

UNITED STATES DEPARTMENT OF THE INTERIOR  
 MINERALS MANAGEMENT SERVICE  
 GULF OF MEXICO REGION  
**ACCIDENT INVESTIGATION REPORT**

1. OCCURRED

DATE: **29-DEC-2007** TIME: **1550** HOURS

2. OPERATOR: **Stone Energy Corporation**  
 REPRESENTATIVE: **LeBouef, Cobb**  
 TELEPHONE: **(337) 521-0213**  
 CONTRACTOR: **ISLAND OPERATORS CO. INC.**  
 REPRESENTATIVE:  
 TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR  
 ON SITE AT TIME OF INCIDENT:

6. OPERATION:

4. LEASE: **G21695**  
 AREA: **SP** LATITUDE:  
 BLOCK: **38** LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

5. PLATFORM: **A**  
 RIG NAME:

6. ACTIVITY:  EXPLORATION(POE)  
 DEVELOPMENT/PRODUCTION  
 (DOCD/POD)

8. CAUSE:

7. TYPE:

- HISTORIC INJURY
- REQUIRED EVACUATION **4**
- LTA (1-3 days)
- LTA (>3 days) **3**
- RW/JT (1-3 days)
- RW/JT (>3 days)
- Other Injury

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER \_\_\_\_\_

- FATALITY **1**
- POLLUTION
- FIRE
- EXPLOSION

9. WATER DEPTH: **111** FT.

- LWC  HISTORIC BLOWOUT
- UNDERGROUND
- SURFACE
- DEVERTER
- SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. DISTANCE FROM SHORE: **10** MI.

11. WIND DIRECTION: **NNE**  
 SPEED: **8** M.P.H.

12. CURRENT DIRECTION:  
 SPEED: M.P.H.

COLLISION  HISTORIC  >\$25K  <=\$25K

13. SEA STATE: **10** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

On December 29, 2007, at approximately 1550 hours, an Air Logistics helicopter contracted by Island Operators Company Inc., crashed into the Gulf of Mexico waters, 100 yards away from Stone Energy Corporation's OCS-G 21695 South Pass (SP) 38A Platform, as the helicopter was attempting to land on the platform. Three Island Operators personnel and an Air Log pilot were able to escape the helicopter before it sank. Seas were 8-10 ft and one Island Operators personnel apparently drowned while trying to make his way back to the platform; his body was recovered. The other three personnel were transported to West Jefferson Hospital. The two Island personnel were released from the hospital the next morning. The Air Log pilot was transferred to University Medical Center for observation. His condition was stable after experiencing hypothermia.

SEQUENCE OF EVENTS:

On December 29, 2007, at 1531 central standard time, a single-engine Bell 206L1 helicopter, N211EL, impacted the water in the Gulf of Mexico following a loss of control during approach. One passenger was fatally injured, while the commercial pilot and two other passengers received serious injuries. The helicopter was owned and operated by Air Logistics LLC., of New Iberia, Louisiana. The flight originated from offshore platform Chandelier 63 and was destined for offshore platform South Pass 38, both in the Gulf of Mexico. Instrument meteorological conditions prevailed for the Title 14 Code of Federal Regulations Part 135 on-demand air taxi flight. All times in this report will be based on central standard time using the 24-hour format.

In a telephone interview with the National Transportation Safety Board (NTSB), the pilot reported encountering a "sloping cloud deck" as he approached the offshore platform for landing. The pilot added that while in a left turn to final approach, he began slowing the helicopter to 20-25 knots and encountered a tail wind. The pilot noticed a settling tendency and reduced the left bank. Additionally, the pilot reported experiencing vibrations and shaking from the helicopter. The pilot added forward cyclic and increased power. The vibration and shaking became worse and the pilot recognized the symptoms of a settling with power event. Due to the low altitude, the pilot was unable to recover the helicopter or deploy the emergency floatation devices prior to water impact. All four occupants survived the initial crash and egressed the helicopter.

A life raft was not deployed prior to the helicopter sinking. The four personnel attempted to swim to the unmanned platform located approximately 100 yards away and were separated by the 8 to 10 foot wave swells. Personnel were located by local boats and the United States Coast Guard. The pilot, who was the last survivor to be rescued from the water, was in the water for approximately 2 and 1/2 hours.

The helicopter sank in approximately 115 feet of water. The helicopter was located and recovery is in progress. Upon recovery the helicopter will be transported to a secure facility pending examination at a later date.

The pilot reported the weather at South Pass 38 was estimated to start at 500 feet ceiling and 5 miles visibility and reduce to approximately 300 feet ceiling and one mile visibility on final. At 1751 an automated weather reporting facility located about 22-nautical miles to the northwest reported winds from 030 degrees at 7 knots, visibility 10 statute miles, ceiling overcast at 1,000- feet, temperature 55 degrees Fahrenheit, dew point 51 degrees Fahrenheit, and a barometric pressure of 30.05 inches of Mercury.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

**Equipment failure/Human error**

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

**Helicopter at a low level and not able to recover from the change in wind direction.**

20. LIST THE ADDITIONAL INFORMATION:

**NTSB Identification: DFW08FA053**

**Scheduled 14 CFR Part 135: Air Taxi & Commuter**

**Accident occurred Saturday, December 29, 2007 in Venice, LA**

**Aircraft: Bell 206L1, registration: N211EL**

**Injuries: 1 Fatal, 1 Serious, 2 Minor.**

21. PROPERTY DAMAGED:

**None**

NATURE OF DAMAGE:

**None**

ESTIMATED AMOUNT (TOTAL):

**\$**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

**The New Orleans District makes no recommendation to MMS.**

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26. ONSITE TEAM MEMBERS:

**No onsite investigation /**

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

**Troy Trosclair**

APPROVED

DATE: **28-MAR-2008**