



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	PALO ALTO, CA	<b>Accident Number:</b>	LAX00LA086
<b>Date &amp; Time:</b>	02/02/2000, 1437 PST	<b>Registration:</b>	N999EV
<b>Aircraft:</b>	Robinson R44	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On February 2, 2000, at 1437 hours Pacific standard time, a Robinson R44, helicopter, N999EV, was substantially damaged during a practice autorotation at Palo Alto, California. Neither the commercial rated pilot nor the passenger was injured. The personal flight was operated by the pilot under 14 CFR Part 91. No flight plan was filed. Visual meteorological conditions prevailed for the operation that originated at San Carlos, California, at 1427.

The pilot reported that during the autorotation the engine had been at idle for an extended period. He said he did not think he was going to make the runway so he added power. The engine failed to respond and the tail stinger contacted the ground, resulting in the separation of the tail boom. The pilot pulled collective pitch; the helicopter briefly became airborne and spun violently to the right. The pilot maintained the helicopter in a level attitude and the landed hard. After the main rotor stopped rotating, the pilot and passenger exited the helicopter.

The pilot told the Federal Aviation Administration inspector on scene that he did not use carburetor heat during the autorotation. According to the Palo Alto METAR, the temperature was 64 degrees Fahrenheit and the dew point was 52 degrees Fahrenheit. Reference to a carburetor icing probability chart revealed that this temperature and dew point were in an area of the graph annotated "moderate icing-cruise power or serious icing-glide power."

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/01/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft), 95 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Robinson	<b>Registration:</b>	N999EV
<b>Model/Series:</b>	R44 R44	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0667
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	94 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	94 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	0540-F105
<b>Registered Owner:</b>	GARY M. LAMPERT	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	GARY LAMPERT	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAO, 5 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1437 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 20000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 11° C
Precipitation and Obscuration:			
Departure Point:	SAN CARLOS, CA (SQL)	Type of Flight Plan Filed:	None
Destination:	PALO ALTO, CA (PAO)	Type of Clearance:	VFR
Departure Time:	1427 PST	Type of Airspace:	Class D

## Airport Information

Airport:	PALO ALTO (PAO)	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	
Runway Length/Width:	2500 ft / 65 ft	VFR Approach/Landing:	Simulated Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON
Additional Participating Persons:	JIM FRIEL; SAN JOSE, CA
Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .