



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

September 8, 2019

ACCIDENT SITE EXAMINATION SUMMARY

WPR19FA252

This document contains 8 embedded photos.

A. ACCIDENT

Location:	Henderson, Nevada
Date:	September 7, 2019
Aircraft:	N24030, Beech C-24R
NTSB Investigator-in-Charge:	Andrew Swick

B. PRELIMINARY REPORT

On September 7, 2019, about 1950 Pacific daylight time, a Beech C-24R, airplane, N24030, impacted a divided roadway during a return to the airport shortly after takeoff, about a 1/4 mile from the departure end of runway 17R at the Henderson Executive Airport (HND), Las Vegas, Nevada. The pilot receiving instruction and the flight instructor were fatally injured and the two passengers had serious injuries. The airplane sustained substantial damage. The airplane was registered to a So Cal Leasing LLC, and operated by the California Flight Academy under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a cross-country instructional flight. Visual meteorological conditions prevailed for the flight and an instrument flight rules flight plan was filed for the flight. The flight was destined for Gillespie Field Airport (SEE), San Diego/El Cajon, California.

An eyewitness that was located at the north end of the airport, was monitoring the tower frequency with a handheld radio. He saw the accident airplane taxi near his location and perform a run-up; all while the passenger door was open. The airplane's engine sounded normal during the run-up and the left entry door was closed prior to obtaining takeoff clearance and entering the runway. The eyewitness reported that the airplane appeared to roll down the runway about 500-600 ft with about 50% power, before full power was applied and lifting off the runway. The airplane climbed to about 50 to 100 ft above ground level and appeared to struggle to gain altitude; climbing a few feet and then descending. The eyewitness heard the pilot on his radio report to the tower that a door had opened and requested to return to land. The airplane then appeared to climb about another 50 to 100 ft, and then initiated a left turn. Subsequently, the airplane entered a nose down left bank and impacted the terrain.

According to the operator, the accident airplane was used as an instructional flight and to transport a mechanic and an additional pilot from SEE to HND to repair and return a company airplane back to SEE. When the other company airplane could not be repaired, all four then planned to return in the accident airplane that morning. When the first flight was unsuccessful at getting over the mountains during departure, a second attempt to depart HND was performed later that night.

Airport employees reported that the accident airplane arrived at HND around 0800 and parked at the transient parking for about 1-1/2 hours. A fuel request came in and the airplane was refueled to about 1.5 inches from the fueling ports, a little more than halfway up the fuel tank tabs. A total of 23 gallons of fuel was added to the airplane. Shortly after refueling, four individuals were aboard the airplane when it departed HND and returned minutes later to the transient parking

area. An occupant on that flight stated to one of the airport employees that it was too hot and that the airplane couldn't climb to get around the mountains.

Examination of the accident site revealed that the airplane impacted a divided roadway, slid through a steel barrier fence, and came to rest in a culvert drainage area. The empennage separated from the main wreckage just aft of the baggage door area and was found adjacent to the culvert entrance. The main wreckage was partially consumed by post-impact fire. The cabin area and the wing's inboard sections, including the wing fuel tanks were mostly consumed by post-impact fire. The wreckage was relocated to a secured facility for further examination.

C. PARTICIPANTS

Rich Ramirez-FAA FSDO

Jennifer Barclay-Textron Aviation

Mark Platt-Lycoming Engines



Figure 1-Accident site, aerial view (Courtesy of the Henderson Police Department)

D. WRECKAGE AND IMPACT INFORMATION

Examination of the accident site revealed that the first identified point of contact (FIPC) was on the westbound side of a divided roadway surface. The rock-filled median had an area of disturbed rock and propeller strike marks were found on the median curb and asphalt of the east bound side of the divided roadway. Two small thin plexiglass pieces were found in the disturbed rock. The impact marks and disturbed rock were consistent with the airplane impacting in a right wing down, nose down attitude. The nose landing gear wheel and a section of the strut were found on the roadway.



Figure 2-Accident site, first identified point of contact.

Impact marks suggest that the airplane slid across the east bound side of the divided roadway and impacted a steel barrier fence adjacent to a culvert. A 14 ft section of the steel barrier separated from its ground support and was found with the main wreckage; embedded in the right wing and underneath the engine.



Figure 3-Accident site, barrier fence and wreckage.

The main wreckage was found in the culvert drainage area about 30 ft across and 10 ft below the south side of the divided roadway. The empennage separated from the main wreckage just aft of the baggage door area during the accident sequence and was found adjacent to the culvert entrance. The empennage had impact damage consistent with impacting the barrier. The main wreckage was partially consumed by post-impact fire.

The wing's inboard sections, including the wing fuel tanks were mostly consumed by post-impact fire. The left wing tip was buckled upwards and the wing's leading edge was crushed from the lower side. The right wing tip was had scrapes on the lower side and the steel barrier vertical beam was embedded past the separated spar, about 4 feet from the tip and at the wing fuel tank position. The right outboard wing was buckled. The cabin area, including the instrument panel was mostly consumed by post-impact fire.



Figure 4-Accident site, view of the culvert and main wreckage.

All flight controls were accounted for, and flight control continuity was attained. The elevator control cables separated with broom straw signatures near the fuselage separation. The rudder control cables separated at the rudder bellcrank. The rudder bellcrank separated from the rudder. A section of the rudder bellcrank was found in the aft fuselage. The rudder and stabilator control cables had continuity to the forward cabin area. The aileron control cables had continuity to the cabin area.



Figure 5-Accident Site, North View

The engine remained attached to the main wreckage. The lower cowling separated revealing the lower side of the engine. The upper cowling remained attached to the engine. The propeller assembly remained attached to the engine and one blade was bent rearward with leading edge scoring and gouging at the tip. The other two blades have S-type bending and missing material from the tips.



Figure 6-Accident site, engine and propeller assembly.

The two entry doors and baggage door were mostly consumed by post-impact fire. The latch assemblies were identified and were in the engaged (out) position. The latch strike plate was found for the aft baggage door and showed normal signs of wear. The latch strike plates for the two entry doors were not found.



Figure 7-Left Entry Door Lower Latch

The fuel selector had thermal damage and was noted to be in the left wing fuel tank position. The inline fuel strainer was removed from the firewall area and had thermal damage. The fuel strainer was disassembled, and the screen was clear of debris. Light amounts of debris was found in the fuel strainer bowl.

The ELT was undamaged and secured in the aft fuselage. The ELT was positioned to 'ARMED,' and the antenna was connected. No ELT signal was reported.

The wreckage was recovered to a secure facility for further examination.



Figure 8-Main wreckage, view from the road.

Submitted by: Andrew Swick