



Aviation Investigation Final Report

Location:	Cerro Escalera,	Accident Number:	ERA12WA103
Date & Time:	December 1, 2011, 20:48 UTC	Registration:	OB-1299
Aircraft:	Cessna TU206	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	4 Fatal
Flight Conducted Under:	Non-U.S., non-commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

Maneuvering	Controlled flight into terr/obj (CFIT) (Defining event)
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On December 1, 2011, about 2048 UTC, a Cessna TU206G, Peruvian registration OB-1299, registered to and operated by Palmas del Espino S.A., collided with mountainous terrain near Cerro Escalera, Peru. Weather conditions at the altitude, location, and time of the occurrence are unknown, and a visual flight rules (VFR) flight plan was filed for the foreign, non commercial passenger flight from Shanusi Airport, San Martin, Peru, to Aeropuerto Guillermo del Castillo Paredes Airport (SPST), San Martin, Peru. The airplane sustained substantial damage and the certificated commercial Peruvian pilot and three passengers were killed. The flight originated about 2030 UTC from Shanusi Airport.

After reporting to the control tower while flying over Cerro Escalera, the pilot was told to orbit to the west. Radio contact was lost immediately afterwards. The airplane impacted mountainous terrain about 4,250 feet above sea level on the west side of Cerro Escalera which has an elevation about 4,500 feet above sea level.

This investigation is under the jurisdiction of the Government of Peru. Any further information can be obtained from:

Comision de Investigacion de Accidentes de Aviacion (CIAA)
Avenida Jiron Zorritos 1203
Lima 1 Peru Central: 6157800
Telephone: 51-1-6157488
Facsimile: 51-1-6157800 Anx 3030

This report is for informational purposes only, and contains information released by or obtained for the Government of Peru.

Pilot Information

Certificate:	Commercial	Age:	Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 25, 2011
Occupational Pilot:		Last Flight Review or Equivalent:	January 19, 2011
Flight Time:	6650 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	OB-1299
Model/Series:	TU206 G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20606079
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	Palmas del Espino S.A.	Rated Power:	310 Horsepower
Operator:	Palmas del Espino S.A.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	Day
Observation Facility, Elevation:	SPST	Distance from Accident Site:	
Observation Time:	21:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	4 miles
Lowest Ceiling:	Overcast / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	22°C / 21°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	San Martin	Type of Flight Plan Filed:	VFR
Destination:	San Martin (SPST)	Type of Clearance:	None
Departure Time:	20:30 UTC	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	-6.464166,-76.275001(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: TR Proven; FAA AVP-100; Washington, DC

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=82475>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).