

Appendix 1 – Reportable Accidents

The following table summarises 73 UK Continental Shelf offshore commercial air transport (CAT) accidents reported from 1976 to 2013. Accidents involving fatalities are highlighted in pink. Categorisation and causation is coded in accordance with the International Civil Aviation Organisation (ICAO)/Commercial Aviation Safety Team Common Taxonomy Team taxonomy.

Note: Operational (F) = an event related to the helicopter whilst in flight or abnormal contact with terrain.

Operational (G) = an event related to the helicopter whilst on the ground.

Technical = an event involving system/component failure or malfunction, fire/smoke.

External = an event involving icing, turbulence, wind shear, thunderstorm or bird strike.

Accident Year	Helicopter Type	Accident Location	Headline	CICTT Group	CICTT Code	CICTT Breakdown
1976	Westland Wessex Mk 60	North Sea	Double engine surge due to ingestion of engine cover. The aircraft ditched into the North Sea. 14 POB – All rescued.	Operational (G)	RAMP	Pilot Error - 10.7.2
	Sikorsky S58 ET	Forties Field – Highland 1	Tail rotor detached. The aircraft fell onto a barge during a forced landing and was destroyed by the impact and fire. 10 POB – 1 fatality.	Technical	SCF-NP	Tail Rotor - 2.1
	Sikorsky S61N	Norscott Yard, Lerwick	Aircraft became enveloped in dust during the flare and a hard landing ensued. Zero visibility. 2 POB – No injuries.	External	ADRM	Aerodrome - 7.7
	Sikorsky S61N	Sumburgh (SUM)	Whilst taxiing, the main rotor struck the tail rotor of an adjacent aircraft due to a marshalling error. 18 POB – No injuries.	Operational (G)	GCOL	Pilot Error - 10.11.2
1977	Sikorsky S61N	Aberdeen (ADN)	The right main landing gear retracted due to a short circuit in the retraction disconnect mechanism caused by moisture ingress. 2 POB – No injuries.	Technical	SCF-NP	Unclassified - 2.3
	Bell 212	North Sea – Brent Spar	No. 2 engine oil pressure warning illuminated on rig approach. The pilot initiated immediate landing. As he did so, the tail rotor struck a cable extending from the jib of an adjacent crane. 10 POB (est) – No injuries.	Operational (F)	CTOL	Pilot Error - 10.10.5
	Sikorsky S61	North Sea	The crew became aware of an increasing loud noise (similar to loose blade tape), accompanied by severe vibration from the area of the main rotor. Fore and aft control movement subsequently became restricted so ditching carried out. 3 POB – All rescued.	Technical	SCF-NP	Main Rotor - 2.1
	Sikorsky S61N	Lerwick	Engine fire warning in cruise. Routine fire drills and precautionary one engine inoperable landing initiated. On landing, the aircraft touched down slightly short of the helipad, striking the tail wheel on a rock, which pulled the tail wheel from its mounting. 18 POB – No injuries.	Operational (F)	CTOL	Pilot Error - 10.8.1
	Bolkow Bo 105	North Sea - Forties 'C'	Aircraft caught in downdraught as it was landing. Before the pilot reacted, the tail rotor got struck and became entangled in the perimeter safety net. 5 POB – No injuries.	External	TURB	Helideck Environment - 11.1a

1978	Sikorsky S58ET	Southern North Sea – Ekofisk	While flying at 4,000 feet and shortly after entering cloud, sudden loss of control was experienced resulting in a rapid spinning descent to 3,000 feet. On regaining control, heavy vibration occurred and the aircraft was diverted to the nearest platform. 12 POB – No injuries.	Operational (F)	LOC-I	Pilot Error - 10.9.1
	Aerospatiale AS330 J	Sumburgh (SUM)	As the aircraft lifted off it pitched up and rolled to the right. The crew was unable to regain control and the tail rotor struck the ground. 12 POB – No injuries.	Operational (F)	LOC-I	Pilot Error - 10.8.1
	Sikorsky S61	North Sea – Bideford Dolphin	The aircraft landed with the undercarriage retracted. The aircraft had been recalled to the rig after take-off due to another aircraft Mayday. 18 POB – No injuries.	Operational (F)	ARC	Pilot Error - 10.10.5
1980	Sikorsky S61N	North Sea – Sedco 707	As the pilot was manoeuvring the aircraft to land in strong winds, the tail rotor struck part of the rig structure (handrails) about 20 feet above the helideck. All tail rotor blades were broken, but no other damage was incurred. 18 POB – No injuries.	Operational (F)	CTOL	Pilot Error - 10.11.1
	Sikorsky S61N	North Sea – Cormorant 'A'	On start-up, a passenger's safety helmet was blown into the main rotor by a strong gust of wind. The main rotor 'sailed' and struck the cabin roof. 20 POB – No injuries.	Operational (G)	RAMP	Blade Sailing
	Sikorsky S61N	North Sea	The aircraft ditched due to high main rotor gearbox (MRGB) oil temp and low pressure. 15 POB – All rescued.	Technical	SCF-NP	MRGB - 2.3
1981	Sikorsky S76	Aberdeen (ADN)	As the aircraft taxied for take-off, smoke (from the rotor brake fire) began to enter the cabin. An emergency evacuation was completed successfully. 11 POB – No injuries.	Technical	F-NI	Main Rotor - 2.3
	Bell 212	North Sea – near Dunlin	Loss of control in flight, followed by fast descent into the sea. 14 POB – 1 fatality.	Operational (F)	LOC-I	Pilot Error - 10.9.1
	Westland Wessex Mk 60	North Sea – off Bacton	The aircraft crashed into the sea following loss of engine power to the main rotor gearbox. All 13 POB killed.	Technical	SCF-PP	Engine - 2.1
1982	Sikorsky S61	North Sea – Thistle 'A'	As the aircraft approached the helideck it developed an excessive rate of descent and, on landing, struck the helideck perimeter safety net. 20 POB – No injuries.	Operational (F)	CTOL	Pilot Error - 10.8.1
1983	Boeing BV234	Aberdeen (ADN)	A fire broke out in the No. 1 engine following disintegration of the transmission shaft to the combining gearbox due to failure of the input shaft main roller bearing. 45 POB – No injuries.	Technical	SCF-NP	MRGB - 2.3
	Sikorsky S61	North Sea – near Claymore	Uncontained failure of main gearbox. Mayday call made. Precautionary landing on the sea. 17 POB – All rescued.	Technical	SCF-NP	MRGB - 2.3
	Aerospatiale AS332L1	Aberdeen (ADN)	During final approach, a loud bang was heard followed by severe vibration at 200 feet. The pilot intended a run-on landing at 40 to 50 knots but was unable to control the aircraft as it yawed port and struck the runway on its starboard side. 18 POB – 3 seriously injured.	Technical	SCF-NP	Tail Rotor - 2.1
	Bell 212	North Sea - Treasure Finder	A sudden wind-shift just before touchdown caused the aircraft to land heavily on the helideck damaging the main skid and the underside of the tail boom. 10 POB – No injuries.	External	TURB	Helideck Environment - 11.1a
	Boeing BV234	North Sea – En-route	A controlled ditching was carried out after the loss of Nr2 hydraulic pressure caused a flying control malfunction. 47 POB – All rescued.	Technical	SCF-NP	Flight Controls - 2.1

1984	Bolkow Bo 105	Southern North Sea – En-route	A loss of tail rotor control occurred due to the failure of the rear Bendix shaft upper coupling. The pilot attempted a controlled ditching but the aircraft began to rotate and, after striking the water, rolled and inverted. 2 POB – All rescued.	Technical	SCF-NP	Flight Controls - 2.1
	Bell 212	North Sea – N. Cormorant	On start-up in 30 knot wind, the main rotor struck the tail boom on first pass. 1 POB – No injuries.	Operational (G)	RAMP	Blade Sailing
	Bell 212	Southern North Sea – Cecil Provine JU	As the aircraft approached an offshore platform, a loud bang was heard and the aircraft was seen to roll rapidly to starboard and dive into the sea. 2 POB – Both killed.	Technical	SCF-NP	Unknown
1985	Bell 214ST	En-route – over Belmedie	The main rotor blade drag brace assembly failed causing sudden and extreme vibration. Distress call and immediate rapid descent for run-on landing. 18 POB – No injuries.	Technical	SCF-NP	Main Rotor - 2.1
	Sikorsky S61N	Aberdeen (ADN)	The undercarriage inadvertently retracted while on the ground with rotors turning. 18 POB – No injuries.	Operational (G)	RAMP	Pilot Error - 10.11.5
	Sikorsky S61N	Sumburgh (SUM)	The main rotor blade struck steel supports of an unlit sign close to the hangar. 20 POB – No injuries.	Operational (G)	GCOL	Pilot Error - 10.11.2
	Sikorsky S61N	North Sea – MCP 01	The horizontal stabiliser struck the radio mast during take-off. 18 POB – No injuries.	Operational (F)	CTOL	Pilot Error - 10.11.1
1986	Aerospatiale SA365N	Irish Sea – Morecambe Bay	The main rotor blade attachment failed causing severe vibration. 8 POB – No injuries.	Technical	SCF-NP	Main Rotor - 2.3
	Bell 214ST	North Sea – En-Route	The aircraft ditched due to collective control malfunction. 16 POB – All rescued.	Technical	SCF-NP	Flight Controls - 2.3
	Boeing BV234LR	North Sea – Off Sumburgh	The aircraft crashed into the sea 1.5 miles off Sumburgh and sank. 47 POB – 45 fatalities.	Technical	SCF-NP	MRGB - 2.1
1987	Aerospatiale AS332L1	Aberdeen (ADN)	Disembarking passengers tripped and fell from the aircraft door. 18 POB – Injury sustained (broken collar bone).	Operational (G)	RAMP	3rd Party - 6.3
	Aerospatiale AS332L1	North Sea – near Unst	Sudden severe vibration. The tail rotor blade and tail boom were damaged by the detached fairing. The aircraft was diverted and made a run-on landing. 18 POB – No injuries.	Technical	SCF-NP	Tail Rotor - 2.1
	Aerospatiale AS332L1	North Sea – En-route	The horizontal stabiliser spar failed in flight. The aircraft was diverted. 18 POB – No injuries.	Technical	SCF-NP	Structure - 2.1
	Aerospatiale AS332L1	North Sea – En-route	The main rotor frequency adaptor was separated in flight causing severe vibration. Mayday and search and rescue deployed. The aircraft was diverted. 18 POB – No injuries.	Technical	SCF-NP	Main Rotor - 2.3
1988	Sikorsky S61N	North Sea – En-route	Engine fire warning. The aircraft ditched, burned and sank. 21 POB – All rescued.	Technical	SCF-NP	Engine - 2.3
	Sikorsky S61N	North Sea – En-route	The low gearbox oil pressure warning was accompanied by vibration. The aircraft ditched, inverted and sank. 13 POB – All rescued.	Technical	SCF-NP	MRGB - 2.3
	Aerospatiale AS332L1	Aberdeen (ADN)	Landing gear unsafe warning. Aircraft returned and nose landing gear collapsed on landing. 18 POB – No injuries.	Technical	SCF-NP	Unclassified - 2.3

1989	Sikorsky S61N	Sumburgh (SUM)	Whining noise and loud bang. No. 1 drive shaft into the main gearbox failed. 20 POB – No injuries.	Technical	SCF-NP	MRGB - 2.3
	Sikorsky S76	Southern North Sea – Humberside	Smoke inside the aircraft. No. 1 and 2 engine bay insulation overheated. 3 POB - No injuries.	Operational (G)	RAMP	Pilot Error - 10.7.2
	Sikorsky S61N	North Sea – Brent Spar	Tail rotor struck rig structure. The aircraft fell into the sea and sank. 6 fatalities.	Operational (F)	CTOL	Pilot Error - 10.1.1
	Sikorsky S61		No. 1 input drive train failed. No. 1 engine shutdown on overspeed. Single engine landing. No injuries to POB.	Technical	SCF-NP	MRGB - 2.3
	Bell 214ST	North Sea – En-route	Severe vibration in the cruise. Decreased as speed reduced. Aircraft diverted. Tail boom vertical fin forward spar cracked. 14 POB – No injuries.	Technical	SCF-NP	Structure - 2.3
1991	Bolkow Bo 105	North Sea – MS Tیره	The aircraft was on a ship's helideck with rotors running while the pilot prepared for take-off into a 240 degrees/15 knot wind. A large canvas sheet from a pile of stores on the edge of the helideck lifted and entered the main rotor. 5 POB – No injuries.	External	ADRM	Environment - 11.2
	Bell 214ST	North Sea – En-route	Severe vibration. PAN call sent, aircraft diverted to nearby rig and landed safely. Tail rotor counterweight assembly sheared. 6 POB – No injuries.	Technical	SCF-NP	Tail Rotor - 2.3
1992	Aerospatiale AS332L1	North Sea – Cormorant 'A'	The aircraft crashed into the sea. 17 POB – 11 fatalities.	Operational (F)	LOC-I	Pilot Error - 10.10.2
	Sikorsky S76	North Sea – MS Mayo	The main rotor blade struck and killed the HLO during rotors running turnaround on the rig supply vessel helideck. 3 POB – 1 fatality (external).	Operational (G)	RAMP	Deck Motion
	Aerospatiale SA365N	Southern North Sea – Viking 'B'	Helideck crew member struck and killed by main rotor blade. Minor damage to the rotor blade tips. 6 POB – 1 fatality (external).	Operational (G)	RAMP	3rd Party - 6.3
1995	Aerospatiale AS332L1	North Sea – near Brae 'A'	Lightning strike to the tail rotor. The aircraft ditched following loss of tail rotor control. The occupants were evacuated into a life raft. 18 POB – All rescued.	External	WSTRW	Environment - 11.1d
	Sikorsky S61N	North Sea – Claymore CAP	Hard landing on the helideck. The main rotor blade struck the tail boom. Substantial damage. 16 POB – No injuries.	External	ADRM	Helideck Environment - 7.2
1996	Aerospatiale AS332L1	Aberdeen (ADN)	After disembarking passengers, the aircraft taxied forward, started to turn and rolled onto its side. Substantial damage. 2 POB – No injuries.	Operational (G)	LOC-G	Pilot Error 10.10.2
1997	Aerospatiale AS332L1	North Sea – En-route	Lightning strike. The aircraft landed safely on the ship. Blade tips and rotor hub were burnt. 11 POB – No injuries.	External	WSTRW	Environment - 11.1d
1998	Aerospatiale AS332L1	North Sea – En-route	Horizontal stabiliser separated in flight. The aircraft pitched down at 35 degrees. Mayday call made. Control was regained, and the aircraft diverted and landed safely. 12 POB – No injuries.	Technical	SCF-NP	Structure - 2.1
1999	Aerospatiale AS332L1	Kirkwall – Orkney	The landing gear retracted on touchdown. 19 POB – No injuries.	Operational (F)	SCF-NP	Pilot Error - 10.10.5
	Sikorsky S76	North Sea – En-route	The lightning strike was followed by a burning smell in the cockpit. Mayday call made. Aircraft returned and landed safely. 2 POB – No injuries.	External	WSTRW	Environment - 11.1d

2001	Sikorsky S76A+	Southern North Sea – N. Denes	Heavy landing – The pilot pulled the collective lever instead of the parking brake. 2 POB – No injuries.	Operational (F)	ARC	Pilot Error - 10.10.5
	Aerospatiale AS332L1	West of Shetland – West Navion	Drilling vessel motion caused the aircraft to topple onto its side during rotors running refuel. Substantial damage. 2 POB – 1 Serious injury.	Operational (G)	RAMP	Deck Motion
2002	Aerospatiale AS332L1	North Sea – En-route	During a severe turbulence encounter, the tail rotor blades struck the tail pylon. The flight continued and the aircraft landed safely. No injuries to POB.	External	WSTRW	Water Spout
	Sikorsky S76A (Mod)	Southern North Sea – near Santa Fe Monarch rig	The aircraft crashed into the sea and was destroyed following the failure of a main rotor blade. 11 POB – All killed.	Technical	SCF-NP	Main Rotor - 2.1
2006	Eurocopter AS332L2	North Sea – 104 nm NE of Aberdeen	Lightning damage to one main rotor, one tail rotor blade and three servos. 13 POB – No injuries.	External	WSTRW	Environment - 11.1d
	Aerospatiale AS332	Aberdeen (ADN)	Take-off rejected due to severe vibration following a loud bang. Main rotor head spindle fractured. 13 POB – No injuries.	Technical	SCF-NP	Main Rotor - 2.3
	Eurocopter AS365N2	Irish Sea – Morecambe Bay	Helicopter seen descending into the sea close to an offshore platform. 7 POB – All killed.	Operational (F)	CFIT	Pilot Error - 10.9.1
2007	Sikorsky S92	North Sea – En-route	PAN declared due to severe vibration. Precautionary descent and diversion carried out. Tail rotor blade pivot bearing detached due to bearing retainer disbond. 17 POB – No injuries.	Technical	SCF-NP	Tail Rotor - 2.1
2008	Eurocopter AS332L2	North Sea – En-route	Lightning strike. The aircraft landed safely with damage to the main rotor. 2=’10’ pole adjacent to the helideck was in the obstruction-free zone but had not been reported as an obstacle. Report passed to the British Helicopter Advisory Board via Holland. 17 POB – No injuries.	External	WSTRW	Environment - 11.1d
	Eurocopter AS365N	Southern North Sea – Leman 27A	While manoeuvring the helicopter to land on the helideck, the Fenestrom tail fairing struck the guard rails of a deck mounted crane. 7 POB – No injuries.	Operational (F)	CTOL	Pilot Error - 10.11.1
2009	Eurocopter EC225	Central North Sea – ETAP	The aircraft descended into the sea close to the offshore platform. The aircraft remained afloat but the tail cone separated and sank. 18 POB – All rescued.	Operational (F)	CFIT	Pilot Error - 10.9.1
	Eurocopter AS332L2	North Sea – near Peterhead	The aircraft crashed into the sea following gearbox failure and rotor head separation. 16 POB – All killed.	Technical	SCF-NP	MRGB - 2.1
2012	Eurocopter EC225	North Sea – En-route 20 nm east of Aberdeen	The pilot reported a gear problem and an intention to ditch into the North Sea. It was reported as a gearbox oil pressure warning. The Air Accident Investigation Branch (AAIB) field investigation and damage to be advised. 14 POB – All rescued.	Technical	SCF-NP	MRGB - 2.3
	Eurocopter EC225	North Sea – 30 nm south of Sumburgh	The aircraft ditched following indications of main rotor gearbox lubrication failure. 19 POB – All rescued.	Technical	SCF-NP	MRGB - 2.3

2013	Eurocopter AS332L2	West of Shetland – approx. 1.5 miles from Sumburgh Airport	The aircraft descended into the sea on approach to Sumburgh Airport. 18 POB – 14 people rescued 4 fatalities and 1 serious injury. Subject to AAIB investigation.	Operational (F)	CFIT	Pilot Error - 10.9.1
2016	Sikorsky S92	North Sea – West Franklin Wellhead Platform	During the descent to land, at about 4 feet above the helideck, the aircraft yawed rapidly to the right and at the same time it rolled 20° to the left causing the left main landing gear to contact the helideck surface. Continuing to yaw to the right on its left main and nose wheels before the right main wheels contacted the surface, the helicopter came to rest having rotated through 187°. Subject to AAIB investigation. 11 POB – No injuries.	Technical	SCF-NP	Tail Rotor – 2.1

Sources: Civil Aviation Authority and Oil & Gas UK records

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