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Third Interim statement A-034/2011

Accident involving an Agusta Bell AB-412 aircraft, registration EC-JRY, operated by FAASA AVIACION, S.A., on 19 September 2011 in the municipality of La Peza (Granada)



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DE ESPAÑA

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COMISIÓN DE INVESTIGACIÓN
DE ACCIDENTES E INCIDENTES
DE AVIACIÓN CIVIL

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Important notice

This document constitutes the interim statement envisioned in Article 16.7 of Regulation (EU) no. 996/2010 of the European Parliament and of the Council, as well as in paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation. The statement includes the details of the progress of the investigation and the most important operational safety issues revealed to date. The information provided herein is subject to change as the investigation proceeds.

Pursuant to the contents of Regulation (EU) no. 96/2010 of the European Parliament and of the Council and of Annex 13 to the Convention on International Civil Aviation, the investigation is purely technical in nature and is not intended to determine or apportion blame or liability. The investigation is being conducted without necessarily resorting to evidentiary procedures and for the sole purpose of preventing future accidents.

Consequently, the use of this information for any purpose other than to prevent future accidents may result in faulty conclusions or interpretations.

Abbreviations

CPL (H)	Commercial Pilot License (Helicopter)
FDR	Flight Data Recorder
m	Meters
m ²	Square meters
UTC	Coordinated Universal Time

DATA SUMMARY**LOCATION**

Date and time	Monday, 19 September 2011, at 11:25 local time
Site	La Peza (Granada)

AIRCRAFT

Registration	EC-JRY
Type and model	Agusta AB-412
Operator	FAASA AVIACION, S.A.

Engines

Type and model	P & W, PT6T-3B
Number	2

CREW

	Pilot in command	Copilot
Age	48	41
License	CPL (H)	CPL (H)
Total flight hours	5427	3056
Flight hours on the type	2352	557

INJURIES

	Fatal	Serious	Minor / None
Crew	2		
Passengers	1		
Third persons			

DAMAGE

Aircraft	Destroyed
Third parties	1,000 m² of pasture land and trees

FLIGHT DATA

Operation	General aviation – Other – Positioning flight
Phase of flight	En route

INTERIM STATEMENT

Date of approval	24 September 2014
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1. SUMMARY OF THE EVENT

On 19 September 2011, an Agusta AB-412 aircraft, registration EC-JRY, took off at 10:22¹ from its base at the Sebastian Almagro Aerodrome, in the town of Palma del Rio (Cordoba), en route to Alhama de Almeria (Almeria), where it was to join the firefighting forces stationed there.

The flight was conducted in two segments, the first (call sign FMA01) from the origin aerodrome to the Granada-Jaen Airport, immediately followed by the second (call sign FMA02) to the destination aerodrome in Alhama de Almeria. The crew was in contact with air traffic control during each segment. No emergency calls were made.

The aircraft flew for approximately 15 minutes after the activation of the second flight plan before it crashed to the ground, causing both the wreckage and the surrounding vegetation to erupt in flames. All three of the aircraft's occupants perished as a result of the impact.

The terrain where the accident occurred is uneven, with constant changes in altitude. The event took place at an elevation of 1,250 m in an area covered with trees.

Weather conditions in the vicinity of the accident site were optimal for the flight.

2. PROGRESS OF THE INVESTIGATION

Investigators are continuing with their detailed study and analysis of the data collected following the activation of flight plan FMA02, and which was already presented in the previous interim statements.

Since the flight data recorder (FDR) did not gather any data on the values for speed and altitude, different hypotheses were proposed to establish the aircraft's flight path from the time the fleet monitoring data link was lost. This resulted in simulating a protocol based on different flight conditions using a properly certified flight simulator of the same aircraft as the one in the accident.

The study of the sound spectrum recorded by the cockpit voice recorder has been completed. The findings from this study have led investigators to inspect the debris of the main gear box to determine the source of certain frequencies identified in the spectrum.

¹ All times in this Interim statement are local. To obtain UTC, subtract two hours from local time.

Based on some of the scenarios considered, investigators are gathering information on two similar previous accidents.

3. NEXT STEPS

The prerequisites for disassembling, inspecting and analyzing the helicopter's main gear box are underway. The findings from the simulation of different flight conditions are also being evaluated.

We expect to hold a study meeting involving all of the certified representatives taking part in the investigation.

At the conclusion of the investigation, the final report will be published.