



Aviation Investigation Final Report

Location:	Valparaiso,	Accident Number:	ERA13WA411
Date & Time:	September 9, 2013, 09:40 UTC	Registration:	CC-CNW
Aircraft:	Dornier 228	Aircraft Damage:	Destroyed
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	2 Fatal
Flight Conducted Under:	Non-U.S., commercial		

Analysis

On September 9, 2013, about 0940 universal coordinated time (UTC), a Dornier 228-202K, CC-CNW impacted terrain while on approach for landing at Viña del Mar Airfield/NAS Base Aeronaval Viña del Mar in Chile. The airplane was destroyed, and the commercial pilot and copilot were fatally injured. Instrument meteorological conditions prevailed. It was not determined where the flight originated from.

The aircraft collided with power lines while attempting to land in fog. The Instrument Landing System was reported to be inoperable at the time of the accident.

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

Director of Accident Prevention
 Analysis Office Directorate General of Civil Aeronautics
 Elena Blanco #1050, Providencia, Santiago de Chile
 7541084

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

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

On September 9, 2013, about 0940 universal coordinated time (UTC), a Dornier 228-202K CC-CNW impacted terrain while on approach for landing at Viña del Mar Airfield/NAS Base Aeronaval Viña del Mar in Chile. The airplane was destroyed, and the commercial pilot and copilot were fatally injured. Instrument meteorological conditions prevailed. It was not determined where the flight originated from.

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Alonso Lefno
Director of Accident Prevention
Analysis Office Directorate General of Civil Aeronautics
Elena Blanco #1050, Providencia, Santiago de Chile
7541084
(56) 2439 2386
alefno@dgac.gob.cl
Investigation Division
SHIS-QI 05-VI Comar, Brasilia-DF, Brazil, 71.615-600
(55-61) 3364-8838, dac.saai@cenipa.aer.mil.br

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Findings

Factual Information

History of Flight

Approach-IFR final approach	Controlled flight into terr/obj (CFIT) (Defining event)
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On September 9, 2013, about 0940 universal coordinated time (UTC), a Dornier 228-202K, CC-CNW impacted power lines and terrain while on approach for landing at Viña del Mar Airfield/NAS Base Aeronaval Viña del Mar, Chile. The airplane was destroyed, and the commercial pilot and copilot were fatally injured. Instrument meteorological conditions prevailed. The flight originated from Los Pelambres Airfield, Cuncumen, Coquimbo, Chile.

The aircraft collided with power lines while attempting to land in fog. The Instrument Landing System was reported to be inoperable at the time of the accident.

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Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Dornier	Registration:	CC-CNW
Model/Series:	228	Aircraft Category:	Airplane
Year of Manufacture:	1986	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	8063
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	Tranportes Aereos Corporativos Coprflite, LTDA	Rated Power:	
Operator:	Tranportes Aereos Corporativos Coprflite, LTDA	Operating Certificate(s) Held:	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:	Cucumen	Type of Flight Plan Filed:	
Destination:		Type of Clearance:	IFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Vina Del Mar	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	-32.95,-71.5

Administrative Information

Investigator In Charge (IIC): Murray, Patrick

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=88021>

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](#).