

No: 11/92

Ref: EW/C92/4/6

Category: 2b

**Aircraft Type and Registration:** Sikorsky S76A (Modified), G-BOND

**No & Type of Engines:** 2 Turbomeca Arriel 1S turboshaft engines

**Year of Manufacture:** 1980

**Date & Time (UTC):** 18th April 1992 at 0958 hours

**Location:** 2nm East of Heather 'A' Platform,  
East Shetland Basin, North Sea

**Type of Flight:** Public Transport (oil support charter)

**Persons on Board:** Crew - 2                      Passengers - 7

**Injuries:** Crew - None                      Passengers - None  
Other - 1 fatal

**Nature of Damage:** Damage to one main rotor blade

**Commander's Licence:** Airline Transport Pilot's Licence (Helicopters)

**Commander's Age:** 38 years

**Commander's Flying Experience:** Approx 4,604 hours (of which 2,015 were on type)  
Last 90 days - 116 hours  
Last 28 days - 49 hours

**Information Source:** AAIB Field Investigation

### History of the Flight

The helicopter crew reported for duty at 0700 hrs for a planned 0800 hrs departure. Previous duty and rest periods were in accordance with normal company policy. The flight was planned to carry six passengers from Aberdeen to the Tanker 'Ailsa Craig'. There, four passengers were to be offloaded and five uplifted, and flown to the Diving Support Vessel 'Mayo', where one passenger was to be offloaded and one other uplifted. The next destination was the Heather 'A', where one passenger was to be offloaded. This was to have been followed by a flight to the 'Emerald Producer', a semi-submersible rig, to offload some freight and uplift one passenger, before the return flight to Aberdeen. All of the intermediate destinations were in the East Shetland Basin, some 230 nm north-northeast of Aberdeen. The crew carried out their normal pre-flight planning duties, which included checking the weather situation and NOTAMS. Fuel planning for the expected payload enabled an uplift of sufficient fuel to complete the flights as far as the 'Emerald Producer', where refuelling was to take place.