Aircraft type and registration:	Bell 212 G-BFER (heavy helicopter public transport)
Year of manufacture:	1977
Date and time (GMT):	6 April 1984 at 1740 hrs
Location:	Treasure Finder Rig, North Sea
Type of flight:	Revenue Passenger
Persons on board:	Crew — 1 Passengers — 13
Injuries:	Crew — Nil Passengers — Nil
Nature of damage:	Damage to skids and tail cone
Commander's Licence:	Airline Transport Pilot's Licence (Helicopters)
Commander's Age:	43 years
Commander's total flying experience:	4951 hours (of which 1322 hours were on type)
Information Source:	Accident Report Pro Forma completed by company FSO

The aircraft had taken-off from the Brent Charlie platform using no more than 95% torque facing into a 7 kt wind from 070°. The weight on take-off with a full passenger load was 115 lb less than the maximum total weight authorised. The accident occurred five minutes later while landing on the Treasure Finder. The aircraft made an approach to the Treasure Finder deck on a northerly heading with the pilot believing the wind to be north-easterly on 7 kt. At 300 feet with an indicated airspeed of 40 kt the pilot was not satisfied with the approach and overshot.

A second approach was made and the landing decision point was passed with 60% torque, 15 kt IAS and 400 feet per minute rate of descent. A further reduction in airspeed caused the rate of descent to increase and full power was insufficient to prevent the aircraft landing heavily on the deck causing damage to the skids and the underneath of the tail cone which struck a fire hydrant. The aircraft bounced and carried forward 3 yards.

Approximately five minutes later it was evident from observation of the flare of the adjacent Brent Delta platform that the wind was now a light south-easterly. Ten minutes after the accident the METAR recorded the wind as 130°/07. There is no wind-sock on the Treasure Finder although flags have now been mounted on the hangar roof to give wind indication in light winds and stormproof windsocks are being provided.