



Aviation Investigation Final Report

Location:	Cuzco,	Accident Number:	ERA11WA122
Date & Time:	January 17, 2011, 19:40 UTC	Registration:	OB-1767P
Aircraft:	Bell 212	Aircraft Damage:	Substantial
Defining Event:	Roll over	Injuries:	5 None
Flight Conducted Under:	Non-U.S., non-commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

Takeoff	Roll over (Defining event)
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On January 17, 2011, at 1940 universal coordinated time, a Bell 212 helicopter, Peruvian registration OB-1767-P, registered to Helicopters Service, and operated by HeliAmerica S.A.C., experienced an un-commanded roll over during takeoff from a remote helipad in the vicinity of Camisea, Cusco, Peru, and came to rest on its right side. Visual meteorological conditions prevailed, and no flight plan was filed. The certificated airline transport rated pilot in command, commercial pilot co-pilot and three passengers reported no injuries. The helicopter sustained substantial damage. The flight was en route to La Peruaanita, Peru.

This investigation is under jurisdiction of the Government of Peru. This report is for informational purposes only and contains information released by the Government of Peru. For further information contact:

Comision de Investigacion de Accidentes de Aviacion (CIAA)
Direccion General de Aeronautica Civil
Avenida Jiron Zorritos 1203
Lima 1 Peru Central: 6157800
Tel: (511) 315 - 7800

Pilot Information

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

Co-pilot Information

Certificate:	Commercial	Age:	Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	OB-1767P
Model/Series:	212 NO SERIES	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	30855
Landing Gear Type:	High skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:	C91 installed, not activated	Engine Model/Series:	
Registered Owner:	Helicopter Service	Rated Power:	
Operator:	HeliAmerica S.A.C.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	Day
Observation Facility, Elevation:	SPZA	Distance from Accident Site:	
Observation Time:	21:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	35°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	H20 Cusco	Type of Flight Plan Filed:	None
Destination:	La Peruaanita	Type of Clearance:	None
Departure Time:	19:39 UTC	Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	-11.791944,-72.873886

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	Joaquin Ochoa; FAA International Field Office; Miramar, FL
Original Publish Date:	November 3, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=78198

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](#).