



Aviation Investigation Final Report

Location:	Cuenca,	Incident Number:	DCA11WA058
Date & Time:	May 14, 2011, 01:12 UTC	Registration:	HC-CJB
Aircraft:	Boeing 737	Aircraft Damage:	Minor
Defining Event:		Injuries:	N/A
Flight Conducted Under:	Unknown		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

On May 14, 2011, at approximately 0112 UTC, an Air Cuenca B737-500, registration HC-CJB, serial # 26287, experienced a loss of directional control while landing on runway 23 at Mariscal Lamar Airport (CUE), Cuenca, Ecuador. During the landing roll, the airplane veered off the runway near the departure end and crossed the adjacent turnout / taxiway. The airplane stopped with the left main gear off the taxiway. There were no injuries, and damage to the airplane was minor.

The investigation is being conducted by the Junta Investigadora de Accidentes de la República del Ecuador. The NTSB has appointed an Accredited Representative to assist the investigation under the provisions of ICAO Annex 13 as the State of Manufacture and Design of the airplane and engines.

All requests for information should be directed to:

Junta Investigadora de Accidentes
Dirección General de Aviación Civil
Seguridad de Vuelo
Av. Colón E5-56 y Rábida
Quito
Ecuador

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:	Boeing	Registration:	HC-CJB
Model/Series:	737 500	Aircraft Category:	
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	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:		Rated Power:	
Operator:	Air Cuenca	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:		Type of Flight Plan Filed:	
Destination:		Type of Clearance:	
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Bower, Daniel

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=79119>

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](#).