1. OCCURRED
   DATE: 28-JUN-2015  TIME: 0955 HOURS

2. OPERATOR: Walter Oil & Gas Corporation
   REPRESENTATIVE: Telephone:
   CONTRACTOR: REPRESENTATIVE: Telephone: 

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

4. LEASE: G33109
   AREA: ST  LATITUDE:  
   BLOCK: 127  LONGITUDE: 

5. PLATFORM: A
   RIG NAME: 

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

7. TYPE:
   HISTORIC INJURY
   REQUIRED EVACUATION 1
   LTA (1-3 days) 1
   LTA (>3 days)
   RW/JT (1-3 days)
   RW/JT (>3 days)
   Other Injury

8. CAUSE:
   EQUIPMENT FAILURE
   HUMAN ERROR
   EXTERNAL DAMAGE
   SLIP/TRIP/FALL
   WEATHER RELATED
   LEAK
   UPSET H2O TREATING
   OVERBOARD DRILLING FLUID
   OTHER

9. WATER DEPTH: 85 FT.

10. DISTANCE FROM SHORE: 25 MI.

11. WIND DIRECTION: NW
    SPEED: M.P.H.

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

13. SEA STATE: 5 FT.
While at South Timbalier (ST) 127A, Island Operating Company (Island) employees working on a glycol unit noticed that inclement weather was developing to the north/west of the platform. At that time, the Island operators saw the RLC, LLC (RLC) pilot descend from the helideck where the weather could be monitored. One of the Island employees asked the RLC pilot to return the operators to Ship Shoal (SS) 189B by helicopter since the seas were too rough to swing onto the standby crew boat, Motor Vessel (M/V) Miss Peggy Ann. The pilot entered the aircraft for startup procedures, and as the Island employees were ascending the stairs to the helipad, two of them noticed the helicopter slide off the south side of the heliport and onto the water. Upon contacting the water, the aircraft's floats deployed. The operators then saw the RLC pilot crawling into the life raft. They alerted M/V Miss Peggy Ann of the incident and requested that the crew recover the pilot from the aircraft and monitor the helicopter as it drifted with the current.

The pilot sustained lower back injuries and underwent successful back surgery a few days after the incident. The pilot was released from the hospital shortly thereafter and is currently undergoing physical therapy. Pilot has not returned to flight status at this time.

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

1. Unforseen wind gust from approaching thunderstorm
2. Failure to secure the helicopter and wait for inclement weather to pass

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

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED: Skirting on heliport

| NATURE OF DAMAGE: Bent heliport skirting |

ESTIMATED AMOUNT (TOTAL):

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Houma District has no recommendations at this time.
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:
   
   Keith Barrios /

29. ACCIDENT INVESTIGATION PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:
   
   Bryan Domangue

APPROVED DATE: 07-DEC-2015