



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Park Rapids, MN	<b>Accident Number:</b>	CEN11CA637
<b>Date &amp; Time:</b>	09/01/2011, 1715 CDT	<b>Registration:</b>	N8962Q
<b>Aircraft:</b>	AERO COMMANDER S2R	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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.

## Flight Events

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

## Probable Cause

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-Aircraft power plant-Engine (reciprocating)-(general)-Failure - C  
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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	Engines:	1 Reciprocating
Operator:	HEUER DANIEL C H	Engine Manufacturer:	P & W
Air Carrier Operating Certificate:		Engine Model/Series:	R-1340-AN-1
Flight Conducted Under:	Part 137: Agricultural		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	28° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Park Rapids, MN (PKD)	Destination:	Park Rapids, MN

## 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

## Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Adopted Date:	11/22/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81762">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81762</a>		

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.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.