



U.S. Department
of Transportation
**Federal Aviation
Administration**

Cleveland Flight Standards District Office
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July 11, 2018

On July 06, 2018 at 0900, arrived at the residence of Kevin Sibila, located at 845 Michael Lane Zoar, Ohio 44697, to witness the attempt to run the Yamaha Genesis engine (S/N SHC-001272) installed on N32KS Serial No. MH12014-01. Mr. Sibila stated in preparation for the intended run, he accomplished the following;

1. Checked battery voltage and reconnected battery terminals.
2. Removed dirt and debris from exhaust tailpipe, straightened tailpipe outlet with wooden dowl.
3. Installed intake manifold and tightened all clamps.
4. Secured throttle quadrant linkage (tywrap).
5. Reinstalled CDI cannon plug.
6. Added one (1) gallon of gasoline.

Accomplished precheck of throttle linkage to verify full travel of throttle control, turned on battery and turned on both electrically driven fuel pumps and verified no fuel leaks present. Attempted to start the engine, the engine fired off and ran with no hesitation, limited the run time due to the cooling fans of the water cooled engine where inoperative. Discussed the CDI cannon (Item 5), this cannon plug appeared to be broken during the accident, removed cannon plug and attempted a second engine start, the engine also started on the second attempt. Mr. Sibila stated that the cannon plug was part of the charging system, and the pilot (John Haynes) stated that the volt meter was in the green during the accident flight on July 25, 2018.

During the initial accident investigation on July 25, 2018 an engine intake manifold clamp was found located at the initial impact area of the rotorcraft, this clamp appeared to be tight in reference to the threads protruding through the clamp nut. Initial inspection of helicopter engine was limited due to the rotorcraft position, the rotorcraft was placed in the upright position and it was found that the induction system was not connected to the intake manifold, all three carburetors had been dislodged from the intake manifold, during further inspection the outer two intake manifold clamps appeared to be loose, this was noted by no treads protruding through the outboard clamp nuts.

After the second engine run, placed the intake manifold clamps in the above position as follows, loosened both outboard intake manifold clamps to the point no threads protruded through the clamp nut, center clamp was left in the tightened position, forcefully pushed and pulled on the carburetor assembly to verify induction system did not come loose from the intake manifold. The induction system remained connected to the intake manifold while attached with the center clamp.

[REDACTED]
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