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

1.	OCCURRED	8.	CAUSE: CAUSE: CAUSE
	DATE: 10-FEB-2005 TIME: 0430 HOURS		HUMAN ERROR
2.	OPERATOR: Apache Corporation		EXTERNAL DAMAGE
			SLIP/TRIP/FALL
			WEATHER RELATED
	REPRESENTATIVE: Mark Wilson		
	TELEPHONE: (337) 735-8649		UPSET H20 TREATING
3.	LEASE: G21685		OVERBOARD DRILLING FLUID
	AREA: ST LATITUDE:		
	BLOCK: 308 LONGITUDE:		WATER DEPTH: 484 FT.
4.	PLATFORM: A (Tarantula)		DISTANCE FROM SHORE: 66 MI.
	RIG NAME H&P 107	11.	WIND DIRECTION: N
-			SPEED: 35 M.P.H.
5.		12.	CURRENT DIRECTION: N SPEED: M.P.H.
	DEVELOPMENT/PRODUCTION (DOCD/POD)		۲۱. E . II.
6.	TYPE: 🗍 FIRE	13.	SEA STATE: 10 FT.
	C EXPLOSION		
	BLOWOUT		
	COLLISION	16.	OPERATOR REPRESENTATIVE/ SUPERVISOR ON SITE AT TIME OF INCIDENT:
	INJURY NO. 0		
	\square FATALITY NO. 0		Joe Ehnot
	□ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □		CITY: Arlington STATE: TX
	X OTHER Crane/Helicopter		TELEPHONE: (985) 396-4306
7.	OPERATION: PRODUCTION		CONTRACTOR:
	DRILLING		
	WORKOVER		
	X COMPLETION		CONTRACTOR REPRESENTATIVE/ SUPERVISOR ON SITE AT TIME OF INCIDENT:
			H&P IDC
	MOTOR VESSEL		CITY: tulsa STATE: OK
	DIPELINE SEGMENT NO.		_ TELEPHONE: (800) 331-7250
	OTHER		

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

The crane operator had repositioned the tool box to make room for placement of a W/I unit. While attempting to swing the eastside crane around to retrieve the W/L unit, the crane fastline became entangled in the westside (seatrax) cranes' walkway. When the fastline became free, the hook and ball swung in the direction of the helicopter. The crane operator attempted to "pull up" on the fastline but was unable to prevent the hook from colliding with the helicopters' main rotor blade and tail fin.

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

Human error. The signal man should have noticed that the cranes fastline had become entangled and at that time all crane operations should have been stopped immedately and corrective actions taken.

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

Night (early morning hours).

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Air Logistics Helicopters' main rotor blade and tail fin.

Dents, scrapes and bulges.

ESTIMATED AMOUNT (TOTAL): \$83,472

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma district has no recommendations to the regional office.

- 23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES
- 24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

PINC I-101, under the authority of 30 CFR 250.108 as safety dictates in accordance with API RP 2D, paragraph 3.1.5a.

25. DATE OF ONSITE INVESTIGATION:

10-FEB-2005

- 26. ONSITE TEAM MEMBERS: 29. ACCIDENT INVESTIGATION Terry Hollier / Freddie Mosely / OCS REPORT:
 - 30. DISTRICT SUPERVISOR:

Michael J. Saucier

APPROVED

DATE: 08-APR-2005

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