



INTERIM STATEMENT
BHNL/2015/08/12/INTR/02

Accident Investigation Bureau

Second Interim statement on the accident involving
Bristow Helicopters Nigeria Limited
S76C+ with registration 5N-BGD at Lagos Lagoon,
Oworonshoki on 12th August, 2015.



AIB REPORT NO.: BHNL/2015/08/12/INTR/02
REPORT FORMAT: SECOND INTERIM STATEMENT
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On 12th August 2015, about 1531hrs, 5N-BGD, Sikorsky S-76C+, a domestic chartered flight operated by Bristow Helicopters (Nig.) Limited, crashed into the Lagoon at Oworonshoki area of Lagos. Visual Meteorological Conditions (VMC) prevailed at the time and a Visual Flight Rule (VFR) flight plan was filed. The two flight crewmembers and four of the ten passengers were fatally injured. The helicopter was destroyed and there was no fire.

The point of departure was an offshore oil rig (SEDCO Express) and the destination was Murtala Muhammed Airport (DNMM), Lagos.

TECHNICAL INVESTIGATION

The examination of the forward, lateral, and aft servo clevis rod assemblies with associated bellcrank assemblies and examination of the pedal damper/trim actuator (PDTA) has been performed. Also, the flight recorders have been downloaded. Alert Service Bulletin (ASB) 76-67-57 issued by Sikorsky was followed by Emergency Airworthiness Directives (EAD) issued by Federal Aviation Administration (FAA).

FOLLOW-UP

AIB has virtually completed all investigative actions and has initiated a follow-up action on interim safety recommendations-2015-009 with Sikorsky through National Transportation Safety Board, NTSB.

The draft final report is being put together and technical review of same will soon commence. Subsequently, after the review it will be sent to stakeholders for review and comments within 60 days.

This interim statement is being issued on the 2nd Anniversary of the accident in accordance with ICAO Annex 13.

In accordance with Annex 13 to the Convention on International Civil Aviation, Nigeria Civil Aviation Aircraft Accident Investigation Regulation and the Civil Aviation Act 2006, the sole purpose of this Investigation is to prevent Aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated Investigation report to apportion blame or liability.

A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.