stowed or deployed. The pilot/owner did not express any concerns to the builder about the speed brake, nor the handling characteristics of the airplane with the speed brake deployed.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A loss of control in flight for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - GROUND

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 44 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 578 hours (Total, all aircraft), 70 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Lambert John G | Registration: | N8VE |
| Model/Series: | Varieze | Engines: | 1 Reciprocating |
| Operator: | Jefrey M. Arnold | 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: | CPK, 20 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | 4 knots / , 110° |
| Temperature: | 27° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Chesapeake, VA (CPK) | Destination: | (CPK) |

Airport Information

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|-----------------------------|-----------------------------------|----------------------------------|---------|
| Airport: | Chesapeake Regional Airport (CPK) | Runway Surface Type: | Asphalt |
| Runway Used: | 05 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 5500 ft / 100 ft | | |

Wreckage and Impact Information

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|-----------------------------|-----------------------------|----------------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | 36.659444, -76.318889 (est) | | |

Administrative Information

Investigator In Charge (IIC): Brian C Rayner

Adopted Date: 05/06/2009

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/>.

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.