

THE DUTCH SAFETY BOARD

P.O. Box 95404

2509 CK DEN HAAG

The Netherlands

tel. (+31) 70 333 7000 (office)

or (+31) 70 333 7072 (24 hours)

fax (+31) 70 333 7077



PRELIMINARY REPORT

(Preliminary information only, pending completion of the Accident Investigation)

Distribution (applicable to aircraft with MTOW > 2250 kg or less if airworthiness matters of interest are involved):

- State of Registry: **United Kingdom**
- State of the Operator: **United Kingdom**
- State of Design: **France**
- State of Manufacture: **France**
- State providing information, significant facilities of experts:
- **ICAO** (aircraft with MTOW = 2250 kg exempted)

00 – OCCURRENCE IDENTIFICATION

FILING INFORMATION

State Reporting 0001 •	NETH	The Netherlands
State File number 0002		2006137

WHERE

State/Area of occurrence 0004 •	NETH	The Netherlands
Location N() Near 0005		53.01.73N 004.32.3.E 25 Km NW of Den Helder

WHEN

Date of occurrence 0008	Year Month Day 2006 11 21
Local time of occurrence 0009 (24h clock)	Hour Min 23 30

AIRCRAFT

Manufacturer 0010 •		Eurocopter
Model 0011 •		AS322L2 Super Puma
Registration 0012		G-JSAR
State of registry 0013 •		United Kingdom
Operator's name 0014 40() 40() 40()		Bristow

01 – HISTORY OF FLIGHT

AIRLINE OPERATION(AIR TRANSPORT OPERATIONS)

Type of Operation 0101 1() Passenger 2() Cargo 3() Passenger/Cargo 4() Ferry/Positioning 5() Training/Check 6() Other Z() Unknown
0102 S() Scheduled N() Non-scheduled Z() Unknown
0103 D() Domestic I() International Z() Unknown

GENERAL AVIATION

Type of Operation 0104 Instructional 10() Dual 11() Solo 12() Check 1Y() Other 1Z() Unknown Non-commercial 20() Pleasure 21() Business 22() Government/State 23() Aerial work 24() Off-shore operation 2Y() Other 2Z() Unknown Commercial 30() Aerial application 31() Fire control 32() Aerial observation 33() Aerial advertising 34() Construction/Sling load 3Y() Other 3Z() Unknown Miscellaneous 40() Test/Experimental 41() Illegal(smuggling/ 42() ferry 43(<input checked="" type="checkbox"/>) Search & rescue 44() Airshow/Race 45() Demonstration 4Y() Other 4Z() Unknown
Type of Operator 0205 1() Flying club/School 2() Corporate/Executive 3() Gov.Agency 4() Private owner 5() Sales/Rental/Service Y(<input checked="" type="checkbox"/>) Other Z() Unknown

ITINERARY

Last departure point 0106	Oilrig K15B in the Northsea Or S() if same as 0005
Planned destination 0107	Den Helder, De Kooy (EHKD) Or S() if same as 0005
Duration of flight (time airborne) 0108•	00 Hour 15 Min or Y() if accident occurred on ground

07 – METEOROLOGICAL INFORMATION

<p>General weather in the area of occurrence</p> <p>Rain showers, vis > 10km, wind 250/20 knots, freezing level 3000 Ft, sea state 4-5.</p> <p>0705 1(<input checked="" type="checkbox"/>) Visual meteorological conditions 2() Instrument meteorological conditions Z() Unknown</p>
<p>Light conditions</p> <p>0706 1() Dawn 2() Daylight 3() Dusk/Twilight 4() Night – moonlight 5(<input checked="" type="checkbox"/>) Night – dark Z() Unknown</p>

SEQUENCE OF EVENTS

EVENTS	PHASES
Emergency landing at sea	Enroute

NARRATIVE

<p>NARRATIVE</p> <p>This shall not exceed 200 words and will be presented in the following order:</p> <ol style="list-style-type: none"> Brief description of the occurrence including emergency circumstances and significant information; Additional remarks, including precise information on items which have been coded "OTHER"; Safety recommendations and corrective action taken or under consideration. <p><i>Note – Please print or type.</i></p>
<p>During an evacuation mission of an oilrig by a search and rescue helicopter, on the way back to the mainland, at 3000 ft N1 of engine #1 fluctuated and the temperature rose. The temperature of engine #2 lowered. The crew tried to identify which engine had problems but did not succeed. The decision was made to descend to 1000 ft. During descent cyclic control problems developed. The control problems increased rapidly, whereupon the crew decided to ditch the helicopter into the North sea. All 13 passengers and 4 crew members evacuated the aircraft safely. The helicopter was equipped with two automatic inflatable life rafts. These life rafts were not inflated. A small rescue life raft that was carried in the cabin, was inflated by the cabin crew. Two occupants succeeded in climbing in the raft, all others remained in the water. All occupants were wearing survival suits and were rescued within 1 hour 15 minutes.</p>