



Aviation Investigation Factual Report

Location:	HENDERSON, Nevada	Accident Number:	LAX99LA095
Date & Time:	February 12, 1999, 14:30 Local	Registration:	N1176
Aircraft:	Beech 95	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Factual Information

On February 12, 1999, about 1430 hours Pacific standard time, a Beech 95, N1176, was substantially damaged when it collided with the ground following an inadvertent shutdown of one engine while landing at the Henderson, Nevada, airport. The aircraft was operated by Sheble Aviation, Bullhead City, Arizona, under 14 CFR Part 91. Neither the commercial pilot/certified flight instructor nor the student pilot was injured. Visual meteorological conditions prevailed for the local area dual instructional flight and no flight plan was filed. The flight originated at Mesquite, Nevada, at 1400.

A Federal Aviation Administration inspector from the Las Vegas, Nevada, Flight Standards District Office, responded to the accident site and interviewed both the instructor and student. According to their verbal statements, the aircraft was on approach when the student pilot, who was flying, changed fuel tanks. The student pilot inadvertently shut off fuel to the right engine as he was looking for traffic. While executing S-turns for spacing, the right engine lost power. The inspector reported that there was confusion in the cockpit and the appropriate emergency procedures were not executed.

According to the student pilot, after the instructor realized that they had lost power on the right engine the instructor assumed control of the airplane. The student pilot stated that at that point they began going through engine-out procedures while holding "blue line" (best single engine climb rate of climb speed). He said by the time that they got to the gear-up procedure it was too late, they hit the ground. After they exited the airplane and determined that there was no fire, they went back to the airplane and found the right fuel selector turned to the off position.

According to the Beech 95 owner's manual page 64 and 65, Descent and Pre-landing Check should be accomplished prior to entering the traffic pattern. "With these checks out of the way, you will be able to concentrate on traffic pattern problems and final landing preparations."

The owner's manual also addresses the importance of following the single engine procedures. Pages 108A, 111, and 113 documents the procedure and emphasizes the importance of reducing all unnecessary drag in as short a time as possible.

Pilot Information

Certificate:	Commercial	Age:	30,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 3, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	682 hours (Total, all aircraft), 44 hours (Total, this make and model), 625 hours (Pilot In Command, all aircraft), 218 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1176
Model/Series:	95 95	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TD-185
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 9, 1998 Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:	182 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4228 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1A
Registered Owner:	WOLFE LEASING CO. INC.	Rated Power:	180 Horsepower
Operator:	SHEBLE AVIATION	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LAS ,2177 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MESQUITE (67L)	Type of Flight Plan Filed:	None
Destination:	(L15)	Type of Clearance:	VFR
Departure Time:	14:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	HENDERSON L15	Runway Surface Type:	Asphalt
Airport Elevation:	2458 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5000 ft / 60 ft	VFR Approach/Landing:	Forced landing;Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.040618,-114.929336(est)

Administrative Information

Investigator In Charge (IIC): Petterson, George

Additional Participating Persons: MIKE MURPHY; LAS VEGAS , NV

Report Date: December 14, 1999

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=45823>

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