

# Report on aviation incident 120 NM southwest of Stavanger Airport Sola, Norway, on 20 October 2020 involving Sikorsky S-92A, LN-OMI, operated by Bristow Norway AS

## Aviation report 2025/05

On Tuesday October 20, 2020, Sikorsky Aircraft Corporation S-92A LN-OMI, operated by Bristow Norway AS, was en route from Stavanger Airport Sola (ENZV) to the Ekofisk Kilo (ENXK) oil and gas platform. Just under an hour into the flight, a fire warning for engine 1 was triggered. The crew decided to stop the engine and used the two fire extinguishers that were available. The fire alarm continued, but since they did not register any other indications of fire, they concluded that the alarm was false. They therefore restarted the engine and continued towards Ekofisk oil and gas field where they landed at Ekofisk Lima.

After landing, the engine and engine compartment were inspected, and it was ascertained that there had been no fire.

There have been a number of false engine fire warnings on S-92 helicopters. However, the warnings have normally only lasted a short time. The NSIA believes that false warnings poses a serious problem, particularly because false warnings reduce confidence in the fire warning system. The incident touches on several issues concerning false fire warnings and how they are dealt with.

Published 11.03.2025

## Facts

Location	Approx. 120 NM South West of Stavanger Airport Sola, Norway
----------	---

Occurrence date	20.10.2020
ICAO Location indicator	ENLE
Aircraft	Sikorsky øvrige
Operator	Bristow Norway AS
Registration	LN-OMI
Meteorological conditions	VMC
County	Annet/offshore
Type of occurrence	Incident
Type of operation	Offshore
Category of operation	Heavy, helicopter (> 2 250kg)
Aircraft category	Helicopter, Multi-engine, Turboprop/turboshaft
FIR/AOR	ENSV (Stavanger ATCC)

*NSIA conducts its investigations for the sole purpose of improving transportation safety. The object of a safety investigation is to clarify the sequence of events and root cause factors, study matters of significance for the prevention of transportation accidents and improvement of transportation safety, and to publish a report with eventually safety recommendations. NSIA shall not apportion any blame or liability. Use of information from this investigation for any other purpose than for improvements of transportation safety shall be avoided.*