

# **Attachment 10**

to Operational Factors Group Chairman's Factual Report

**ERA12MA122**

**FAA ACCIDENT INCIDENT DATA**

FEDERAL AVIATION ADMINISTRATION  
Accident / Incident Data

SK LOGISTICS  
FOR THE PERIOD OF: ALL  
SORTED BY: DATE

PREPARED FOR: NTSB

CONTROL NUMBER: 12-158

DATE	ACFT MAKE	CITY	ST	OPERATOR NAME	DAMAGE	PHASE OF FLT	FLYING CONDITION	FATAL
NNUM	ACFT MODEL	AIRPORT		DESIG	FAR	ACC/INC TYPE	LIGHT CONDITION	INJ
EVENT	TYPE FLYING	REMARKS						
03/08/2002	AEROSP	SAVANNAH	GA	SK LOGISTICS INC				2
355D	AS355F1	SAVANNAH INTERNATIONAL		E7LA 135	NONE			0
A		(19) ON MARCH 8, 2002, AT 2000 EASTERN STANDARD TIME, A EUROCOPTER AS355F1, N355D, REGISTERED AND OPERATED BY SK LOGISTICS, INC., DITCHED 45 MILES EAST OFF THE COAST OF SAVANNAH, GEORGIA, IN THE ATLANTIC OCEAN, WHILE MANEUVERING FOR AN APPROACH TO AN OFF-SHORE PLATFORM. THE PUBLIC USE FLIGHT WAS OPERATED UNDER THE PROVISIONS OF TITLE 14 CFR 135 WITH A DVFR FLIGHT PLAN FILED VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE HELICOPTER SANK IN 80 FEET OF WATER AND IS PRESUMED TO BE SUBSTANTIALLY DAMAGED. THE COMMERCIAL RATED HELICOPTER PILOT AND HIS PASSENGER WERE FATALLY INJURED. THE FLIGHT ORIGINATED FROM SAVANNAH, GEORGIA, AT 1900. THE OPERATOR REPORTED THAT THE FLIGHT WAS ENROUTE FROM THE R-5 TO THE R-2 PLATFORM. ACCORDING TO A WITNESS ON THE R-2 PLATFORM, THE PILOT RADIODED THAT HE WAS ON APPROACH TO LAND ON R-2. THE WITNESS WENT OUTSIDE ON TO THE PLATFORM TO RECEIVE THE HELICOPTER. WHEN SHE ARRIVED OUTSIDE, SHE SAW LIGHTS OFF IN THE DISTANCE IN THE WATER. SHE WENT BACK INSIDE AND TELEPHONED THE COAST GUARD AND REPORTED THAT THE HELICOPTER DID NOT ARRIVE. (23) THE PIC TOPPED OFF THE FUEL AND DEPARTED SAVANNAH INT'L AIRPORT AT 1630 ON AN FAR PART 135 FLIGHT TO PICK UP 2 PASSENGERS AT SEPARATE OFF SHORE MICROWAVE TOWERS, R5 20 MILES OFF SHORE AND R2 30 MILES OFF SHORE. AT APPROXIMATELY 2008 HRS. THE PIC MADE RADIO CONTACT WITH R2 TOWER PASSENGER TO NOTIFY OF VISUAL CONTACT AND FINAL APPROACH. THE R2 TOWER PASSENGER (DOROTHY BACH) NOTIFIED THE COAST GUARD AND REPORTED THE HELICOPTER DOWN AT APPROXIMATELY 2012 HRS; THE PILOT WAS AIRLIFTED TO THE HOSPITAL IN SAVANNAH BUT DID NOT SURVIVE DUE TO HYPOTHERMIA. THE PASSENGER THAT WAS ON BOARD, FROM R5 TOWER, WHEN THE HELICOPTER CRASHED DID NOT SURVIVE THE ACCIDENT. THE HELICOPTER HAS NOT BEEN LOCATED ON THE OCEAN FLOOR. THE AVAILABLE AIRCRAFT RECORDS DO NOT SHOW INITIAL OR RECURRING COMPLIANCE WITH AD2002-03-52E.						

DATE	ACFT MAKE	CITY	ST	OPERATOR NAME	DAMAGE	PHASE OF FLT	FLYING CONDITION	FATAL
NNUM	ACFT MODEL	AIRPORT		DESIG	FAR	ACC/INC TYPE	LIGHT CONDITION	INJ
EVENT	TYPE FLYING	REMARKS						
07/21/2007	LEAR	ST AUGUSTINE	FL	SK LOGISTICS INC				0
70SK	25	ST AUGUSTINE		E7LA 091	SUBS			0
A	OTHR	(23) ON JULY 21, 2007, AT APPROXIMATELY 1415 EDT, A LEARJET 25, N705SK, SERIAL #049, WAS SUBSTANTIALLY DAMAGED DURING HARD LANDING AT ST. AUGUSTINE AIRPORT, ST. AUGUSTINE, FLORIDA. CREW REPORTED BOTH ENGINES FLAMED OUT AT 5000 AGL. THE AIRCRAFT HAD DEPARTED FROM GAINESVILLE REGIONAL AIRPORT, GAINESVILLE, FLORIDA, AT APPROXIMATELY 1354 EST. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THERE WERE TWO PILOTS AND NO PASSENGERS AND NO INJURIES.						

DATE	ACFT MAKE	CITY	ST	OPERATOR NAME	DAMAGE	PHASE OF FLT	FLYING CONDITION	FATAL
NNUM	ACFT MODEL	AIRPORT		DESIG	FAR	ACC/INC TYPE	LIGHT CONDITION	INJ
EVENT	TYPE FLYING	REMARKS						
08/13/2008	LEAR	ST AUGUSTINE	FL	SK LOGISTICS INC				0
93SK	31	ST AUGUSTINE		E7LA 135	MINR			0
I		(23) DURING LANDING THE LANDING ROLLOUT ON RUNWAY 31 AT ST. AUGUSTINE, AIRPORT THE CREW NOTICED 4 DEER ON THE RIGHT SIDE OF THE RUNWAY. AS THEY APPROACHED THE DEER DURING THE ROLLOUT THE DEER DARTED ACROSS THE RUNWAY AND ONE DEER STRUCK THE RIGHT MAIN WHEEL. THERE WERE NO MENTION OF DEER ON THE SGJ ATTS REPORT, NOR DID THE ST. AUGUSTINE TOWER INFORM THE FLIGHT CREW THAT THERE HAD BEEN DEER NEAR THE RUNWAY THAT EVENING. THE DAMAGE TO THE AIRCRAFT WAS: 1. RIGHT HAND MAIN GEAR DOOR HINGES AND LINKAGE SEPARATED FROM THE AIRCRAFT. 2. LANDING LIGHT ASSEMBLY CRUSHED. 3. #4 TIRE HAD GOUGED RUBBER DAMAGE. 4. RIGHT HAND BELL CRANK AND LINKAGE DAMAGED. 5. LEFT HAND FLAP HAS DAMAGE TO OUTBOARD TRAILING EDGE.						

NUMBER OF REPORTS: 3

\* Official accident causes are determined by the National Transportation Safety Board (NTSB). Accident Cause Factors in this report are the Federal Aviation Administration's interpretation of multiple technical factors and statements taken from the original NTSB