



Aviation Investigation Final Report

Location:	Pickle Lake, Ontario,	Accident Number:	CEN11WA269
Date & Time:	December 10, 2010, 09:00 Local	Registration:	C-FORS
Aircraft:	Eurocopter AS-350-B2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Non-U.S., commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

On December 10, 2010, about 0900 eastern standard time, a Canadian registered Eurocopter AS-350-B2, C-FORS, operated by Forest Helicopters, sustained substantial damage during an autorotation landing after a loss of engine power during takeoff near Pickle Lake, Ontario. The commercial pilot was not injured. Visual meteorological conditions prevailed at the time of the accident. The flight departed Pickle Lake on a local flight about 0825.

The investigation is under the jurisdiction of the Government of Canada. Any further information may be obtained from:

Transportation Safety Board of Canada
Place du Centre
200 Promenade du Portage, 4th Floor
Gatineau, Quebec
J8X 4B7

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

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:	Eurocopter	Registration:	C-FORS
Model/Series:	AS-350-B2	Aircraft Category:	
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:		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:		Rated Power:	
Operator:	Forest Helicopters	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:	Pickle Lake	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Randy Vitt; Canadian TSB; Winnipeg, Manitoba
Original Publish Date:	November 3, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=78780

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](#).