



INTERIM STATEMENT

EWALSL/2024/10/24/INTR/01

Nigerian Safety Investigation Bureau

Interim Statement on the Accident involving Sikorsky S76C+ Helicopter operated by East Wind Aviation Logistics Services Limited with nationality and registration marks 5N-BQG, which occurred in the Atlantic Ocean Southeast of Eket, Bight of Bonny, Nigeria on 24 October 2024

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On 24 October 2024, a Sikorsky S76C+ Helicopter with nationality and registration marks 5N-BQG operated by Eastwind Aviation Logistics Services Limited was on a drop-off and pick-up operation to the Nuim Antan Floating Production Storage and Offloading (FPSO) facility near the Bight of Bonny, Atlantic Ocean.

At 10:40 h, the helicopter departed Port Harcourt Military Airport (DNPM) after receiving clearance for takeoff. Onboard were the flight crew and six passengers. The flight progressed normally until approximately 11:20 h.

During the flight, the pilots discussed weather conditions, including concerns over increasing wind speed and poor visibility. They decided to reduce the payload before reaching the Nuim Antan station. Communication was established with Nuim Antan, where the weather continued to deteriorate, with reports of light showers and shifting wind directions.

At 11:24 h, the crew experienced difficulties with the aircraft's systems which culminated to an aural "Bank angle" warning. Shortly afterward, the helicopter crashed into the Atlantic Ocean at 11:25 h, about 14 miles from Nuim Antan. All eight occupants of the aircraft were fatally injured. The accident occurred in daylight.

Search and rescue operation was activated involving combined efforts by the Nigerian National Petroleum Corporation Limited (NNPCL), Nigerian Navy, Nigerian Safety Investigation Bureau (NSIB), HD PIONEER Hydro Drive, Nigerian Maritime Administration and Safety Agency (NIMASA) and several ships that were sailing around the vicinity of the accident site.

ACTION

The Preliminary Report has been published. The Final Report is currently being compiled. The aircraft's Enhanced Ground Proximity Warning System (EGPWS) was shipped to the Original Equipment Manufacturer (OEM) for testing and analysis, and the analysis report has been received by the NSIB.

In addition, the aircraft's main rotor gearbox and the three actuator systems were also shipped to the OEM for testing and analysis, and the results of these analyses are still being awaited.

This Interim Report is being issued on the first anniversary of the accident, in accordance with the provisions of Annex 13 to the Convention on International Civil Aviation.

In accordance with Annex 13 to the Convention on International Civil Aviation, Nigerian Safety Investigation (Establishment) Act 2022, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2023, the objective 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.