



National Transportation Safety Board Aviation Accident Final Report

Location:	Park Rapids, MN	Accident Number:	CEN11CA637
Date & Time:	09/01/2011, 1715 CDT	Registration:	N8962Q
Aircraft:	AERO COMMANDER S2R	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

While returning to the airport after completing an aerial application, the pilot noticed a reduction in engine RPM and a rise in oil temperature. The pilot was unable to maintain altitude and he elected to execute a forced landing to a road. During the forced landing, the left wing contacted a tree and pivoted the airplane into trees. Postaccident examination of the airplane showed both wing spars and the right elevator were bent. Based on his observations during the engine failure and his past engine failure experience, the pilot suspected the main bearing failed within the engine. The engine was not disassembled for further examination and the cause of the engine failure was not determined.

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.

Findings

Aircraft	Engine (reciprocating) - Failure (Cause)
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

History of Flight

Maneuvering	Loss of engine power (partial) (Defining event)
Emergency descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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 With Waivers/Limitations	Last Medical Exam:	11/09/2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	02/01/2010
Flight Time:	16113 hours (Total, all aircraft), 3500 hours (Total, this make and model), 15500 hours (Pilot In Command, all aircraft), 330 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AERO COMMANDER	Registration:	N8962Q
Model/Series:	S2R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1632R
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	06/10/2011, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9403 Hours	Engine Manufacturer:	P & W
ELT:	Not installed	Engine Model/Series:	R-1340-AN-1
Registered Owner:	HEUER DANIEL C H	Rated Power:	600 hp
Operator:	HEUER DANIEL C H	Air Carrier Operating Certificate:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	28° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Park Rapids, MN (PKD)	Type of Flight Plan Filed:	None
Destination:	Park Rapids, MN	Type of Clearance:	None
Departure Time:	1650 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Adopted Date:	11/22/2011
Additional Participating Persons:	Chad Kockelman; Federal Aviation Administration; Minneapolis, MN		
Publish Date:	11/22/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81762		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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