

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 28-JUN-2015 TIME: 0955 HOURS

2. OPERATOR: Walter Oil & Gas Corporation

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

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

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

6. OPERATION:

4. LEASE: G33109

AREA: ST LATITUDE:

BLOCK: 127 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 1
- LTA (1-3 days)
- LTA (>3 days) 1
- 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
- POLLUTION
- FIRE
- EXPLOSION

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

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.

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

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. Unforeseen 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 RECCURRANCE 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**