



Aviation Investigation Factual Report

Location:	Fairmont, Oklahoma	Accident Number:	CEN17CA120
Date & Time:	March 2, 2017, 14:50 Local	Registration:	N1755S
Aircraft:	Aero Commander S2R	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Pilot Information

Certificate:	Commercial	Age:	69,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Waiver time limited special	Last FAA Medical Exam:	February 13, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 15, 2016
Flight Time:	17036 hours (Total, all aircraft), 9406 hours (Total, this make and model), 16949 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N1755S
Model/Series:	S2R UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1455R
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 2, 2017 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8123 Hrs as of last inspection	Engine Manufacturer:	Pratt and Whitney
ELT:	Not installed	Engine Model/Series:	R1340-53H1-G
Registered Owner:	CARSON FLYING SERVICE INC	Rated Power:	600 Horsepower
Operator:	CARSON FLYING SERVICE INC	Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KWDG, 1167 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	327°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.4 inches Hg	Temperature/Dew Point:	18°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Breckenridge, OK (PRI)	Type of Flight Plan Filed:	None
Destination:	Breckenridge, OK (PRI)	Type of Clearance:	None
Departure Time:	14:40 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	36.324722,-97.753051(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Michael Hilton; Flight Standards District Office; Oklahoma City, OK
Report Date:	April 19, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=94825

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).