

## Silliman James

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**From:** Wendell York [REDACTED]  
**Sent:** Tuesday, June 19, 2012 3:55 PM  
**To:** Silliman James  
**Subject:** RE: CEN12FA250: Information Request  
**Attachments:** RDC Marine S76-B Incident April 17 2012 - Passenger List.docx

Jim,

I thought you had already received the attached file during the initial data request from just after the accident. The attached file list each crew member and passenger along with their associated position within the aircraft and their weight.

As for the baggage, the pilot thinks that number is inflated, but is approximated on the conservative side. Each of the life rafts (there were 2) weighed approximately 30-35 pounds and each passenger probably had personnel gear of 20 pounds or so.

**Wendell York**  
Rowan Companies, plc

[REDACTED]

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**From:** Silliman James [mailto:[REDACTED]]  
**Sent:** Tuesday, June 19, 2012 1:54 PM  
**To:** Wendell York  
**Subject:** RE: CEN12FA250: Information Request

Wendell,

Thanks for the information.

Please provide a list of the pilot and the passengers and their actual weights. 200 pounds is a good weight used for flight planning purposes, but for our accident investigation purposes, we want the actual weights for aircraft performance analysis.

The pilot reported that he topped off the fuel tanks prior to the accident flight so that number is available.

We can use the baggage number of 400 pounds, but it might be beneficial to have that broken down more specifically if possible. We can work with 400 pounds if more specifics are not available.

As far as the helicopter weight is concerned, we can go with the 6,200 pounds the pilot mentioned in the email. If he or the mechanic can't recall the actual weight, we'll go with what he's provided.

Please advise when I can expect to get the list of the pilot's and passengers' actual weights. Thanks.

Jim

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**From:** Wendell York [mailto: [REDACTED]]  
**Sent:** Tuesday, June 19, 2012 11:38 AM  
**To:** Silliman James  
**Subject:** RE: CEN12FA250: Information Request

Jim,

My apologies on the delay.

The pilot has provided the following information for the weight calculation:

Helicopter Weight: 6200 lbs  
Fuel: 1200-1300 lbs  
People: 200\*8=1600 lbs  
Baggage: ~400 lbs

This adds up to a total weight of 9500 pounds. The pilot is unable to provide the requested balance information however as the calculation book was in the aircraft.

Let me know your thoughts on how to move forward here.

**Wendell York**  
Rowan Companies, plc

[REDACTED]

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**From:** Silliman James [mailto: [REDACTED]]  
**Sent:** Monday, June 04, 2012 12:36 PM  
**To:** Wendell York  
**Cc:** Silliman James  
**Subject:** CEN12FA250: Information Request

Wendell,

Please provide the following information, if available:

Weight and Balance

1. Basic Weight of the Aircraft. Although the W&B was kept in the aircraft and was not recovered, it's common practice to keep the basic weight of the aircraft on file so that pilots can easily refer to it when completing their W&B calculations prior to the flight. Is the basic weight of the aircraft recorded anywhere else such as the pilot's desk or flight planning area? If not, does the pilot or mechanic know the basic weight of the aircraft? Since it has to be listed each time there's a flight, perhaps the pilot memorized the basic weight. If not, then what does he recall the basic weight of the aircraft to be? It would seem likely that he would know it within +/- 100 lbs.

2. Please provide the weight of each person on board the helicopter and their seating location on the helicopter. The location is not so important but we might as well get that information at the same time as each person's weight.
3. The weight (approximate) of any bags, luggage, supplies, or equipment that the passengers or crew had on board the aircraft.
4. The weight of the life rafts.

Recorded Sea State and Winds

Please check to see if the recorded sea state and local weather were recorded for the Joe Douglas. The time of the accident was 4/17/12 at 1155 CDT.

View of Approaches to the Joe Douglas

The pilot stated that he approached the Joe Douglas helicopter landing pad on a heading of 190 degrees. He reported the wind was 230 degrees at 5 – 6 knots.

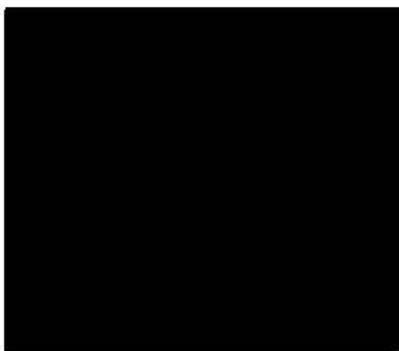
I would like to get views approaching the Joe Douglas from the following angles:

1. 190 degrees
2. 230 degrees
3. 270 degrees
4. 330 degrees
5. 150 degrees
6. 120 degrees

The height of the views should be about 400 feet above the water and at 1/4 and 1/8 mile from the platform, if possible.

Thanks for your assistance.

Jim



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RDC Marine, Inc.  
 Sikorsky S76-B  
 Serial Number 760368; Registration Number N56RD  
 Accident/Incident Report

Passenger List – April 17, 2012

<u>Last Name:</u>	<u>First Name:</u>	<u>Address:</u>	<u>Seat:</u>		
Sharpe	Richard	[REDACTED] Friendswood, TX 77546	Forward Right	Crew	No Injury
Hyde	Michael	[REDACTED] La Porte, TX 77571	Forward Left	Crew	No Injury
Carroll	Barbara	[REDACTED] Houston, TX 77008	Rear Facing Right	Non-Revenue	No Injury
Hill	Shay	[REDACTED] Houston, TX 77036	Rear Facing Left	Non-Revenue	No Injury
Holbert	Dan	[REDACTED] Katy, TX 77494	Forward Facing Right	Non-Revenue	No Injury
Tomlin	Richard	[REDACTED] Alvin, TX 77511	Forward Facing Center	Non-Revenue	No Injury
Sanders	Raymond	[REDACTED] Columbia, MS 39429	Forward Facing Left	Non-Revenue	No Injury