



Aviation Investigation Preliminary Report

Location:	Minneapolis, MN	Accident Number:	CEN26FA172
Date & Time:	April 25, 2026, 11:51 Local	Registration:	N8032X
Aircraft:	Beechcraft F33A	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On April 25, 2026, about 1151 central daylight time, a Beechcraft F33A airplane, N8032X was destroyed when it was involved in an accident near Minneapolis, Minnesota. The pilot and passenger were fatally injured. The airplane was operated under Title 14 *Code of Federal Regulations* Part 91 as a personal flight.

The day before the accident, the pilot flew the airplane from Park Rapids Municipal Airport-Konshok Field (PKD) Park Rapids, Minnesota, to Crystal Airport (MIC) Minneapolis, Minnesota. The pilot filled the airplane with 18.7 gallons of 100 LL aviation fuel after landing at MIC. According to the pilot’s son, the pilot and his passenger were flying back to PKD when the accident occurred.

Air traffic control (ATC) cleared the pilot to depart runway 32 at MIC and climb out on runway heading. The pilot correctly read back the instructions, and the airplane departed runway 32. A recording of ATC communications revealed that, shortly after the airplane departed runway 32, the pilot said, “abort, abort, 32X.” Air traffic control told the pilot that he was cleared to land on any runway. Airport video surveillance captured the airplane turn left before it descended behind trees. Shortly after, a large plume of black smoke appeared from behind the tree line. The airplane impacted a park within a residential community about 900 ft northwest of the departure end of runway 32. A postimpact fire ensued.

Four video cameras at and around the airport captured audio and video of the airplane. The first video camera mounted on the side of a hangar on the north side of MIC captured the airplane take off and climb out. The airplane’s wings were level as it climbed out. A video camera on a residential structure across the street from the park captured the impact sequence. The airplane’s engine is heard before the airplane comes into frame. The engine sound gets louder the closer the airplane gets to the camera. The airplane comes into the frame then impacts trees and then the ground at a near vertical nose down attitude. A video

camera on the other side of the same property captured the airplane bank to the left before it impacted the trees. A fourth video camera from a residential structure on the departure end of runway 32 captured the airplane fly over the property and then turn left before it disappeared from the frame. In all four videos, the engine sound can be heard.

Two witnesses who were at the airport on the day of the accident said they saw the airplane at the time it departed. The first witness was on the north side of the airport when he noticed the airplane. He said it was about 150 ft in the air, and he thought it was unusual that the landing gear was still down when the airplane was that high on the departure. Then he saw the airplane make a left turn. He thought that the airplane was returning to the airport, but then he saw the airplane lose altitude. He lost sight of the airplane but could still hear the airplane's engine. Then he heard an explosion. The second witness had just landed his airplane and was taxiing his airplane to the fuel pump when he saw the accident airplane takeoff. He reported that the takeoff did not seem abnormal; however, he thought the airplane looked low and was not climbing.

Control cable continuity for the elevator and the ailerons were traced back to the control column. Both elevator trim tab actuators measured about 1.7 in, which equated to 15° trailing edge down (nose up position.) Only the right flap track was observed, and both flap rollers were in the retracted position. Rudder control cable continuity was established from the rudder to the left cockpit bellcrank. Control cable continuity was established for the autopilot cables and bridle attach points.

One of the videos that captured the airplane just before impact showed that the landing gear was down. The postaccident examination of the airplane confirmed that the landing gear was down upon impact. The nosewheel detached in the accident sequence and was found about 40 ft away from the main wreckage. The left and right main landing gear were still attached to the fuselage and were thermally damaged.

All fuel lines were damaged, but the fuel selector was on the right tank. When the engine was being lifted for transport, oil, gold in color, leaked from the engine. The engine driven fuel pump was removed, and the drive coupling was intact. All b-nut fittings on the flexible fuel hoses were tight. The spark plugs were removed and appeared to be unremarkable. Crankshaft continuity was established using the thumb compression method. All cylinders were borescoped and were unremarkable. The fuel metering valve and throttle assembly were thermally damaged. The fuel injector nozzles were unremarkable. The fuel manifold was disassembled and the liquid inside was consistent in smell with 100 LL aviation gas. The screen was free of debris. Both magnetos supplied a spark to all terminals when rotated.

The 3-bladed constant speed propeller separated from the crankshaft flange, and all blades exhibited polishing and chordwise scratches. Two of the blades were bent and/or twisted.

The airplane was retained for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Beechcraft	Registration:	N8032X
Model/Series:	F33A	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KMIC,864 ft msl	Observation Time:	12:00 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	13°C /-2°C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	
Lowest Ceiling:	Broken / 11000 ft AGL	Visibility:	10 miles
Altimeter Setting:	30.01 inches Hg	Type of Flight Plan Filed:	VFR
Departure Point:	Minneapolis, MN	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	45.066689,-93.361763

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Bill Muller; FAA; Minneapolis, MN J Ferrell; Continental Engines; Mobile , AL Tony Hershberger; Textron; Wichita, KS
Investigation Class:	Class 3
Note:	