On November 5, 2014, at 1145 Pacific standard time, an Extra Flugzeugproduktions-UND, EA-300/L, N369XT, experienced a loss of engine power while on final approach to runway 35L, Henderson Executive Airport, Las Vegas, Nevada, and collided with terrain short of the runway. The airplane’s right wing was substantially damaged; the commercial pilot and single passenger were uninjured. The airplane was registered to Unmanned Systems, Inc., and operated by Sky Combat Ace as a 14 Code of Federal Regulations Part 91 instructional flight. Visual meteorological conditions prevailed for the flight, which originated from Henderson Executive Airport at 1100.

The pilot stated that while on long final to runway 35L, and was about 3,000 feet above ground level (agl) when he advanced the propeller condition lever to full forward. He then felt a loss of engine power. He checked that the mixture was full rich, and that he had the acro tank (center fuel tank) selected. The propeller continued to windmill while he attempted to restart the engine twice unsuccessfully. He did not feather the propeller. The pilot realized that he was not going to make the runway, and made a sudden left turn in an attempt to land on a road that parallels the airport fence line. The right wing and landing gear sustained structural damage during the off field landing. The pilot stated that the center fuel tank was 3/4 full (17 gal capacity), and the wing tanks were empty.

A Federal Aviation Administration (FAA) Inspector examined the airplane at the scene of the accident and reported that the right wing fuel tank was empty, the left wing fuel tank had about 2 inches of fuel in it, the center acro tank had about 14 inches of fuel, and the fuel selector was in the OFF position.

On November 7, 2014, a FAA inspector examined the engine and the attached propeller governor. The inspector found that the propeller control linkage was connected and functioned properly, positive rotation between the governor drive spline and the engine was verified, and positive oil flow was observed within the propeller governor oil ports.
On November 6, 2015, an NTSB investigator examined the airplane and engine. No preaccident anomalies with the engine, engine controls, or fuel system were identified.

The accident was captured on a GoPro camera that was mounted in the cockpit of the airplane and faced aft, viewing the occupants. The NTSB Vehicle Recorders Division performed a Sound Spectrum Study on the audio portion of the recording. The study stated that the strongest tone was steady while in cruise flight, which equates to engine speed of 2,360 rpm. About 1 minute before terrain impact the blade passage frequency oscillated over the next 12 seconds, and then the engine rpm steadily decreased to 1,205 at the time of terrain impact.

### Pilot Information

<table>
<thead>
<tr>
<th>Certificate:</th>
<th>Flight Instructor; Commercial</th>
<th>Age:</th>
<th>40, Male</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airplane Rating(s):</td>
<td>Multi-engine Land; Single-engine Land</td>
<td>Seat Occupied:</td>
<td>Rear</td>
</tr>
<tr>
<td>Other Aircraft Rating(s):</td>
<td>None</td>
<td>Restraint Used:</td>
<td>5-point</td>
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<tr>
<td>Instrument Rating(s):</td>
<td>Airplane</td>
<td>Second Pilot Present:</td>
<td>No</td>
</tr>
<tr>
<td>Instructor Rating(s):</td>
<td>Airplane Multi-engine; Airplane Single-engine; Instrument Airplane</td>
<td>Toxicology Performed:</td>
<td>No</td>
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<tr>
<td>Medical Certification:</td>
<td>Class 3 Without Waivers/Limitations</td>
<td>Last FAA Medical Exam:</td>
<td>03/06/2013</td>
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<tr>
<td>Occupational Pilot:</td>
<td>Yes</td>
<td>Last Flight Review or Equivalent:</td>
<td></td>
</tr>
<tr>
<td>Flight Time:</td>
<td>414 hours (Total, all aircraft), 14 hours (Total, this make and model)</td>
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### Aircraft and Owner/Operator Information

<table>
<thead>
<tr>
<th>Aircraft Make:</th>
<th>EXTRA FLUGZEUGPRODUKTIONS-UND</th>
<th>Registration:</th>
<th>N369XT</th>
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</thead>
<tbody>
<tr>
<td>Model/Series:</td>
<td>EA 300 L</td>
<td>Aircraft Category:</td>
<td>Airplane</td>
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<tr>
<td>Year of Manufacture:</td>
<td>2010</td>
<td>Amateur Built:</td>
<td>No</td>
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<tr>
<td>Airworthiness Certificate:</td>
<td>Normal</td>
<td>Serial Number:</td>
<td>1315</td>
</tr>
<tr>
<td>Landing Gear Type:</td>
<td>Tailwheel</td>
<td>Seats:</td>
<td>2</td>
</tr>
<tr>
<td>Date/Type of Last Inspection:</td>
<td>10/06/2014, 100 Hour</td>
<td>Certified Max Gross Wt.:</td>
<td>2095 lbs</td>
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<tr>
<td>Time Since Last Inspection:</td>
<td>47 Hours</td>
<td>Engines:</td>
<td>1 Reciprocating</td>
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<tr>
<td>Airframe Total Time:</td>
<td>3016.35 Hours at time of accident</td>
<td>Engine Manufacturer:</td>
<td>LYCOMING</td>
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<tr>
<td>ELT:</td>
<td>Installed</td>
<td>Engine Model/Series:</td>
<td>AEIO-580-B1A</td>
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<tr>
<td>Registered Owner:</td>
<td>UNMANNED SYSTEMS INC</td>
<td>Rated Power:</td>
<td>330 hp</td>
</tr>
<tr>
<td>Operator:</td>
<td>On file</td>
<td>Operating Certificate(s) Held:</td>
<td>None</td>
</tr>
</tbody>
</table>

### Meteorological Information and Flight Plan

| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | KHND, 2492 ft msl | Distance from Accident Site: | |
| Observation Time: | 1156 PST | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear | Visibility | 10 Miles |
| Lowest Ceiling:     | None | Visibility (RVR): | |
| Wind Speed/Gusts:   | 7 knots / | Turbulence Type Forecast/Actual: | / None |
| Wind Direction:     | 350° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 30.28 inches Hg | Temperature/Dew Point: | 22 °C / -6 °C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | |
| Departure Point:    | Las Vegas, NV (KHND) | Type of Flight Plan Filed: | None |
| Destination:        | Las Vegas, NV (KHND) | Type of Clearance: | VFR |
| Departure Time:     | 1100 PST | Type of Airspace: | Class D |

### Airport Information

<table>
<thead>
<tr>
<th>Airport:</th>
<th>Henderson Executive Airport (KHND)</th>
<th>Runway Surface Type:</th>
<th>Asphalt</th>
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<tbody>
<tr>
<td>Airport Elevation:</td>
<td>2492 ft</td>
<td>Runway Surface Condition:</td>
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<tr>
<td>Runway Used:</td>
<td>35L</td>
<td>IFR Approach:</td>
<td>None</td>
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<td>Runway Length/Width:</td>
<td>6501 ft / 100 ft</td>
<td>VFR Approach/Landing:</td>
<td>Straight-in</td>
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## Wreckage and Impact Information

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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<tbody>
<tr>
<td>Crew Injuries</td>
<td>1 None</td>
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<tr>
<td>Passenger Injuries</td>
<td>1 None</td>
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<tr>
<td>Ground Injuries</td>
<td>N/A</td>
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<tr>
<td>Total Injuries</td>
<td>2 None</td>
</tr>
<tr>
<td>Aircraft Damage</td>
<td>Substantial</td>
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<tr>
<td>Aircraft Fire</td>
<td>None</td>
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<tr>
<td>Aircraft Explosion</td>
<td>None</td>
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<tr>
<td>Latitude, Longitude</td>
<td>35.972778, -115.134444 (est)</td>
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</tbody>
</table>

## Administrative Information

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigator In Charge (IIC)</td>
<td>Van McKenny</td>
</tr>
<tr>
<td>Additional Participating Persons</td>
<td>Paul Alukonis; FAA; Las Vegas, NV</td>
</tr>
<tr>
<td>Investigation Docket</td>
<td><a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90358">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90358</a></td>
</tr>
</tbody>
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