



Aviation Investigation Final Report

Location:	Quito,	Accident Number:	ERA12WA086
Date & Time:	November 25, 2011, 16:40 UTC	Registration:	HC-CLH
Aircraft:	Bell 212	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	4 Serious
Flight Conducted Under:	Non-U.S., non-commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

Initial climb	Low altitude operation/event (Defining event)
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On November 25, 2011, about 1640 coordinated universal time (1140 local time), a Bell 212, Ecuadorian registration HC-CLH, operated by Aeromaster Airways, S.A., was substantially damaged when it impacted steep terrain next to the company's helipad in Quito, Ecuador. The two Ecuadorian pilots and two on board mechanics were seriously injured. Visual meteorological conditions prevailed for the local post-maintenance check flight conducted under Ecuadorian flight regulations.

Preliminary information from Ecuadorian authorities indicated that the helicopter had first conducted a series of hover checks before initiating a takeoff over a ravine. According to the pilot, during the takeoff, the helicopter lost rotor rpm, and he attempted a return to the helipad. However, the helicopter impacted the side of the helipad and descended 36 meters to the bottom of the ravine, where it came to rest on its left side in a creek.

The investigation is under the jurisdiction of the government of Ecuador. Further information can be obtained from:

Dirección General de Aviación Civil
Junta Investigadora de Accidentes de la República del Ecuador
Avenida Colón E5-56 y La Rábida
Edificio Ave María Torre Sur
Quito, República del Ecuador
Tel: 593-02-223-8981
www.dgac.gov.ec

This report is for informational purposes, and only contains information released by the government of Ecuador.

Pilot Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	
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:		Last Flight Review or Equivalent:	
Flight Time:			

Co-pilot Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	
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:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	HC-CLH
Model/Series:	212 NO SERIES	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30879
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	Pratt and Whitney Canada
ELT:		Engine Model/Series:	PT-6
Registered Owner:	Aeromaster Airways, SA	Rated Power:	900 Horsepower
Operator:	Aeromaster Airways, SA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
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:	Quito	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	
Departure Time:	16:40 UTC	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Cox, Paul

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=82401>

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](#).