



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 6/28/18
Person Contacted: Mr. John Haines
NTSB Accident Number: CEN18LA239

Narrative:

Mr. Haines stated that between 1994 – 2000 he managed the New Philadelphia Airport and during that time he started to be a dealer of kit helicopters. He stated that he took helicopter training and was told that he only needed a sign-off to fly a Mini-500 experimental, amateur-built helicopter. He stated that he had 300 hours of helicopter flight time. He learned to fly helicopters in a Bell 47. He said that he had lots of training in autorotations and slide-on landings.

He said the Mini-500 sold over 500 kits. He said the MH-1 is a newer version of the Mini-500, now called the Millennium Helicopter. It's like an upgraded Mini-500. On the Mini-500 the 65-horsepower ROTAX 582 was used. On the MH-1, a 120-horsepower Yamaha Genesis engine is used. He said the accident helicopter was a "sweet little helicopter" and the workmanship was good.

He said he did a lot track and balancing of main rotors. On the day of the accident, he did 4 starts and stops to make adjustments to the main rotor. During the accident flight, he was in the pattern and transitioning from forward flight to a hover, when suddenly, the engine shut off at 40 ft agl. He automatically entered an autorotation. He was pulling up on the collective when the skids hit the ground, and they both folded up.

He thought the engine quit due to an electrical problem because it quit so fast, like turning off a key. He didn't think it was a fuel issue like fuel starvation. But the fuel pump is electric, and he thought that the engine would stop like that if the fuel pump stopped.

He stated that on June 14th, the engine began missing and not running smooth. He discovered that 2 bolts were missing from the intake and 4 other bolts were loose. The bolts were reinstalled, and all bolts were re-torqued and then engine ran fine



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Date: 6/28/18
Person Contacted: Mr. Kevin Sibila
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Narrative:

Mr. Sibila stated that he was the owner and builder of the helicopter. He is an airline pilot and he had about 30 hours of helicopter time, but he didn't have a helicopter rating.

He said that he trailered the helicopter to Beach City so that John Haines could do the track and balancing of the main rotor blades. John was a dealer for this aircraft for years and he was qualified to fly it. It required a lot of hover work and he thought it took almost 8 hours of hover time to get it accomplished. He stated that the hover checks were good.

He said the engine was a 3-cylinder Yamaha Genesis 120-horsepower engine that was originally designed to be used in snowmobiles. He decided to use the Yamaha engine because it was so reliable and with no history of ignition system problems. It was a 3 carburetor 4-stroke engine with slaved carburetors. It was a rebuilt zero-time engine and it had 9.1 hours on the hour meter at the time of the accident. It was properly broken in and it ran well. He said the electrical system was redundant, including dual electrical fuel pumps.