

N3899C 10/6/07 James C. Lyas (Pilot)

① AT 0758 WENT TO 100%

② At 0801 made 3-4 radio call to ARA

③ About 0802 Filled plane from GA190 TO HI13.

+ Took off

④ Lifetel off at 90% TQ, pull to ~~90~~ 95% TQ with a slight climb.

⑤ AT about 100-200ft from the platform, + 200ft ALT 40 to 50 KTS Airspeed.

⑥ Heard & felt a very loud Bang + ^{Tail} yaw ^{to the} Right

⑦ Aircraft started to descend

⑧ Apeacal ^{Float System} was deployed at about 100ft

Mayday → ⑨ Tail rotor touch the water before the mains

⑩ No engine sound, ~~throttle~~ ^{throttle} to FIT Idle, ~~no Eng~~ Then to Eng cut off

⑪ May 3 to 4 attempts to deploy Life Rafe

⑫ Stay in the Aircraft 10 to 15 min., Till a Boat was ~~at~~ about 300ft away.

⑬ Back Right ~~side~~ ^{Right side} Rear seat pax exited For Life ~~Right~~ Rafe

⑭ Left Crew pax exit Aircraft, to Left side Life ~~Right~~ Rafe

⑮ Turn off all electric power. (Hotoi)

⑯ Climb into Right side Life Rafe, with 1 pax.

⑰ Boat pick-up Mr Hall first, Then Mr Hotoi and my self next.

⑱ Boat off loaded use on GA190

⑲ AirLog N206AL took us to ~~FORMB~~ at Galveston, TX.

⑲ AirLog N206AL took us to ~~FORMB~~ at Galveston, TX. UTMB
(Pilot) 10/6/07

To Whom It May Concern:

10/6/07

At 0805am as I Cesar Leal flying N206SL took off from HI140 heading west to HI141, I heard a mayday call from N3899C. Flight following requested for any A/C closest to GA190 to respond, I responded that I was 11 miles from location and proceeded to GA190. I GOT TO GA190 at approximately at 0811 and confirmed to flight following that N3899C was in the water stable and afloat. I confirmed pilot and 2 passengers were visible and ok (Good Health). I coordinated radio transmission with N3899C, Motor vessel D32-Stevens, GA190, Coast Guard, and Air Logistics flight following. As motor vessel D32-Stevens was rescuing 2 passengers and pilot from life raft to motor vessel D32-Stevens, I was coordinating with the Coast Guard and flight following on the process. After motor vessel D32-Stevens rescued pilot and 2 passengers, he transferred them to GA190. I picked up pilot and passengers and transported them to UTMB Hospital. I then returned to GA190 to coordinate with Air logistics and motor vessel Brutus to Secure N3899C. I noticed one tail rotor blade was missing, both auxiliary fins were bent to the right and tail rotor drive shaft cover was damaged and part of it was missing. The motor vessel Brutus was able to hook on and secure a rope to the A/C. It was very difficult for the boat personnel to secure the rope. The rope was secured to the tail rotor. The waves were 3 to 4 feet and winds approximately 8 to 10 knots. The motor vessel towed the A/C to GA190. I had to depart location at approximately 1030am due to low fuel. As far as I'm concerned James Tyus did a great job putting N3899C in the water.

Thanks
Cesar Leal
(Pilot of N206SL)

PASSENGER →

① FRONT SEAT

SHAWN P HALL

[REDACTED]

HIGH ISLAND TX

77623

[REDACTED] Hm

[REDACTED] MB

[REDACTED] YAHOO.COM

TOM DOYLE (GRASSO)

[REDACTED]

GRASSO

PRODUCTION OPERATOR

PASSENGER →

② REAR SEAT
(FWD FACING)

HENRY HOLTON (OPERATOR)

[REDACTED]

DEVILLE, LA 71328

[REDACTED]

[REDACTED] YAHOO.COM

TOM DOYLE (GRASSO)

[REDACTED]

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20594

PASSENGER STATEMENT

The National Transportation Safety Board, a Federal Agency, is charged by an Act of Congress with the investigation of transportation accidents. The Safety Board issues reports and makes recommendations to other federal and local agencies and to the industry to prevent future accidents and to prevent unnecessary injuries caused by such accidents.

We would appreciate very much your assistance in giving us the benefit of your personal observations and comments regarding this accident so that we may better evaluate the facts, conditions and circumstances surrounding this accident. Your observations also could assist us greatly in our evaluation of the cause of injuries as well as the adequacy of equipment and procedures affecting your survival and escape.

In addition to completing the following specific information, please feel free to comment on any aspect, before, during or after the accident, that you believe may have had a bearing on the accident cause or on subsequent events.

STATEMENT

Name: Harvey Holman Age: 36 Height: 6'1 Weight: 220
Address: [REDACTED] Deville, LA 71328
Occupation: Production Operator Telephone: [REDACTED]
Injuries: None

If you sustained injuries and were treated, provide name and address of doctor or treatment facility:

No Injuries, Transported to University of Texas Medical Branch
Hospital for evaluation

Are you handicapped (through vision, missing limbs, spinal problems, etc., which may affect your movements.)
Please specify:

None

Seat Location: If you do not recall your seat number, please specify your position as on the left or right, aisle or window location, number of rows from the front or back, near a specific door or any other method which will assist in locating your position.

Right Rear seat Facing Forward

A. MY OBSERVATIONS BEFORE THE ACCIDENT

Describe your observations before the accident happened such as the weather conditions; the lighting conditions; whether or not you have a seatbelt fastened; your outside observations, etc.

WEATHER: CLOUDY, HAZY w/ a slight wind, day light

VISIBILITY: 12 +/- miles

OBSERVATIONS: SEAS 2-4 ft

SAFETY: SEATBELT w/ HARNESS, life vest

B. MY OBSERVATIONS DURING THE ACCIDENT

Describe the accident circumstances considering such things as any unusual occurrences during the accident; the presence of fire or smoke; the direction in which you were thrown; the severity of the impact; etc.

SHORTLY AFTER LIFT OFF I HEARD A LOUD BANG. The aircraft shook and immediately began to rapidly descend. The nose of the aircraft then lifted and the descent appeared to slow. I then observed the flotation devices on the landing gear being deployed moments before making a relatively soft landing on the water. I immediately communicated with the pilot and front passenger to check their welfare. After confirming there were no injuries we remained in the aircraft while the pilot coordinated rescue/recovery.

C. MY OBSERVATIONS AFTER THE ACCIDENT

Describe your method of escape and any difficulties encountered with your seat, seatbelt, debris, etc.; the reaction and behavior of other passengers; your observations of any outside rescue attempts; any occurrence which seemed unusual to you; etc.


Upon landing in the water, while coordinating rescue/recovery we observed the M.V. STEVEN (UTILITY BOAT) in the vicinity and was able to coordinate recovery with them. We remained in the aircraft for approx 10-15 min before deploying personsell rafts. Upon deploying the rafts the pilot and myself exited the aircraft through the right front (pilot) rear (me) doors and entered the life raft. The front passenger exited the aircraft through the left front door and entered the second life raft. We then detached the rafts from the aircraft and set a drift for approx 10 min before being recovered by the M.V. STEVEN.

D. OTHER GENERAL OBSERVATIONS

You may use this space to comment on any other aspect of the accident or you may sketch the general accident scene as you observed it, your escape method or the location of fire, etc.

I applaud the experience and professionalism of the pilot James Tyus who maintained his ~~composure~~ ^{composure} and was able to safely land the aircraft.

The new inflatable raft system on the aircraft and personsell rafts worked very ~~well~~ ^{well} and should be implemented on all off shore aircraft.


Signature

Oct 6, 2007

We walked up the stairs , placed our tools in the cargo compartment, small bag of tools, then I opened the door to the front pass compartment, unbuckled the life vest, placed it over my head and buckeled and got in the front pass seat, fastened my seat belt and shoulder harness.

The pilot then began start up procedures and I closed my door. After that I place my headset on and the pilot began calling for a flight plan. Pilot attempted three times with out answer, the 4 th time he gave a flight plan to HI 138. we began to lift off , it was a smooth lift off, I looked back and we were clear of the platform and moments after that heard a loud bang. The pilot deployed the floats and began calling Mayday. Moments later we were in the water having landed smoothly. We stayed inside the a/c approx 5-10 minutes and pilot was in contact with the radio room, at this time he tried to deploy the life rafts and had difficulty doing so and tried again. At this time we had a boat in sight, and Henry exited the a/c first into the life raft. I then opened my door , standing on the landing gear, the pilot handed Henry bags and James exited the a/c and got in the life raft and then I exited the a/c and got in the life raft, cutting the raft loose. We were in the life raft approx 10 min before being rescued by the boat.

At that time we went back to the platform, GA 190 and swung back on the platform. We walked upstairs, put dry clothes on and boarded 6SL enroute to UTMB. At UTMB we were evaluated by a doctor and released from the hospital. Then returned to the Airlog base in Galveston.

This is my statement as dictated to David Shaver at 1135 AM 10/6/07

Shawn Hall

[REDACTED] High Island Tx 77623
[REDACTED]

[REDACTED]

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We would appreciate very much your assistance in giving us the benefit of your personal observations and comments regarding this accident so that we may better evaluate the facts, conditions and circumstances surrounding this accident. Your observations also could assist us greatly in our evaluation of the cause of injuries as well as the adequacy of equipment and procedures affecting your survival and escape.

In addition to completing the following specific information, please feel free to comment on any aspect, before, during or after the accident, that you believe may have had a bearing on the accident cause or on subsequent events.

STATEMENT

Name: SHAWN P HALL Age: 36 Height: 6'1" Weight: 220
Address: [REDACTED] High Island TX 77623
Occupation: PRODUCTION OPERATOR Telephone: [REDACTED]
Injuries: NONE

If you sustained injuries and were treated, provide name and address of doctor or treatment facility:

NONE

Are you handicapped (through vision, missing limbs, spinal problems, etc., which may affect your movements) Please specify:

NONE

Seat Location: If you do not recall your seat number, please specify your position as on the left or right, aisle or window location, number of rows from the front or back, near a specific door or any other method which will assist in locating your position.

I WAS SEATING IN THE FRONT SEAT.

I WAS BY THE DOOR. WITH LAP BELT & SHOULDER BELTS.

A. MY OBSERVATIONS BEFORE THE ACCIDENT

Describe your observations before the accident happened such as the weather conditions; the lighting conditions; whether or not you have a seatbelt fastened; your outside observations, etc. WEATHER CLEAR & VIS WAS ABOUT 9-10 MILES, I HAD MY SEAT BELTS ON.

B. MY OBSERVATIONS DURING THE ACCIDENT

Describe the accident circumstances considering such things as any unusual occurrences during the accident; the presence of fire or smoke; the direction in which you were thrown; the severity of the impact; etc.

WE HAD TAKEN OFF & WERE CLEAR OF THE PLATFORM WHEN I HEARD A LOUD BANG. THE TAIL WENT RIGHT. THE PILOT THEN DEPLOYED THE FLOATS. HE THEN LANDED IN THE WATER. I DID NOT SEE ANY FIRE OR SMOKE.

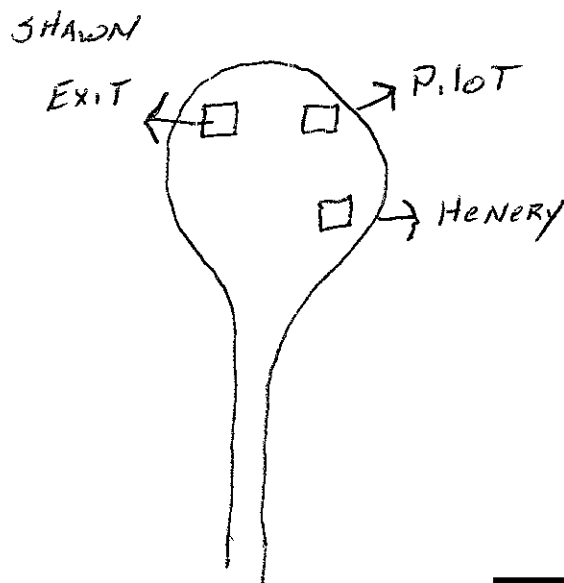
C. MY OBSERVATIONS AFTER THE ACCIDENT

Describe your method of escape and any difficulties encountered with your seat, seatbelt, debris, etc.; the reaction and behavior of other passengers; your observations of any outside rescue attempts; any occurrence which seemed unusual to you; etc. While in the water we stayed upright.

We stayed in the A/c App. 10 min. Before we got out into the life raft. While in the life raft I had a hard time finding the knife to cut the rope holding me to the A/c. The Pilot told me where it was & I cut my self free. The Pilot had to pull the handle to release the raft 3 time before the deployed.

D. OTHER GENERAL OBSERVATIONS

You may use this space to comment on any other aspect of the accident or you may sketch the general accident scene as you observed it, your escape method or the location of fire, etc.



Signature

Please be patient while the output is being built. Formatting output....

Close window

We have found 3 flights for Aircraft 99C.

Aircraft	Departing	Destination	OFF	ETA	ATA	Time	POB	Contract	Pilot	Remarks
99C	HI138	2908 40/9440 49	Oct 6, 2007 9:12 AM	Arrived	Oct 6, 2007 9:13 AM	0:01	0	GRASSO	JAMES TYUS	IN WATER/MAYDAY
99C	GV190	HI138	Oct 6, 2007 8:00 AM	Arrived	Oct 6, 2007 8:01 AM	0:01	3	GRASSO	JAMES TYUS	MAYDAY IN WATER
99C	GVS	GV190	Oct 6, 2007 7:23 AM	Arrived	Oct 6, 2007 7:39 AM	0:16	1	GRASSO	JAMES TYUS	
					Total Time	0:18				

Close window

DAWN BREAU - DISPATCHER