NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

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BASICINEORMATION AND AND AND AND AND AND AND AND AND AN				***************************************						
Accident/Incident Location			1040		e/Time	2000				
		Star	re: ICAO	Date	4/17/2	012 La	cal Time: 1	2:00		
ZIP: n/a Country: n/a	, y				mm/dd/yy	איני דיו	ma 7222 C	DT		
Latitude: (dd:mm:ss N/S) Longitude	d:mm:ss E/W)			1 i						
Phase of Operation				ther Aircraft		of In-Flight				
Standing Takeoff (incl. initial climb) Taxi Climb	Cruise Maneuvering		Hover		Aidair In-ground		Occurren	ice		
☐ Taxi ☐ Climb ☐ ☐ Descent ☑ Lunding ☐	Other Unknown	₹ N	In-ground				ft MSL			
AIRCRAFTINEORMATION Since A sure and a s										
Manufacturer: Sikorsky Max Gross Weight: 11,579 lbs										
Model: S-76B	<u></u>			W	Veight at Ti	ne of Accident/Ir	cident	10.4	100 lbs	
Sorial Number: 760368		-		1	~	enter of Gravity				
Registration Number: N56RD		hit+	: 🗆 Yeş 🗹 No					or 🗆 datu		
Registration (vumber; 1400(to	Amawui	-Dunt	. [] 1c3 [A] 140	1	-or-	Percent	Mean Aerod	ynamic Cord	(% MAC)	
Category of Aircraft Type of Airworthin	ess Certificat	e	Number of S	Seats		8 Land	ng Gear	Z Retrac	table	
Airplane (Check all that apply)						Chec		nal landing go	ear	
miles miles into	Special		If Large Aircra	aft, ho	w many seats	for confi	guration that	applics:		
	Restricted Limited		Flight Cre	ew:		Z) T	icycle	Te	ilwheel	
Gyrocraft Acrobatic	Provisional		i .			□ A	mphibian	Пн	igh Skid	
Helicopter Transport	Experimenta	l	1			₩E	nergency Flo			
☐ Ultralight	Special Flight Light Sport	ič.		-			oat	□ SI	ci/Wheel	
Unknown	7 716 m o box					וים ו	nknown			
Type of Maintenance Program	Last In	spect	ion Type			Date Last Inspe	ction:	05/05/2012		
☐ Annual	□ 100 H	lour		us Airworthiness		mm/dd/yyyy				
Conditional (Amazeur-built enly)	Annu		Condition		pection	410 77.1	P44	12	76 :	
Manufacturer's Inspection Program Other Approved Inspection Program (AAIP)	Annu	RU.	☐ Uaknown	4		Airframe Total			TO Mrs	
Continuous Airworthiness						hours measured at (check onc) Last Inspection Time of Accident/Incident				
Other, specify:	04. 11 881							***************************************		
IFR Equipped		Stall Warning System Installed Yes No Unknown								
☑ Yes ☐ No ☐ Unknown	Lites	LIYes LANO LIUNKNOV				Specify Engine	haylon			
ELT Installed ELT Activated	ELTM	anufa	icturer:					*** ··································		
☑ Yes ☐ No ☐ Yes ☑ No	1									
ELT Aided in Locating Accident/Incident		Model/Series:Serial Number:								
☐ Yes ☑ No	1		3*				ery Exp. D:	ate:		
	ating Fuel		ropeller							
Reciprocating Turbo let System	ype	-			w. 6.					
☑ Turbo Shaft ☐ Turbo Fan ☐ Carou			Fixed Pitch	K 200 W 3.0		turer:	- A			
☐ Turbo Prop ☐ Unknown ☐ Fuel II	Jecrea	L	Controllable Pi	itch	Model:					
						Engine Ruted Power Measured		/h:	Mt	
					Date	as (check one)	Total	Time Since	Time Since	
Engine			ufacturer's		of Mfg.	Horsepower	Time	Inspection	Overhaul	
Engine Engine Manufacturer Model/Seri	15	-	al Number		<i>mm/dd/yyyy</i> Unknown	lbs of Thrust	(hours) 5 4,409	(hours)	(hours)	
Eng. 1 Pratt & Whitney PT6-36		38085 36089			Unknown	Pi		12		
Eng. 2 Pred & Whitney PTS-38		30003			UIKRUWI).	P	קיירור קיירור	 		
Eng. 3		-				<u> </u>	1			
Eng. 4								<u> </u>	L	

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OWNER/OBERATORINEORMATIO	National Control of the Control of t					
Registered Aircrast Owner		Owner Address				
Name: RDC Marine, Inc.		City: Houston				
Fractional Ownership Aircraft: Yes 🛭 No		State: Texas ZIP: 77056 Country: USA				
Operator of Aircraft	Operator Address Same As Registered Owner					
Name:	City:					
Doing Business As: Air Carrier/Operator Designator (4 Character Cod	City: State: ZIP: Country:					
Regulation Flight Conducted Under	Revenue Sightseeing Flig	ght				
☑FAR 91 ☐ FAR 129 ☐ FAR 91 Special	☐ Yes ☐ No					
☐ FAR 103 ☐ FAR 133 ☐ Non-US, Comm ☐ FAR 121 ☐ FAR 135 ☐ Non-US, Non-US ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces	Air Medical Flight	□ No				
Purpose of Flight for FAR 91, 103, 133, 137 (Select one)	Revenue Operation for FAR 121, 125, 129, 135 (Select one)	Type of Commercial Op (Check all that apply)	erating Certificate Held			
Personal Business Fexecutive/Corporate Other Work Use Instructional Ferry Positioning Aerial Application	Scheduled or Commuter Non-Scheduled or Air Taxi Domestic or International Domestic International	(Check all that apply) None Flag Carrier Operating Certificate (121) Supplemental Air Cargo Foreign Air Carriers (129) Commuter Air Carrier (135) On-Dernand Air Taxi (135) Large Helicopter (127)				
Aerial Observation Air Drop	Cargo Operation Passenger/Cargo	Rotorcraft External Load ((133)			
Air Race / Show	Passenger How many?	Agricultural Aircraft (137))			
☐ Flight Test ☐ Public Use	Cargo lbs	Other Operator of Large Aircraft				
Unknown OTHER AIR ORAET EQUEUSION (I	normalista de la composição de la compos					
		T to	nage to Other Aircraft			
			Destroyed			
Registered Owner of Other Aircraft						
First Name: Middle Initial:	Çity:	. 77%				
Last Name:	Country:	ZIP:				
Pilot of Other Aircraft						
First Name:	City: State:					
Middle Initial: Last Name:		ZIP:				
MECHANICALIMALEUNCITION/FAIL						
Was there Mechanical Malfunction/Failure? [(If yes, list the name of the part, manufacturer, part no., s	Yes No Unknown	aceptal per grand parameter de l'est per le le le le l'est per le l'est per le l'est per l'est per le l'est pe	Total Time/Cycles On Part			
(4) yes, that the name of the part, many country, partner, o	er for non alla departes are juice by					
			Hours			
			Cycles			
	· · · · · · · · · · · · · · · · · · ·		Time Since This Part Inspected/Overhauled			
e.			Hours			
NATU (CIMAR PERANTENENTA UDIO PROGRESSI PROGRE	The state of the s	n navya 1868. – Britanisk in da franck (brong 1870 (britanisk 1871 (britanisk 1871 (britanisk 1871 (britanisk	lakungsangganggangganggangganagakan			
DANAGETO/AIRCRAET AND OTHE			manyarangen ing ayan dalah			
Aircraft Damage Aircraft F			th Ground and In-Flight			
Minor Destroyed In-Flight			known Origin			

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)									
Tailboom damaged following ditching.									
IANTERORUTINEORMATION VIIIM	secidem/incklen/occi	dos no beni	oach takaoff or v	ithin 3 mile	of an airpor	Ecompleteitheisecton			
Airport Identifier:			Distance From			THE PART OF THE PA			
Airport Name:						degrees MAG			
Proximity to Airport Off Airport/Airs	rip 🔲 On Airport 🔲 🤇	On Airstrip	Airport Elevati	on:		ft. MSL			
Approach Segment (Select one)									
On Instrument Approach Landin			Fin			☐ Go Around			
Crosswind Down	wind Low	Approach	VFR Approach	orted Landing (vn)			
IFR Approach (Check all that apply) ☐ None ☐ PAR	∏MLS □	Practice	□ None	(Cincole att mo		top and Go			
☐ ADF/NDB ☐ Sidestep	☐ LDA ☐	GPS	Traffic Pattern			ouch and Go			
SDF ILS VOR/TVOR Localizer Only		Loran Unknown	Straight-In Valley/Terrain	Following		inulated Forced Landing orced Landing			
VOR/DME LOC-back course	Contact	4,	Go Around		☐ Pı	recautionary Landing			
☐ TACAN ☐ RNAV	Circling		☐ Full Stop			nknown			
Runway Information					-Compacted	(Check all that apply) Water-Calm			
Runway ID:(L/R/C) Length:		A	☐ Dry ☐ Holes	☐ Snow	-Crusted	☐ Water-Choppy			
Runway/Landing Surface (Check all that			☐ Ice Covered ☐ Rough	Snow		☐ Water-Glassy ☐ Wet			
Asphalt Grass/Turf Mac	adam Water		Rubber Deposit	s Soft		Unknown			
Dirt Ice Snow	v		Slush Covered	☐ Vegei	ation				
EUGHTITINERARY INFORMA	JIONUSEE - Y								
Last Departure Point	Time of Departure	Destination				t Plan Filed			
Airport ID: KARA	Time: 11:10		/ermillion 376	MATS	None Company	□ VFR/IFR □ IFR			
City: New Iberia		City: Gulf o			Military 1	VFR Dunknown			
State: Louisiana	Time Zone; CDT				☐ VFR	My The			
Country: USA		Country:			Activated:	Yes No			
Type of ATC Clearance/Service (Check a		s YWYs	□ v¢p	Flight Follow	in a	☐ Cruise			
✓ None ✓ Special VFR ✓ VFR ✓ IPR	☐ Specia			fic Advisory	uug	Unknown / NA			
Airspace where the accident/incident occ	urred (Check all that app	ly)							
☐ Class A ☐ Class E	☐ Proh	ibited Area		Jet Training	Атса	Special Control (1995)			
☐ Class B		ricted Area tary Operations	Area (MOA)	□ TRSA □ FAR 93		☐ Air Traffic Control Area ☐ Unknown			
Class D Warning Ares		ort Advisory A							
Aircraft Load Description (Check all that				-					
☐ None ☐ Towing Glide ☐ Passengers ☐ Towing Bann				Livestock Unknown		and the same of th			
Cargo Other Externs	i Cher	nical/Fertilizer							
EUEL & SERVICES IN FORMA	Tom Parties					医阴茎溶射器 網接對			
Fuel on Board at Last Takeoff	Fuel Type					-			
(convert from pounds, as necessary)		☐ 115/145 ☑ Jet A	□ JP3 □ JP4	L] Oth	er, specify				
300 Gallons	100/L30	Automotiv							
Other Services, if Any, Prior to Departu	re								
	*								
and the second	820 N								

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#EAN-G-FY-AUGUANOLAN	RORAFI	沙州 前着							National statements and
Was an emergency evacual	tion of the aireral	t performe	d?	Y Yes	□No				
Method of Exit - Describe 1	now the occupants	exited and	how	many occupants	evacuated each	loc	ation	***************************************	
Starboard door jettisoned, raft	is deployed manua	lly from the	starb	oard side. All oc	cupants boards	d raf	t from helicopter.		
		N. 20 (2007) 45 (450, 55 + 10 45) 4 (450, 470) 4 (450, 470)							
MEATHER INFORMS	ATION FATOR H	Elaccii	DEN	T//NGIDENI	SITE				42154815711971198
Weather Observation Facili	ity		Sou	rce of Weather		ALMANA, U.S.		Method o	of Briefing
Facility ID: KARA				ck all that apply)				(Check all	that apply)
Observation Time: 17:00Z				lational Weather S light Service Static	crvice		☐ Company ☐ Military	☐ In Perso	
Time Zone: UTC				V/Radio			☐ Internet	_ Telepho	one/Computer
Distance from Accident Site:		1		attomated Report Commercial Weath	er Service (DUA	TS)	Unknown	Aircraft TV/Rad	t Radio
Direction from Accident Site:	<u>192</u> degr	ees MAG				,		Unknoy	
Briefing Type/Completeness				t Condition	ALL CALLS			Visibility	
☐ Full☐ Partial / Limited By Pilot	✓ Abbreviar Unknown				Ousk Night		Dark Night	0	
Partial / Limited By Briefer	Not Pertin		RT N	ay 🗀 r	(Rur		Bright Night Not Reported		miles
Sky/Lowest Cloud Condition	1	Ceiling				_ACCRECATE SALES	striction to Visibility	(Check all	that apply)
The state of the s	Thin Broken Thin Overcast	None (clear)		pscured	Ø	None	Fog	
Partial Obscuration	Unknown	Broker	i St	L in	definite iknown		Blowing Dust Blowing Sand	☐ Gro	und Fog
Scattered			1.71.50			П	Blowing Snow	Ice I	Fog
Lowest Cloud Condition Hei	ght	Ceiling F	Leigh			H	Blowing Spray Dust	Smo	oke nown
1,000	î î agl			1,000	fl AGL	d	W. A.O. 8	C 0124	HOWH
Wind Direction	Wind Speed			Wind Gusts		Ty	pe of Turbulence (Ch	eck all that a	pply)
Indicated;	Yelocity:	6 KTS		Velocity:	KTS		None In Clo		
200 degrees MAG	-or-							ty of Thunde	erstorm
☑ Variable	Celm Light and Varia	ble		☐ Gusting ☑ Not Gusting			erity of Turbulence		
Man 1 - A- A- A-	CTI NATIONAL AND	.010		Bring drawing			Extreme Moder Severe Moder	2000 77	Light
NOTAMs (D, L and FDC)	. AIRMETs. SI	GMETs.	PIRI	CPs in effect a	t the time of				
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		N.AA ~	**************************************					Į.
									1
	Ici	ng Foreca	st			Т	Type of Precipitation	Check all	that apply)
Temperature:25 (C) or(F)		Amount	120000		Type	- 1	☑ None	Drizzle	TEV/
	10	None Trace	Annual Control	foderate evere	☐ Rime ☐ Clear		- Control Cont	Ice Pellets Snow Pelle	
Altimeter Setting:ir	L HG	Light		o 501	Mixed Mixed	1	Hail 🗀	Snow Grain	15
Density Altitude:		ng Actual		11 1 My				Ice Crystals Ice Pellets S	
	^	Amount	Senecode		Type		TOTAL CONTRACTOR OF THE PARTY O	Freezing D	
Dew Point:(C) or(F)		None Trace		loderate svere	∏ Rim¢ □ Clear		Intensity of Precipita	tion	
1 1		Light			Mixed	- 1	Light Mod	- TO 15 TO 20 E.	☐ Henvy
No.			Submicroscopius para		***************************************		LOS TOTAL	4. bot mercens and a second	

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MELOTHARIA FORM	ATION -									
Pilot "A" Responsibilities				A						30.12803.))12.0000.0000.
☑ Pilot ☐ Co-Pilot	Student Pilot	Plight I	nstructor [Check Pilot	☐ Fli	ght Engineer	Othe	r Flight Crow		
Pilot "A" Identification										
First Name: Richard		***************************************		c	ity: Hou	iston				
Middle Initial: E.					tate; Tex		ZIP: 7706	31		Annual Section (1997)
Last Name: Sharpe				C	ountry; <u>L</u>	JSA				
Age at time of Accident/Inci	dent: 54	Date of Bi	rth: mm/dd/		Certificate	Number	50.400304W			图
Degree of Injury	Seat Occupi			20,0	at Belt			Shoulder	Harness	
☑ None ☐ Fatal ☐ Minor ☐ Unknown	Left Right	☐ Front ☐ Rear	Unkno		0000 I NO.	Yes	☐ No	Uscd	Yes Yes	□ No
Serious	Center	☐ Single		Av	ailab/c	☐ Yes	□ No	Available	Yes	☐ No
Pilot Certificate(s) (Check a	Il that apply)	——————————————————————————————————————								
None Stu	oc-paragraphic services	☐ Recre	ational	☐ Commer	cial	Г] Flight Engi	ineer	☐ Foreign	ı,
☐ Private ☐ Flig	ht Instructor	☐ Sport		Airline 1			U.S. Milita		ATAIBLE	•
Principal Occupation	Medical Certifies	ite		M	edical Ce	rtificate V	alidity	Date of	Last Medic	eal
1 111 * 110 *		Class 3				imitations/wa		04/16	6/2012	
		Driver's Licei Unknown	nse (Sport Pilo		With limit Unknown	tations/waive	ers		dryry	
		Ulkilowii			Otherown			mmva	<i>21 </i>	
Medical Certificate Limitat	ions							2000 V 1000 V 1000		
Corrective lenses										
Medical Certificate Waiver	2								****	
TATOMACAN ONE MINIMARE IT MINOR	7									
Date of Last Flight Review		Klight	Review Aire	·maß				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
or Equivalent, Including			Guifstream							
FAR 121/135 Checks:	02/02/2012									************
	mm/dd/yyyyy	Model:								The state of the s
Airplane Rating(s) (Check all that apply)	Other Aircraft (Check all that app			ent Rating(s)		r Rating(s)			
None	None	ny)	□ None	l that apply)		☐ None	that apply)	17	5	
Single-Engine Land	Airship		7 Airola	nc			e Single-Eng	ine 🕏	Instrument Instrument	Airpiane Heliconter
Single-Engine Sea Multiengine Land	Free Balloon		Helico Power	pter		Z Airplan	e Multi-Engi ane	ne 🛭	Helicopter	-10/110P101
Multiengine Land Multiengine Sca	☐ Glider ☐ Gyroplane		☐ Power	ed Lift		Gyropl	ane		Glider	
TI Minimentaries ded	Z Helicopter					☐ Powere	d Lift	L	Sport	
	Powered Lift	· · · · · · · · · · · · · · · · · · ·								
Type Ratings						Student I	Indorseme)	ats (Include	dates)	
8-17, CE-525S, CV-A340, DC-3, DI LR-Jet, N-B25, All makes and mode					34,					
Authorized sircreft: BL-P63, CA-HA	200, CHV-F4U, CM-	170, CV-LB30	DC-AD1, DH-	112, DH-115, 0	3-F6F,					
GNAT, N-P51, N-T28, R-P47, T-33										
	T T		Airplane	<u> </u>	1	Т			T	
Flight Time (enter appropriate		This Make	Single	Airplanc		10 Page 10	rument			Lighter
number of hours in each box)		& Model	Engline	Multienglne	Night	Actual	Simulated	Rotoreraft	Glider	Than Air
Total Time	16,000	677	V	N O	1		1 1 1 1 1 1 1			
Pilot in Command (PIC)	 	677		Control Control of Control						
Time as Instructor	, 1				ļ				77.11	
This Make/Model					ļ					
Last 90 Days		20			-	-				
Last 30 Days		12	0 1 5	3					L	
Last 24 Hours		2				The second second				

PLEOTE BEINFORM	ATION								$\{u\}_{u\in U}$	
Pilot "B" Responsibilities :									. 7	
Pilot Co-Pilot	Student Pilot	☐ Flight I	instructor [Check Pilot	☐ Fli	ght Engineer	Other	Flight Crew	-	
Pilot "B" Identification										
First Name:	£1			Ci	ty:				20 00 00 10 To 900 (To 100 OF 40 OF	
Middle Initial:				Ste	ite;		ZIP:			
Last Name:				Co	untry:				······································	
Age at time of Accident/Inci	dent:	Date of Bi	rth:	Ce	rtificate	Number:				
		77 77 77 77	rth:	לנעע		J			****	
Degree of Injury	Scat Occupied	ď		Sea	t Belt			Shoulder	Harness	
None Fatal	Left	Front	☐ Unknow			Yes Yes	□ No	Used	Yeş	□ No
Minor Unknown Serious	☐ Right ☐ Center	☐ Rcar ☐ Single		Aya	ilable	☐ Yes	□No	Available	Yes Yes	☐ No
Pilot Certificate(s) (Check a		- Carpie					and the state of t			
□ None □ Stu	200	Recre	neis-al	☐ Commerc	ial.	_	Trible C. al		C1	
Private Flig	ht Instructor	☐ Sport		Airline Tr		F	Flight Engi U.S. Militu	neer	☐ Foreign	
	Medical Certifics					rtificate Va			Last Medies	a)
		Class 3		4		mitations/wa		2000	many rectages	-,
Other	Class I	Driver's Lices	nsc (Sport Pilot			ations/waiver				
Unknown	Class 2	Unknown		🗆 1	Jnknown			mm/dd	ענעל	
Medical Certificate Limitat	ions				<u>y 244</u>		Ndo			
									ž.	
			agaman 24. Carrier and a second	-, -						
Medical Certificate Wasver	S									
Date of Last Flight Review		Flight	Review Airc	raft		and the state of t	www.tofa.ada			
or Equivalent, Including		-			, t.,		MALAMA SILATA MANAGAMAN ANGAMAN ANGAMA	en ne en e		
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:	ทษา/สส/เฉบา	Make:		raft	, t					
or Equivalent, Including FAR 121/135 Checks:	nm/dd/yyyy Other Aircraft	Make: Model:					mat wannya <u>yana</u>			
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s)	nnn/dd/yyyy Other Aircraft (Check all that ap)	Make: Model: Rating(s)	Instrum	ent Rating(s)		Instructor	Rating(s)			
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply)	Other Aircraft	Make: Model: Rating(s)	Instrum				Rating(s)		Instrument A	irplane
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Sincle-Engine Land	Other Aircraft (Check all that ap) None Airship	Make: Model: Rating(s)	Instrum (Check all	ent Rating(s) I that apply)		Instructor (Check all d	Rating(s) tot apply) Single-Engir	ne 📙	Instrument A	
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Sincle-Engine Land	Other Aircraft (Check all that ap) None Airship Free Balloon	Make: Model: Rating(s)	Instrum (Check all None Airpla	ent Rating(s) I that apply) ne pter		Instructor (Check all di None Airplans	Rating(s) int apply) Single-Engin Multi-Engin	ae 📋	instrument H Helicopter	elicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Sincle-Engine Land	Other Aircraft (Check all that ap) None Airship Free Balloon Olider	Make: Model: Rating(s)	Instrum (Check all	ent Rating(s) I that apply) ne pter		Instructor (Check all d None Airplans Airplans	Rating(s) not apply) Single-Engine Multi-Engine	ae 🔲	Instrument H Helicopter Glider	elicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply)	Other Aircraft (Check all that ap) None Airship Free Balloon Glider Gyroplane Helicopter	Make: Model: Rating(s)	Instrum (Check all None Airpla	ent Rating(s) I that apply) ne pter		Instructor (Check all di None Airplans	Rating(s) not apply) Single-Engine Multi-Engine	ae 🔲	instrument H Helicopter	elicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Sea Multiengine Sea	Other Aircraft (Check all that ap) None Airship Free Balloon Glider Gyroplans	Make: Model: Rating(s)	Instrum (Check all None Airpla	ent Rating(s) I that apply) ne pter		Instructor (Check all the character of the character) Airplans Airplans Gyroplan Powered	Rating(s) int apply) Single-Engin Multi-Engin ic	ne 🔲	Instrument H Helicopter Glider Sport	elicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Sincle-Engine Land	Other Aircraft (Check all that ap) None Airship Free Balloon Glider Gyroplane Helicopter	Make: Model: Rating(s)	Instrum (Check all None Airpla	ent Rating(s) I that apply) ne pter		Instructor (Check all the character of the character) Airplans Airplans Gyroplan Powered	Rating(s) int apply) Single-Engin Multi-Engin ic	ae 🔲	Instrument H Helicopter Glider Sport	elicopter
or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Sea Multiengine Sea	Other Aircraft (Check all that ap) None Airship Free Balloon Glider Gyroplane Helicopter	Make: Model: Rating(s)	Instrum (Check all None Airpla	ent Rating(s) I that apply) ne pter		Instructor (Check all the character of the character) Airplans Airplans Gyroplan Powered	Rating(s) int apply) Single-Engin Multi-Engin ic	ne 🔲	Instrument H Helicopter Glider Sport	elicopter
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INARRATIVE HISTORY/OFFEIGHT/FIGST (PROTEINFOME)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

Helicopter N56RD, a Sikorsky S76B helicopter, departed KARA at approximately 11:10 CDT for a 45-minute flight to the Rowan Joe Douglas rig operating in Vermillion 376. The crew consisted of one pilot. Six passengers were on board.

After departing taxiway A in VFR conditions towards the north, the helicopter turned to the south to a direct heading to the rig. The flight to the rig was uneventful.

At approximately 11:55 CDT, the helicopter approached the rig from the northeast. During the approach, the rig asked if the helicopter could land to one side of the helipad so that another helicopter could land on the pad. The pilot responded in the affirmative.

The helicopter continued its approach to the pad. In the final stages of the approach, the pilot noticed a decrease in power. Rather than continuing with the landing and possible crash into the rig, the pilot aborted the landing. The pilot maneuvered to avoid the rig while dropping the nose to gain airspeed. Recognizing that there was not enough altitude to gain sufficient airspeed to continue flight, the pilot executed a controlled ditching into the water near the rig. At the time, the seas were approximately five feet in height. The controlled ditching was described by one passenger as "feeling like hitting a bump in the road."

The pilot continued to pull collective while in the water until directional control was lost and the floats were deployed. The rotor and engine were shut down as a rescue capsule from the rig approached.

Following the engine shutdown, the aircraft began listing to the port side, All passengers were instructed to move to the starboard side for evacuation. The starboard door was jettisoned, life rafts were deployed and lanyards held.

All six passengers exited into the life rafts from the starboard side as instructed. They then moved from the life rafts to the rescue capsule,

After all six passengers were safety aboard the rescue capsule, the pilot exited the starboard side of the helicopter into a life raft, then into the rescue capsule. The helicopter subsequently capsized port side first.

RECOMMENDATION (Now could this accleant incident have been provided as a

Operator/Owner Safety Recommendation

ADDITIONAL	INFORMATION (P.	lease type or print in ink			
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4-24-2012

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Operator/Owner Safety Recommendation