



NTSB National Transportation Safety Board

Office of Aviation Safety

**Era Aviation
Sikorsky S-76A++
Gulf of Mexico
March 23, 2004**

Lorenda Ward
Investigator-in-Charge



Office of Aviation Safety Workload

- 10 major investigations
- 6 major reports
- 459 regional investigation launches
- 23 foreign investigation launches
- 100 safety recommendations

Parties to the Investigation

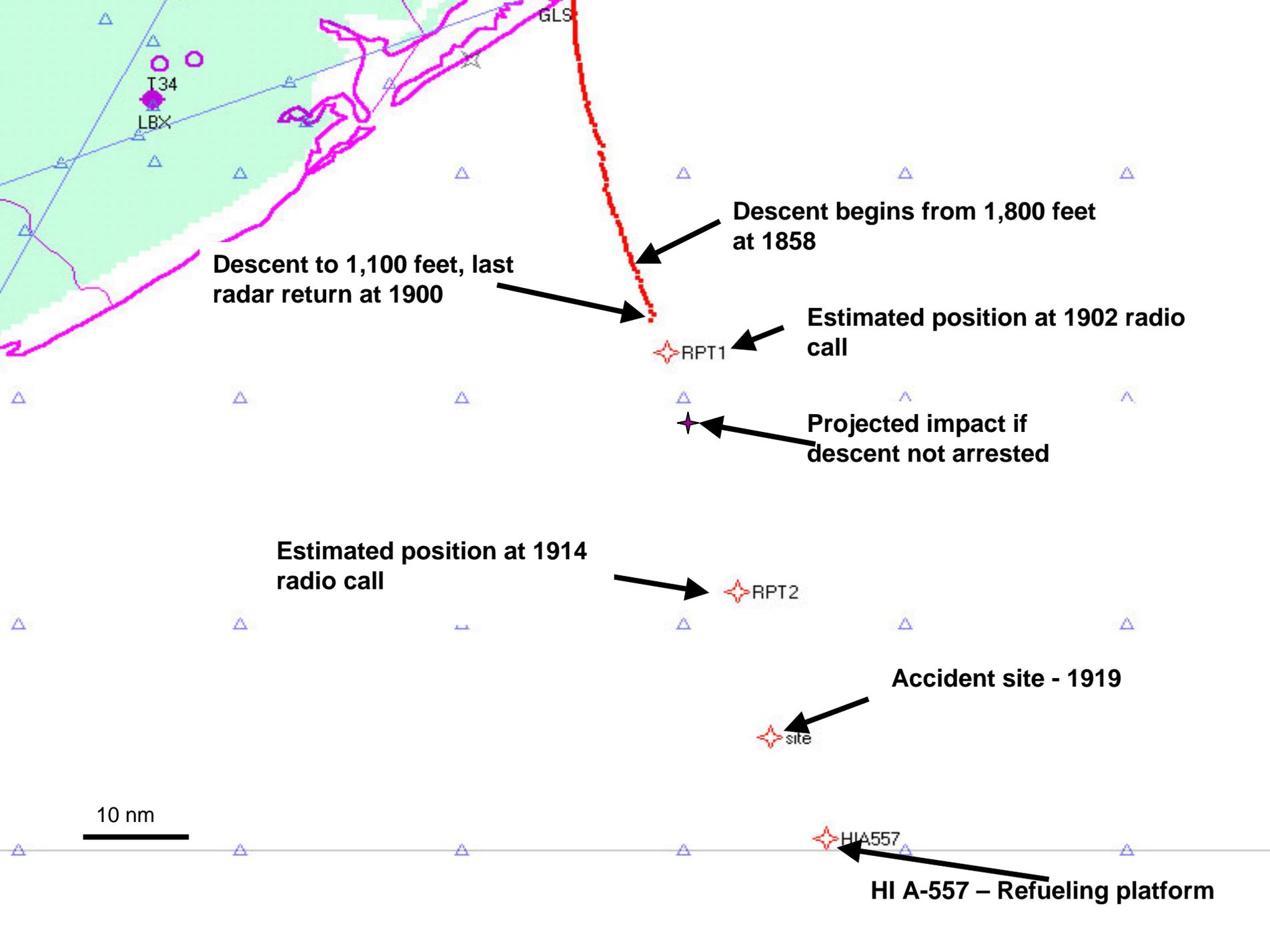
- Federal Aviation Administration
- Era Aviation
- Sikorsky Aircraft Corporation
- Union Oil Company of California
- Honeywell

Accredited Representative

- Bureau d'Enquêtes et d'Analyses pour la Sécurité de l'Aviation Civile (BEA)
 - Technical assistance from Turbomeca

Background

- Departed Galveston, Texas, at 1845
- Transported eight oil service personnel
- En route refueling stop at High Island A-557
- Final destination was drilling ship *Discoverer Spirit*



Descent to 1,100 feet, last radar return at 1900

Descent begins from 1,800 feet at 1858

Estimated position at 1902 radio call

Projected impact if descent not arrested

Estimated position at 1914 radio call

Accident site - 1919

10 nm

HI A-557 – Refueling platform

T34
LBX

GLS

RPT1

RPT2

site

HI A-557





HANKS-A-LOT
59

119

4-1021
WM
217-004-0001

579

579

WYPALL 30
056 210

Noncontributing Factors

- Weather
- Pilot experience
- No emergency landing
- No structural, systems, or engine failures

Significant Findings

- Numerous indications of descent available
- Limited radar coverage available in Gulf of Mexico
 - 550 helicopters
 - 2.3 million passengers
 - 1.3 million flights
- Poor-quality CVR
- No requirement for FDR

Safety Issues

- Training on the SPZ-7000/7600
- Lack of TAWS for helicopters
- ADS-B schedule for Gulf of Mexico
- CVR operational check inadequate



NTSB