



Havarikommisjonen
Accident Investigation Board Denmark

PRELIMINARY REPORT

Accident

11-9-2014

involving

DIAMOND DA40

N39SE



Certain report data are generated via the EC common aviation database

FOREWORD

This preliminary report reflects the opinion of the Danish Accident Investigation Board regarding the circumstances of the occurrence and its causes and consequences.

In accordance with the provisions of the Danish Air Navigation Act and pursuant to Annex 13 of the International Civil Aviation Convention, the investigation is of an exclusively technical and operational nature, and its objective is not the assignment of blame or liability.

The investigation was carried out without having necessarily used legal evidence procedures and with no other basic aim than preventing future accidents and serious incidents.

Consequently, any use of this preliminary report for purposes other than preventing future accidents and serious incidents may lead to erroneous or misleading interpretations.

A reprint with source reference may be published without separate permit.

PRELIMINARY REPORT

General

File number: HCLJ510-2014-278
UTC date: 11-9-2014
UTC time: 16:00
Occurrence class: Accident
Location: Near Kulusuk (BGKK)
Injury level: Fatal

Aircraft

Aircraft registration: N39SE
Aircraft make/model: DIAMOND DA40
Current flight rules: Visual Flight Rules (VFR)
Operation type: General Aviation Pleasure Cross-country
Flight phase: Approach
Aircraft category: Fixed wing Airplane
Last departure point: Iceland BIKF (KEF): Keflavik
Planned destination: Greenland (Denmark) BGKK (KUS): Kulusuk
Aircraft damage: Destroyed
Engine make/model: LYCOMING 360 FAMILY

Notification

All times in this report are UTC.

The Aviation Unit of the Danish Accident Investigation Board (AIB) was notified of the accident by Area Control Centre at Copenhagen Airport, Kastrup on 11-9-2013 at 20:00 hrs.

The European Aviation Safety Agency (EASA), the Directorate-General for Mobility and Transport (DOG MOVE), the National Transport Safety Board (NTSB), the Austrian Accident Investigation Bureau (FUS) and the Danish Transport Authority (DTA) were notified on 11-9-2014.

FACTUAL INFORMATION

History of the flight

The accident flight was a VFR ferry flight from Europe to United States.

At 12:32 hrs, the aircraft departed from Keflavik (BIKF) Iceland with planned destination Kulusuk (BGKK) Greenland. The estimated enroute time was 3 hours and 15 minutes.

The pilot had filed a VFR flight plan via waypoints GIMLI, 65N 30W, VAXAN, – and Kulusuk locator DA 377 KHz.

At 14:26 hrs, and relayed by a high level flying aircraft, the pilot reported to Gulunes Radio (Iceland), that the aircraft passed 30° W and estimated to be at VAXAN at 15:22 hrs.

At 15:29 hrs, the pilot reported to Sondrestrom Flight Information Center (FIC) that the aircraft was entered the Greenlandic Flight Information Region (FIR).

At 15:50 hrs, the pilot reported to Kulusuk AFIS (118.100 MHz) that the aircraft was 15 nautical miles (nm) from BGKK and inbound locator DA. Kulusuk AFIS informed the pilot about the present weather conditions:

- Wind 110° magnetic 25 knots,
- visibility 10 kilometres,
- light rain,
- scattered 1100 feet,
- overcast 1800 feet,
- temperature 6 dew point 3, and
- QNH 990

The pilot read back the QNH 990.

At 15:55 hrs, the pilot reported to Kulusuk AFIS that the aircraft was six to seven nm from BGKK, and that the pilot estimated arrival at 16:00 hrs. Kulusuk AFIS advised the pilot to report base to runway 11, which the pilot read back.

At 16:00 hrs, Kulusuk AFIS called the aircraft several times without receiving any response.

At 16:13 hrs, Kulusuk AFIS called Rescue Coordination Centre (RCC) Sondrestrom and reported ALERFA (Alert phase where there is concern of safety of aircraft and occupants).

An extensive search of the aircraft was initiated, but due to adverse weather condition and other factors, the aircraft wreckage was not located until six days after the accident. Approximately three nm southeast of Kulusuk airport at GPS position 65 33 42,7N – 37 04 59,0W, the wreckage was located near a mountain top.

The accident occurred in daylight and under instrument meteorological conditions (IMC)

Injuries to persons

<i>Injuries</i>	<i>Crew</i>	<i>Passengers</i>	<i>Others</i>
Fatal	1		
Serious			
Minor /			
None			

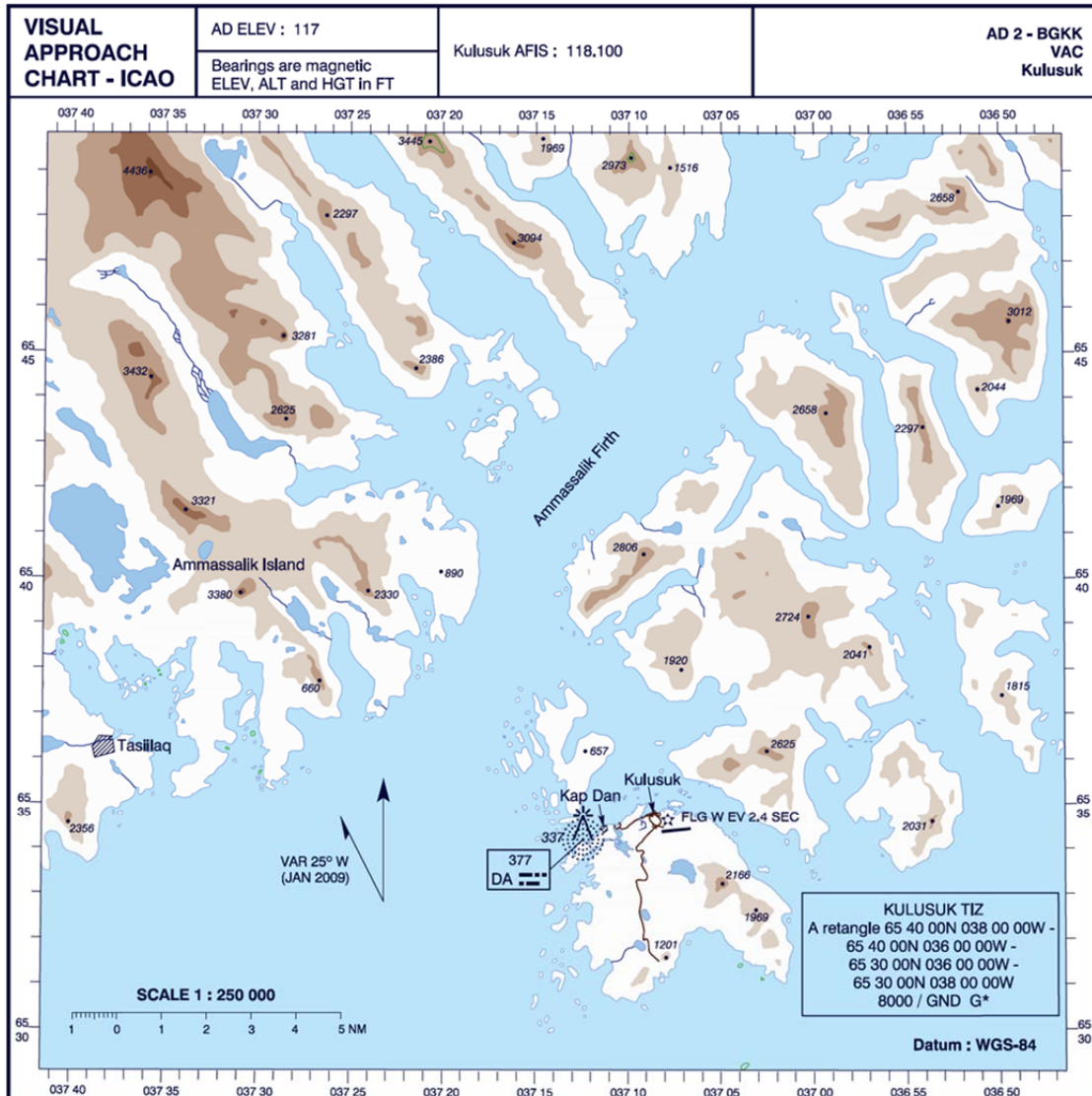
Damage to aircraft

The aircraft was destroyed.

Fire

The aircraft was partially consumed by a post-crash fire.

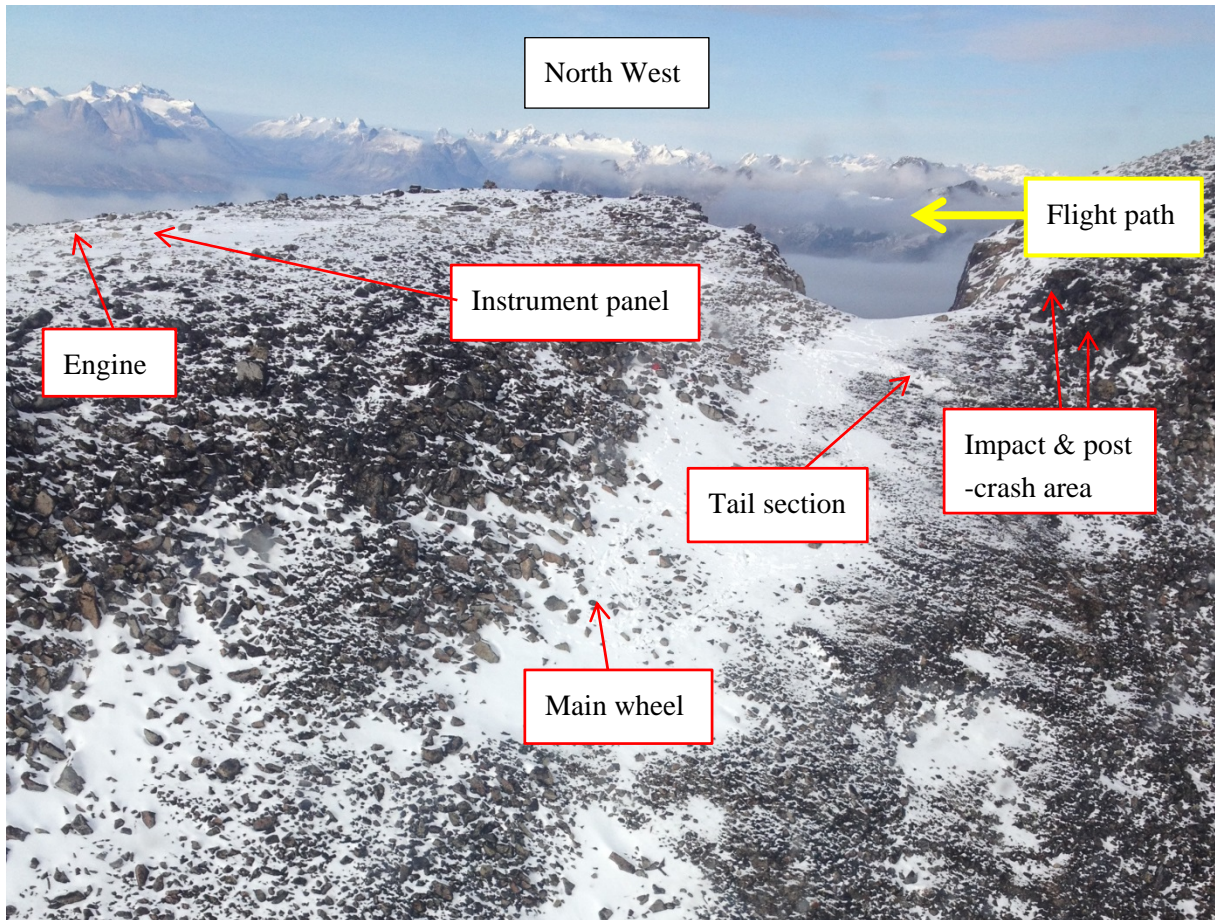
Visual Approach Chart



Changes : INFORMATION FREQUENCIES REMOVED

Spot elevation accuracy is within + / - 82 FT.
 Elevation tints indicate 985 FT (300 M) Intervals.

Wreckage and impact information



THE AIB INVESTIGATION

The Danish AIB continues the technical and operational investigation.