



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: August 29, 2022
Person Contacted: Leilehua Maly
NTSB Accident Number: WPR22LA220

Narrative:

During a telephone interview Mr Maly stated:

He is a flight instructor, and regularly provides instruction at S50 Airport. He typically performs initial hover training on the southeast transient parking ramp apron. Generally, there are very few aircraft parked there, and conversations he has had with other helicopter operators on the field indicate that this area is routinely used for the similar initial training.

The week before the accident, he was providing hover training on that ramp, when he observed a man run over waving at the helicopter. He shut down the helicopter and got out, and the man was extremely angry, and approached him in a threatening manner, complaining that the helicopter was making too much noise.

Mr Maly apologized, and watched as the man walked away, and climbed over the airport fence and into the hotel just south of the airport perimeter. He stated that with hindsight, the man was trespassing, and he should have reported him to the airport authorities.

Because of this event, he chose to perform the training on the grass area on the southwest side of the airport. The area was referred to by those on the field as the "southwest helipad". It was a raised grass knoll next to a windsock. It was typically used for hover and slope practice. Typically, students from area flight schools would be introduced to hovering at the ramp area since it's paved, then start to work on the grass helipad.

On the day of the accident the grass on the pad was wet, and the ground was soft.

The helicopter was equipped with fuel tank bladders.



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Interview Date: August 29, 2022
Person Contacted: Mr Mensonides – S50 Airport Manager
NTSB Accident Number: WPR22LA220

Narrative:

During a telephone interview Mr Mensonides stated:

There are two designated helicopter practice pads on the field, both on grass, west of the runway, and designated as such in the airport rules and regulations handbook.

The southeast parking apron is commonly used for helicopter training and is generally empty. Using it for helicopter operations does not contravene any noise abatement rules.

He was not informed about the trespassing event until about 1 week after the accident.

The fence in the southeast apron area that was crossed by the trespasser was 4 ft high, and a temporary 6 ft fence has since been installed, with plans in place to install a permanent taller fence.