

Aircraft Accident N536RH

02/28/2019

Ronald Hansen Rans S-12XL, S/N11960757

Certificated Experimental, Operating as Amateur Built

Registered to Mr. Edward Sigman

Loc. Socorro NM (KONM)

Pilot: Eddie Sigman Cert# [REDACTED]

Date of accident 02/01/2019

Call received (FSDO) at 14:30 Mountain Standard

Arrived at the Socorro airport at 1545 lcl 02/01/2019, initial contact was with Mr. Jerry Griego tele [REDACTED] and Mr. Dennis Hunter, no contact number.

NM State Police also on scene after aircraft accident.

Initial reports from NM State Police is that there were no witnesses to the accident.

Unknowns: Phase of flight prior to accident.

Knowns: Aircraft appeared to be flying in the direction off centerline of runway 33 at Socorro, Aircraft appeared to veer right of centerline and crashing into a PHI helicopter AS350B3 N354P S/N3690.

PHI N354P was static on the ramp parked with nose towards 330 deg.

Initial evaluation of crash site indicates N536RH came in contact with the AS350B3's tail boom assembly, proceeding in a 45 deg. Angle through the main rotor system, impact was heavy enough to fracture the Main Rotors StarFlex assembly, other damage noted was to two of the main rotor blades and aircraft tail boom damage.

After impacting N354P, aircraft N536RH proceeded over PHI helicopter impacting a parking lot light pole located about 40 yards away to the east of the helicopter.

N536RH L/H impacted light pole with aircraft coming to rest 5yards from light pole inverted in the airport parking lot pointing in the opposite direction of flight.

PHI personnel reported hearing the aircraft engine's high RPM and shortly afterwards hears the crash outside of their building which is located in the airports parking lot.

Interview with Mille Sigman (Wife) of Mr. Edward Sigman, Mille stated that her husband was experiencing weight and balance issue with the aircraft on a previous flight.

Mille stated that her husband had added ballast to the aircraft, unknown weight and was place on the right side of the aircraft where the passenger would normally sit.

Mille also state that Edward Sigman had repositioned the Vertical Stabilizer on tail boom assembly due to not appearing position accurately by previous builder.

IIC asked Mille what data did Mr. Sigman use to reposition the Vertical Stabilizer and how was it determined that the position of the Vertical Stabilizer mounting was inaccurate?

Mille Sigman did not know?

Mille Sigman also stated the Edward Sigman had rebuilt/overhauled the carburetors prior to the first flight,

IIC asked what data was used to rebuild/overhaul the engines carburetors?

Mille Sigman was unsure.

Note: Mr. Edward Sigman was not a certificated Airframe and Powerplant Mechanic, Mr. Sigman did hold a Repairman's Certificate for a previous aircraft but not the Rans S-12XL.

Other notes,

Mr. Sigman had recently purchased the Rans S-12XL N536RH from Mr. Ronald Hansen, talked to Mr. Hansen via telephone on 02/04/2019, Mr. Hansen stated that the aircraft was sold to Mr. Sigmen disassembled and that he had also informed Mr. Edward Sigmen that the aircraft was not airworthy. Mr. Ronald Hansen also provided the IIC with a written statement of what took place at time of purchase.