



# Aviation Investigation Final Report

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<b>Location:</b>	Van Nuys, California	<b>Accident Number:</b>	WPR11CA123
<b>Date &amp; Time:</b>	February 6, 2011, 10:00 Local	<b>Registration:</b>	N2074L
<b>Aircraft:</b>	Beech 95-B55 (T42A)	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground handling event	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

After completing an uneventful preflight inspection the pilot attempted to start the engines; however, neither would rotate. The pilot assumed that the battery was low, and that a low outside temperature had increased friction within the engine. He exited the airplane with the intention of rotating the propellers by hand, to increase lubrication within the engine. He pulled the left propeller through two rotations, and on the third rotation the engine inadvertently started. The airplane subsequently swiveled to the right and struck a building, causing substantial damage to the left wing. Examination of the left engine revealed that with the magneto switch set to the off position, rotation of the propeller by hand did not result in sparks at each spark plug electrode. The pilot stated that the accident could have been prevented if he had set the parking brakes and chocked the wheels, as well as confirmed that the magneto switches were off and that the throttle and mixture controls were set to the retarded and idle-cutoff positions.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to turn off the engine magnetos and properly secure the airplane prior to rotating the propeller by hand, resulting in inadvertent movement of the airplane and collision with a building.

## Findings

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<b>Aircraft</b>	Cranking - Unintentional use/operation
<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Aircraft</b>	Tie-down/mooring - Incorrect use/operation

## Factual Information

### History of Flight

<b>Standing-engine(s) start-up</b>	Ground handling event (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 30, 2009
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	December 23, 2010
<b>Flight Time:</b>	250 hours (Total, all aircraft), 150 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N2074L
<b>Model/Series:</b>	95-B55 (T42A)	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC-1975
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 17, 2010 Annual	<b>Certified Max Gross Wt.:</b>	5400 lbs
<b>Time Since Last Inspection:</b>	33 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3258 Hrs at time of accident	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VNY,802 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	09:51 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 30000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	18 knots / 24 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Van Nuys, CA (VNY )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Palm Springs, CA (PSP )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Van Nuys VNY	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	802 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	34.20972,-118.489723(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Simpson, Elliott
<b>Additional Participating Persons:</b>	Paul C Fox; Federal Aviation Administration FSDO; Van Nuys, CA
<b>Original Publish Date:</b>	June 8, 2011
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=78288">https://data.nts.gov/Docket?ProjectID=78288</a>

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