Attachment 10

to Operational Factors Group Chairman's Factual Report

ERA12MA122

FAA ACCIDENT INCIDENT DATA

Run Date 08-Feb-2012	2012	Accident / Incident Data	/Incident Data	- 20C.	-
		SK LOGISTICS FOR THE PERIOD OF: ALL SORTED BY: DATE	OF: ALL		
PREPARED FOR: NTSB				CONTROL NUMBER: 12-158	
DATE ACFT MAKE NNUM ACFT MODEL EVNT TYPE FLYING	CITY ST AIRPORT REMARKS	OPERATOR NAME DESIG FAR DAMAGE	PHASE OF FLT ACC/INC TYPE	FLYING CONDITION FAT LIGHT CONDITION I	FATAL INJ
03/08/2002 AEROSP 355D AS355F1 A	SAVANNAH GA SK LOGISTI SAVANNAH INTERNATIONAL GA SK LOGISTI SAVANNAH INTERNATIONAL E7LA I (19) ON MARCH 8, 2002, AT 2000 EASTERN ST/ (19) ON MARCH 8, 2002, AT 2000 EASTERN ST/ (19) ON MARCH 8, 2002, AT 2000 EASTERN ST/ SAVANNAH, GEORGIA, AT 900. THE OFFATIED SUBSTANTIALLY DAMAGED. THE COMMERCI SAVANNAH, GEORGIA, AT 900. THE OFFATIED SUBSTANTIALLY DAMAGED. THE FULLOT THE REPORTED THE RULLAND DEPARTED SUB SHORE MICROWAVE TOWERS, R5 20 MILES O RURVIVE DUE TO HYPOTHERMIA. THE PASSE ACCIDENT. THE HELICOPTER HAS NOT BEEN COMPLIANCE WITH AD2002-03-52E.	SAVANNAH MTERNATIONAL GA SKLOGISTICS NC SAVANNAH INTERNATIONAL ETLA 135 NONE (19) ON MARCH 8, 2002, AT 2000 EASTERN STANDARD TIME, A EUROCOPTER AS355/F1, N355D 45 MILES EAST OFF THE COAST OF SAVANNAH, GEORGIA, IN THEATLANTIC OCEAN, WHILE I PLATFORM. THE PUBLICUSE FLIGHT WAS OPERATED UNDER THEPROVISIONS OF TITLE 14 C METBOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE HELICOPT SUBSTANTIALLY DAMAGED. THE COMMERCIAL RATED HELICOPTER PILOT AND HIS PASSED SUNNAH, GEORGIA, AT 900. THE OPERATOR REPORTED THAT THE FLIGHT WAS ENROUT WITNESS ON THE R-2 PLATFORM, THE PILOT RADIOED THAT THE HELICOPTER PILOT AND HIS PASSED SAVANNAH, GEORGIA, AT 900. THE OPERATOR REPORTED THAT THE HELICOPTER PILOT AND HIS PASSED SAVANNAH, GEORGIA, AT 900. THE OPERATOR REPORTED THAT THE HELICOPTER PILOT AND HIS PASSED SAVANNAH, GEORGIA, AT 900. THE OPERATOR REPORTED THAT THE HELICOPTER PILOT AND HIS PASSED SAVANNAH GEORGIA, AT 900. THE PILOT RADIOED THAT THE HELICOPTER PILOT AND HIS PASSED SAVANNAH GEORGIA, AT 900. THE PILOT RADIOED THAT THE HELICOPTER PILOT WITNESS ON THE R-2 PLATFORM, THE PILOT AND ANA PASSED SAVANNAH GEORGIA, AT 900. THE PILOT RADIOED THAT THE HELICOPTER PILOT WITNESS ON THE REAS. R5 20 MILES OFF SHORE AND R230 MILES OFF SHORE. AT APP R0 RCROWAVE TOWERS, R5 20 MILES OFF SHORE AND R230 MILES OFF SHORE. AT APP R2 TOWER PASSENGER TO NOTIFY OF VISUAL CONTACT AND FINAL APPROACH. THE R2 TOW GUARD AND REPORTED THE HELICOPTER DOWN AT APPROXIMATIALY 2012 HRS; THE PILOT SURVIVE DUE TO HYPOTHERMIA. THE PASSENGER THAT WAS ON BOARD, FROM R5 TOWER, ACCIDENT. THE HELICOPTER DOWN AT APPROXIMATIALY 2012 HRS; THE PILOT SURVIVE DUE TO HYPOTHERMIA. THE PASSENGER THAT WAS ON BOARD, FROM R5 TOWER, ACCIDENT. THE HELICOPTER DOWN AT APPROXIMATIALY 2012 HRS; THE AVAILA COMPLIANCE WITH AD202-05-525E.	SAVANNAH GA SK LOGISTICS NC SAVANNAH INTERNATIONAL ETA 135 NONE SAVANNAH INTERNATIONAL ETA 135 NONE (19) ON MARCH 5, 2002, AT 2000 EASTEN STANDAD TIME, A EUROCOPTER AS355/F1, N355D, REGISTERED AND OPERATED BY SK LOGISTICS, INC., DITCH 45 MILES LEAST OFF THE COAST OF SAVANNAH GEORGIA, IN THEATLANTIC OCEAN, WHILE MANEUVERING FOR AN APPROACH TO AN OFF-STHORE HETEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OFTHE ACCIDENT. THE HELLCOPTER SANK IN 80 FEET OF WATER AND IS PRESUMED TO BE SUBSTANTIALLY DAMAGED. THE COMMERCIAL RATED HELLCOFTER PILOT AND HIS PASSENGER WERE FATALLY INJURED. THE FHIGHT ORIGINATED FRO SAVANNAH, GEORGIA, AT 900. THE OPERATOR REPORTED THAT THE FLIGHT WAS ENROUTE FROM THE R-5 TO THE R-2 PLATFORM. ACCORDING TO A WITNERSS ON THE R.2 PLATORN, THE PILJOT AND HIS PASSENGER WERE FATALLY INJURED. THE FHIGHT ORIGINATED FRO SAVANNAH, GEORGIA, AT 900. THE OPERATOR REPORTED THAT THE FLIGHT WAS ENROUTE FROM THE R-5 TO THE R-2 PLATFORM. ACCORDING TO A WITNERSS ON THE R.2 PLATFORM, THE PILJOT AND ON A FR PARK IS ANK IN 80 FEET OF WATER AND IS PRESUMED TO B CORECIVE THE HELLCOFTR. WHEN SHE RAIN DO THE R-2 THE R-2 PLATALLY INJURED. THE PLICHOTTR WITNERS ON THE R2 PLATFORM, THE PILJOT AND ON A FR PARK IS ANK IN 80 FEET OF WATER AND IS PRESUMED TO B CORECIVE THE HELLCOFTR. WHEN SHE RAIN INTLA AND INSTRUCENT THE WATER. SHE WENT BACK INSIDE AND THE R2 PLAFFORD THE COST GUARD AND REPORTED THAT THE PLILOPTER IS AT ANYTHAL Y 2008 HIRS. THE PUGL AND DEPARTED SAVANHATER Y 2008 HIRS. THE PUGL AND DONOTTACT WIT 20 RECEIVE THE RULL ON ONTHY OF YISUAL CONTACT AND HAR PARK IS FLIGHT TO PICK UP 2 PASSENGERS AND SAVANHATEN Y 2008 HIRS. THE PUGL AND DONOTTACT ANTO 20 RECEIVE PLAGED THE FUGL AND AND REPORTED THAT HERELOOPTER AND AND REPORTED THE HELLCOFTER AND INTRAL APPROXIMATEL Y 2008 HIRS. THE PUGL AND DONOTTACT WIT 20 TOPPED OFF THE FUGL AND DEPARTED SAVANAH AND AND SAVANHATINT AS TOWER WATES THE PLACOPTER TO PHORE AND THE PUGL AND DONOT AND AND REPORTED THE HELLCOFTER AND AND STANDAN THE AND THE AT TOWER VARANTED THE PLILOP	SAVANNAH GA SK LOGISTICS NC SAVANNAH INTERNATIONAL ETA 135 NONE SAVANNAH INTERNATIONAL ETA 135 NONE (19) ON MACH 9, 2002, AT 2000 EASTERN STANDAD TIME, AEURCOOPTER AS355/FI, N355D, REGISTERED AND OPERATED BY SK LOGISTICS, INC., DITCHED 45 MLES EAST OFF THE COAST OF SAVANNAH, GEORGIA, IN THEATLANTE OCEAN, WHILE MANEUVERING FOR AN APPROACH TO AN OFF-SITOR 14 AFTORM. THE PUBLICUSF FLIGHT WAS OPERATED UNDER THE PROVISIONS OF TITLE 14 CFR 135/WITH A DVFR FLIGHT PLAN FILLED VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE HELICOPTER RANK IN 80 FEET OF WATER AND IS PRESUMED TO BE SUBSTANTIALLY DAMAGED. THE COMMERCIAL RATED HELICOFTER PILOT AND HIS PASSENGER WERE FATALLY INJURED. THE FLIGHT ORIGINATED FROM WITNESS ON THE R-2 PLATTORN, THE PLICOFTER PILOT AND HIS PASSENGER WERE FATALLY INJURED. THE FLIGHT ORIGINATED FROM SAVANNAH, GEORGIA, AT 900. 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 PLILOFTER DID NOT ARREAD ON R.2. THE WATER. SHE WENT BACK INSID SAVANNAH, GEORGIA, AT 900. 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 PLILOFTER DID NOT ARREAD ON R.2. THE MATER. SHE WENT BACK INSID SAVANNAH, GFORGIA, AT 900. THE PRORTED THAT THE FLIGHT WAS ENROUTE FROM THE R-3 PLATFORM ACCORDING TO A WITNESS ON THE R-2 PLATFORM, THE PLUCOTTER DID NOT ARREAD ON R.2. THE WATER. SHE WENT BACK INSID SAVANNAH, GFORGIA, AT 900. THE PLOC WAS FROM THE R-5 PLATHER AND TELEPHONED THE FLOLOFTER. WHEN SHE ARRUPED OTTAGT WITH SAVANNE TO RECEIVE THE COAST GUARD AND REPORTED THAT THE BELLOCOTTER RANK IN STARKEN AND TELEPHONED THE PLILLOFTER AND DEPARTED SAVANAH INT'L HE RICOTTER RANGER PLATER PLATED AND DEPARTED SAVANAH INT'L AIRPORTAT 168 ON AN FAR PART 135 FLIGHT TO PICK UP 2 PASSENGERS AT SEPARATE OF SURVE DUE TOPED OFF THE FUEL AND DEPARTED SAVANAH INT'L AIR PLAT RAS AND REPORTED THE HELICOPTER AND REPORTED THE PLAT WAS REAL TO THE RASTORDATIAL O	Q F F Q O S
07/21/2007 LEAR 70SK 25 A OTHR	ST AUGUSTINE ST AUGUSTINE (-23) ON JULY 21, 2007, AT APPR(AUGUSTINE AIRPORT, ST. AUGU GAINESVILLE REGIONALAIRPO TIME OF THE ACCIDENT. THERE	ST AUGUSTINEFLSK LOGISTICS INCTKOF-FORCE LANDST AUGUSTINEE7LA091SUBSHARD LAND(-23) ON JULY 21, 2007, AT APPROXIMATELY 1415 EDT, A LEARJET 25, N70SK, SERIAL #049, WAAUGUSTINE AIRPORT, ST AUGUSTINE, FLORIDA. CREW REPORTED BOTH ENGINES FLAMEDGAINESVILLE REGIONALAIRPORT, GAINESVILLE, FLORIDA, AT &PROXIMATELY 1354 EST. VTIME OF THE ACCIDENT. THERE WERE TWO PILOTS AND NO PASSENGERS AND NO INJURIES.	ST AUGUSTINE FL SK LOGISTICS INC TKOF-FORCE LAND ST AUGUSTINE ETLA 091 SUBS HARD LAND (-23) ON JULY 21, 2007, AT APPROXIMATELY 1415 EDT, A LEARJET 25, N70SK, SERLAL #049, WAS SUBSTANTIALLY DAMAGED DURINGA HARD LANDING A AUGUSTINE AIRPORT, ST. AUGUSTINE, FLORIDA. CREW REPORTED BOTH ENGINES FLAMED OUT AT 5000 AGL. THE AIRCRAFT HAD DEPARTED FROM GAINESVILLE REGIONALAIRPORT, GAINESVILLE, FLORIDA, AT &PPROXIMATELY 1354 EST. VISUAL METEOROLOGICAL CONDITIONSPREVAILED AT THE TIME OF THE ACCIDENT. THERE WERE TWO PILOTS AND NO PASSENGERS AND NO INJURIES.	ST AUGUSTINE FL SK LOGISTICS INC TKOF-FORCE LAND ST AUGUSTINE E7LA 091 SUBS HARD LAND (-23) ON JULY 21, 2007, AT APPROXIMATELY 1415 EDT, A LEARJET 25, N70SK, SERIAL #049, WAS SUBSTANTIALLY DAMAGED DURING A HARD LANDING AT ST. AUGUSTINE AIRPORT, ST. AUGUSTINE, FLORIDA. CREW REPORTED BOTH ENGINES FLAMED OUT AT 5000 AGL. THE AIRCRAFT HAD DEPARTED FROM GAINESVILLE REGIONALAIRPORT, GAINESVILLE, FLORIDA, AT &PROXIMATELY 1354 EST. VISUAL METEOROLOGICAL CONDITIONSPREVAILED AT THE TIME OF THE ACCIDENT. THERE WERE TWO PILOTS AND NO PASSENGERS AND NO INJURIES.	0 ST.
08/13/2008 LEAR 93SK 31 I	ST AUGUSTINE ST AUGUSTINE ST AUGUSTINE (-23) DURING LANDING THE LANDING ROLLO RUNWAY. AS THEY APPROACHED THE DEER WHEEL. THERE WERE NO MENTION OF DEER BEEN DEER NEAR THE RUNWAY THAT EVEN FROM THE AIRCRAFT. 2. LANDING LIGHT ASS DAMAGED. 5. LEFT HANDFLAP HAS DAMAGI	ST AUGUSTINEFLSK LOGISTICS INCLANDINGST AUGUSTINEFJLA135MINR(-23) DURING LANDING THE LANDING ROLLOUT ON RUNWAY 31 AT ST. AUGUSRUNWAY. AS THEY APPROACHED THE DEER DURING THE ROLLOUT THE DEELWHEEL. THERE WERE NO MENTION OF DEER ON THE SGI ATIS REPORT, NOR IBEEN DEER NEAR THE RUNWAY THAT EVENING. THE DAMAGE TOTHE AIRCRFROM THE AIRCRAFT. 2.LANDING LIGHT ASSEMBLY CRUSHED. 3. #4 TIRE HADAMAGED. 5. LEFT HANDFLAP HAS DAMAGE TO OUTBOARD TRAILING EDGE.	ST AUGUSTINEFLSK LOGISTICS INCLANDINGST AUGUSTINEE7LA135MINR(-23) DURING LANDING THE LANDING ROLLOUT ON RUNWAY 31 AT ST. AUGUSTINE, AIRPORT THE CREW NOTICED 4 DEER ON THE RIGHT SIDE OF THE(-23) DURING LANDING THE LANDING ROLLOUT ON RUNWAY 31 AT ST. AUGUSTINE, AIRPORT THE CREW NOTICED 4 DEER ON THE RIGHT MAINRUNWAY. AS THEY APPROACHED THE DEER DURING THE ROLLOUT THE DEER DARTED ACROSS THE RUNWAY AND ONE DEER STRUCK THE RIGHT MAINWHEEL. THERE WERE NO MENTION OF DEER ON THE SGI ATIS REPORT, NOR DID THE ST. AUGUSTINE TOWER INFORM THE FLIGHTCREW THAT THERE H.BEEN DEER NEAR THE RUNWAY THAT EVENING. THE DAMAGE TOTHE AIRCRAFT WAS: 1. RIGHTHAND MAIN GEAR DOOR HINGES AND LINKAGE SEPARFROM THE AIRCRAFT. 2. LANDING LIGHT ASSEMBLY CRUSHED. 3. #4 TIRE HAD GOUGED RUBBER DAMAGE. 4. RIGHT HAND BELL CRANK AND LINKAGE SEPARDAMAGED. 5. LEFT HANDFLAP HAS DAMAGE TO OUTBOARD TRAILING EDGE.	ST AUGUSTINEFLSK LOGISTICS INCLANDINGST AUGUSTINEE7LA135MINR(-23) DURING LANDING THE LANDING ROLLOUT ON RUNWAY 31 AT ST. AUGUSTINE, AIRPORT THE CREW NOTICED 4 DEER ON THE RIGHT SIDE OF THE(-23) DURING LANDING THE LANDING ROLLOUT ON RUNWAY 31 AT ST. AUGUSTINE, AIRPORT THE CREW NOTICED 4 DEER ON THE RIGHT MAINRUNWAY. AS THEY APPROACHED THE DEER DURING THE ROLLOUT THE DEER DARTED ACROSS THE RUNWAY AND ONE DEER STRUCK THE RIGHT MAINWHEEL. THERE WERE NO MENTION OF DEER ON THE SGI ATTS REPORT, NOR DID THE ST. AUGUSTINE TOWER INFORM THE FLIGHTCREW THAT THERE HADBEEN DEER NEAR THE RUNWAY THAT EVENING. THE DAMAGE TOTHE AIRCRAFT WAS! 1. RIGHTHAND MAIN GEAR DOOR HINGES AND LINKAGE SEPARTEDFROM THE AIRCRAFT. 2. LANDING LIGHT ASSEMBLY CRUSHED. 3. #4 TIRE HAD GOUGED RUBBER DAMAGE. 4. RIGHT HAND BELL CRANK AND LINKAGE SEPARTEDDAMAGED. 5. LEFT HANDFLAP HAS DAMAGE TO OUTBOARD TRAILING EDGE.	
NUMBER OF REPORTS: 3	ε.				
* O are Prepared by the Aviation Data System	* Official accident causes are determined by are the Federal Aviation Administration's in Prepared by the Aviation Data Systems Branch / AFS - 620	e determined by the National Trans, ministration's interpretation of mul	the National Transportation Safety Board (NTSB). Accident Cause Factors in this report terpretation of multiple technical factors and statements taken from the original NTSB 1	actors in this report he original NTSB Format: ATD P afs6204h	

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Records Selected:

Sort Criteria: [C9]