



# Aviation Investigation Final Report

<b>Location:</b>	La Libertad,	<b>Accident Number:</b>	ERA13WA158
<b>Date &amp; Time:</b>	March 6, 2013, 12:45 UTC	<b>Registration:</b>	OB-1992
<b>Aircraft:</b>	Beech B200	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	9 Fatal
<b>Flight Conducted Under:</b>	Non-U.S., commercial		

## Analysis

## Probable Cause and Findings

### Findings

## Factual Information

### History of Flight

<b>Maneuvering</b>	Controlled flight into terr/obj (CFIT) (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

On March 6, 2013, about 1245 UTC, a Beech B200, OB-1992, registered to Dearborn and Flint Aviation Co, Inc., operated by Aero Transporte Sociedad Anonima ATSA, collided with a wire then terrain during visual approach to Aerodrome Pias (SPIS), La Libertad, Peru. Weather conditions are unknown in the area and time of the accident, and a visual flight rules (VFR) flight plan was filed for the foreign charter flight from Jorge Chavez International Airport (SPIM), Lima, Peru, to SPIS. The airplane was destroyed by impact and a postcrash fire and the pilot, co-pilot, and seven passengers were fatally injured. The flight originated from SPIM about 1130 UTC.

After departure the flight proceeded to the destination airport and due to adverse weather, the flightcrew flew over the destination airport, but did not land. The Peru investigator-in-charge reported that the airplane collided with wires then crashed in mountainous terrain at about 6,850 feet mean sea level(msl).

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: 511.315.7800

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

## Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

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<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	OB-1992
<b>Model/Series:</b>	B200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BB-1682
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-42
<b>Registered Owner:</b>	Dearborn and Flint Aviation Company, Inc.	<b>Rated Power:</b>	850
<b>Operator:</b>	Aero Transporte Sociedad Anonima ATSA	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Lima (SPIM)	Type of Flight Plan Filed:	VFR
Destination:	La Libertad (SPIS)	Type of Clearance:	Unknown
Departure Time:	11:30 UTC	Type of Airspace:	

## Airport Information

Airport:	Pias Airport SPIS	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	Valley/terrain following

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	9 Fatal	Latitude, Longitude:	-7.919444,-77.525833

## Administrative Information

**Investigator In Charge (IIC):** Monville, Timothy

**Additional Participating Persons:** Tony James; 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=86373>

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](#).