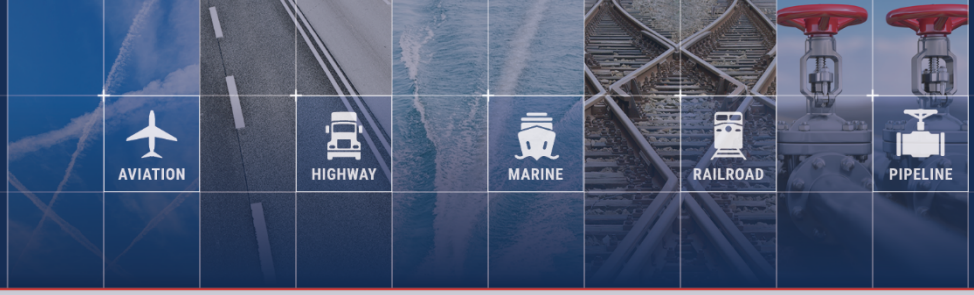

Aviation Investigation Factual Report

Location:	Henderson, Nevada	**Accident Number:**	LAX02LA033
Date & Time:	November 29, 2001, 09:19 Local	**Registration:**	N2012C
Aircraft:	Beech B95	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Factual Information

On November 29, 2001, at 0919 Pacific standard time, a Beech B95, N2012C, collided with terrain following a loss of engine power during a go-around at Henderson Executive Airport, Henderson, Nevada. Neither the check airman/examiner nor the pilot-rated student were injured; the airplane was substantially damaged. The flight was being operated by Sheble Aviation, Henderson, under the provisions of 14 CFR Part 91 as a multiengine check ride flight. Visual meteorological conditions prevailed, and a company flight plan had been filed. The flight originated at Henderson about 0745 as a local area check ride.

According to the check airman, he was giving a multiengine check ride to the pilot and asked him to conduct a short field landing. The check airman believed that the pilot was too low on the approach with full flaps extended. He asked the pilot if he thought everything was O.K. He did not receive a response, so he "intervened" and told the control tower that they were executing a go-around. The check pilot applied full power and retracted the landing gear, but delayed flap retraction until they had a climb established. Upon application of the power, the left engine "failed to produce full power" and they were unable to reach the runway or conduct the go-around. The airplane's left wing impacted the ground and the airplane spun around. The airplane came to rest upright facing the northeast approximately 100 yards to the left of the runway threshold.

Pertinent sections of the pilot's operating handbook for the Beech B95 were reviewed. The recommended approach speed for a short field landing is 82 mph indicated airspeed, while best single engine rate of climb airspeed (Vyse) is 100 mph indicated. The procedure specified for a single engine go-around is as follows: 1) Apply full power to operating engine; 2) retract landing gear and close cowl flaps on dead engine; 3) retract flaps to half extension initially, then fully retract the flaps as soon as practical thereafter. The single engine rate of climb chart predicts a 160-foot-per-minute positive climb at the pressure altitude and temperature existing at the accident site; however, this performance is predicated on the airplane being in the following configuration: 1) at Vyse; 2) gear and flaps retracted; 3) inoperative engine's propeller feathered; 4) 5-degree bank into the operating engine. Any deviation from the listed single engine climb configuration would result in a degradation of the climb performance.

The Federal Aviation Administration (FAA) inspectors (airworthiness and operations) who responded to the accident site reported finding the engine controls (mixtures, propellers, and throttles) in the full forward position. The magneto switches were found in the OFF position, but the pilots reported turning them off prior to exiting the airplane. The landing gear handle was in the retracted position and the landing gear appeared to be retracted. The flap handle was in the retracted position and the flaps appeared to be retracted. Both fuel selector valves were selected to the main fuel tanks and both tanks contained a large quantity of fuel.

The FAA airworthiness inspector reviewed the airplane's maintenance records. The left engine had the left magneto replaced the day before the accident. The airworthiness inspector asked a mechanic to check the left engine's magneto-to-engine timing, which revealed no anomalies.

Pilot Information

Certificate:	Private	**Age:**	32,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	April 9, 2001
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	November 18, 2001
Flight Time:	298 hours (Total, all aircraft), 3 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft)		

Check pilot Information

Certificate:	Airline transport; Flight instructor	**Age:**	44,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	October 31, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	April 1, 2000
Flight Time:	4000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N2012C
Model/Series:	B95	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TD-430
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	August 28, 2001 100 hour	**Certified Max Gross Wt.:**	4000 lbs
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:	9429.9 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:		**Engine Model/Series:**	O-360-A1A
Registered Owner:	Wolfe Leasing Company, Inc.	**Rated Power:**	180 Horsepower
Operator:	Sheble Aviation	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	HND,2492 ft msl	**Distance from Accident Site:**	
Observation Time:	09:20 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Few / 4500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 5500 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	20 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	140°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.88 inches Hg	**Temperature/Dew Point:**	8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Henderson , NV (HND)	**Type of Flight Plan Filed:**	Company VFR
Destination:		**Type of Clearance:**	VFR
Departure Time:	07:45 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	Henderson Executive HND	**Runway Surface Type:**	Asphalt
Airport Elevation:	2492 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	17L	**IFR Approach:**	None
Runway Length/Width:	5000 ft / 75 ft	**VFR Approach/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:**	35.972778,-115.134445

Administrative Information

Investigator In Charge (IIC):	Petterson, G.
Additional Participating Persons:	Danny Cachero; Federal Aviation Administration; Las Vegas, NV
Report Date:	July 17, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53851