

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA98LA033		Aircraft Registration Number: N50499	
		Occurrence Date: 01/31/1998		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place STAYTON	State OR	Zip Code 97383	Local Time 1400	Time Zone PST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Sherman		Model/Series EXECUTIVE /EXECUTIVE		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On January 31, 1998, approximately 1400 Pacific standard time, N50499, a amateur-built Sherman Executive helicopter, collided with terrain after in-flight separation of its tail boom and tail rotor while maneuvering, near Stayton, Oregon. The two occupants, a commercial helicopter pilot and the owner (a private pilot) were fatally injured. The helicopter had departed Salem, Oregon, on a training flight for the private pilot. Visual meteorological conditions prevailed at the time of the accident. The wreckage was consumed by fire. There was no ELT onboard the aircraft.</p> <p>Witnesses described the helicopter making about 4 passes over the field at about 500 feet above the surface. On the last pass, there was a hard yaw to the right; the helicopter then straightened out, pitched into a flare, then the tail came up and the main rotor struck the tail-boom. The tail-boom, tail rotor, and bubble canopy separated from the helicopter. The main wreckage was located about 300 feet from those components.</p> <p>The owner-builder had brought the helicopter to Salem to acquire helicopter flight training. The commercial pilot had extensive experience in helicopters, but he did not have a flight instructor certificate.</p> <p>Toxicological testing on both pilots on board the helicopter was negative. Autopsies of the two occupants were performed at Portland, Oregon by Drs. Nikolas J. Hartshorne and Steve Shapiro. The NTSB did not take possession of the aircraft.</p>					
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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Sherman		Model/Series EXECUTIVE /EXECUTIVE		Serial Number ES002	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Skid					
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt.	953 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Rotorway	Model/Series: RW152D	Rated Power: 150 HP		
- Aircraft Inspection Information					
Type of Last Inspection Unknown	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner EVAN J. SHERMAN		Street Address P. O. BOX 657			
		City JOHN DAY	State OR	Zip Code 97845	
Operator of Aircraft EVAN J. SHERMAN		Street Address P. O. BOX 657			
		City JOHN DAY	State OR	Zip Code 97845	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Instructional					

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First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 33
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Sex: M	Seat Occupied: Left	Occupational Pilot? Unknown	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Helicopter

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: Expired	Date of Last Medical Exam: 12/1995
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	2500									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Unknown	Shoulder Harness Used? Unknown	Toxicology Performed? Yes	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point SALEM	State OR	Airport Identifier	Departure Time 0000	Time Zone
Destination Local Flight	State	Airport Identifier		


Type of Clearance: None

Type of Airspace:

Weather Information

Source of Wx Information:

No record of briefing

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 0 SM	Altimeter: "Hg	
Temperature: 11 °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction:		Wind Speed:	Wind Gusts:		
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM				
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: Unknown

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	2				2
Other Ground	0	0	0		0
- GRAND TOTAL -	2	0	0		2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Date: 01/31/1998

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

MICHAEL L. STOCKHILL

Additional Persons Participating in This Accident/Incident Investigation:

JERRY BAAS