



Aviation Investigation Final Report

Location:	LAS VEGAS, Nevada	Accident Number:	LAX95LA333
Date & Time:	September 11, 1995, 07:30 Local	Registration:	N2382J
Aircraft:	BEECH 23	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE WAS DOING TOUCH-AND-GO TRAFFIC PATTERN OPERATIONS. ON THE TAKEOFF INITIAL CLIMB FROM THE LAST TOUCH-AND-GO, THE ENGINE LOST POWER AND THE PILOT LANDED THE AIRCRAFT IN A VACANT FIELD OFF THE DEPARTURE END OF THE RUNWAY. THE FIELD CONSISTED OF SOFT, ROUGH SOIL AND SAGE BRUSH, AND THE LANDING GEAR COLLAPSED DURING THE GROUND ROLL. AN FAA AIRWORTHINESS INSPECTOR EXAMINED THE AIRCRAFT. HE REPORTED THAT NO DISCREPANCIES WERE IDENTIFIED IN EITHER THE AIRFRAME OR ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power for undetermined reasons. The soft and rough nature of the terrain available for the forced landing was a factor in the accident.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: GEAR COLLAPSED

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

2. (F) TERRAIN CONDITION - SOFT
3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) TERRAIN CONDITION - HIGH VEGETATION
5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

On September 11, 1995, at 0730 Pacific daylight time, a Beech 23, N2382J, collided with the ground off the departure end of runway 7 following a loss of power during the takeoff initial climb at the North Las Vegas Airport, Las Vegas, Nevada. The aircraft was operated by the pilot and was on a local area personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was destroyed in the ground collision sequence. The certificated commercial pilot and one passenger were not injured. The flight originated at the North Las Vegas Airport on the day of the accident at 0625.

The pilot reported that he was doing touch-and-go traffic pattern operations on runway 7. During the takeoff initial climb from the last touch-and-go, the engine lost power and the pilot landed the aircraft in a vacant field off the departure end of the runway. The field consisted of soft, rough soil and sage brush, and the landing gear collapsed during the ground roll.

An FAA airworthiness inspector from the Las Vegas, Nevada, Flight Standards District Office examined the aircraft. He reported that no discrepancies were identified in either the airframe or engine.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60, 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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 21, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7027 hours (Total, all aircraft), 146 hours (Total, this make and model), 6987 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2382J
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M345
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 27, 1995 100 hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4909 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-Q2B
Registered Owner:	AIR, INC.	Rated Power:	160 Horsepower
Operator:	LYLE O. BROOKSBY	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:	VGT ,2207 ft msl	Distance from Accident Site:	
Observation Time:	07:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(VGT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	06:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	NORTH LAS VEGAS AIR TER VGT	Runway Surface Type:	Asphalt
Airport Elevation:	2207 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.23904,-115.229965(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	RON WILLIAMS; LAS VEGAS , NV
Original Publish Date:	March 21, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29216

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