

PRELIMINARY REPORT

HCLJ510-000330	Accident		
Aircraft:	Cirrus SR20	Registration:	N901SR
Engine:	Continental IO-360-ES6	Type of Flight:	Ferry flight, IFR
Crew:	1 – fatal injuries	Passengers:	None
Place:	60 39 56N 46 41 44W, Greenland	Date and Time:	2.2.2007 at 1811 hrs UTC

All times in this report is UTC.

Synopsis

On 2.2.2007 at 1745 hrs, the Area Control Centre at Copenhagen Airport Kastrup (EKCH) notified the Danish Accident Investigation Board (AIB) about a possible emergency with N901SR.

The US National Transportation Safety Board (NTSB) was notified on 2.2.2007 at 2317 hrs. The NTSB designated an accredited representative to the investigation.

The aircraft ditched at a position approximately 3 nm west southwest of SI (Simiutaq) NDB (279 KHz) in Greenland.

The pilot was fatally injured and the aircraft was destroyed.

The accident occurred in daylight and under visual meteorological conditions (VMC).

History of flight

The flight, during which the accident occurred, was part of a ferry flight of three aircraft (Cirrus SR20) from the United States to Thailand.

At 1405 hrs, the aircraft departed from Goose Bay Airport (CYJR) in Canada with planned destination Reykjavik Airport (BIRK) in Iceland. Estimated enroute time was 10 hours and 30 minutes. ATC filed cruising level was FL 130. At 1647 hrs (position 58N 050W), the pilot of N901SR made a position report stating that the aircraft was cruising at FL 150 and estimating OZN (Prins Christian Sund) NDB (372 KHz) at 1821 hrs.

After passage of the position 58N 50W, the pilots of the three aircraft got a weather briefing for BIRK. Due to deteriorating weather conditions at BIRK, the pilots decided to divert to Narsarsuaq (BGBW).

Approximately 80 nm southwest of SI NDB, the pilot of N901SR reported to the two other pilots that there was an indication of fluctuating engine oil pressure. But the oil temperature was not increasing and the engine sounded normal, so the pilots agreed that it might be an indication failure. The three aircraft continued towards SI NDB.

A short while later, the pilot of N901SR reported to the two other pilots that the oil temperature suddenly increased to 220°C and then went back to the previous temperature of 150°C. The pilot of N901SR decided to advise Sondrestrom FIC.

At 1729 hrs, the pilot of N901SR advised Sondrestrom FIC that he might have to declare an emergency due to low oil pressure, but for the time being the oil pressure had stabilized.

At 1732 hrs, Sondrestrom FIC notified Sondrestrom Rescue Coordination Centre (RCC).

At 1740 hrs, the pilot of N901SR advised Sondrestrom FIC that it might be an indication problem and it did not seem to be an engine problem.

At 1749 hrs, the pilot of N901SR declared an emergency and on request from Sondrestrom FIC, he reported his position to be approximately 50 nm southwest of SI NDB at 59 58 N 047 18W.

At 1750 hrs, Sondrestrom FIC notified Sondrestrom Rescue Coordination Centre (RCC). A search and rescue mission was initiated.

From the time the emergency was declared, positions and status of the aircraft were transmitted blind to Sondrestrom FIC from one of the other pilots.

The pilot of N901SR reported to the two other pilots that he had started a gliding (IAS approximately 87 knots) descent. At approximately 9000 feet, the aircraft was in IMC. During the descent, the pilot of N901SR reported to the two other pilots of the formation that there was oil on the windshield.

At 1753 hrs, the pilot of N901SR reported that the engine had stopped. In the same minute, he reported that the power came back on the engine (only getting 500 RPM). But there was smoke in the cockpit and the pilot reported that it might be a possible fire.

Throughout the sequence of events, continuous position reports were transmitted to Sondrestrom FIC.

At 1800 hrs, the pilot of N901SR reported that he was getting ready to ditch and that he was putting on his survival suit.

About 800 feet AGL (reported by the pilot of N901SR to the other two pilots), the aircraft broke out of clouds and the pilot reported that he had land insight. At 1810 hrs, a helicopter (AS350) departed from Qaqortoq Airport (BGJH).

Approximately at 1811 hrs, the aircraft ditched.

At 1814 hrs, the last position of N901SR reported by one of the other pilots was 60 38N 46 41 W.

At 1818 hrs, a helicopter (S61) departed from BGBW.

The two other Cirrus SR20 aircraft stayed in the area searching for N901SR. At 1908 hrs, the wreckage was located by one of the other Cirrus SR20 pilots. At 1911 hrs, the body of the pilot was located. At 1950 hrs, the flight crew of the S61 observed a deployment of the Cirrus Airframe Parachute System (CAPS) (N901SR).

At 2036 hrs, the body of the pilot was recovered from the water.

Investigation

The Danish AIB continues the investigation.