



Federal Aviation Administration

Memorandum

Date: 2/7/2013

To: Marco Grillo

From: Antonio Gonzalez-Santiago

Subject: Accident Investigation for N5072R

Visited crash site, review of aircraft records show last annual insp. done in 5/01/2012 by Eric Howe IA A&P # [REDACTED]. Aircraft records are OK.

Inspected aircraft and it showed damage to engine mounts, main rotor blades, left landing gear skid, tail rotor drive shafts, tail boom, tail rotor transmission and tail rotor blades had separated from tail boom.

Inspected engine and it visually looked OK with no apparent damage. Disconnected fuel supply line from electric fuel pump to carburetor and ran fuel pump with no fuel coming out of line. Disconnected fuel supply line from gascolator to electric fuel pump and no fuel was found but fitting at gascolator was dry while the end of the line at the pump was wet. Verified fuel was present at gascolator drain founding fuel coming out of gascolator. Discovered fuel supply line from gascolator to mechanical fuel pump was disconnected from gascolator. Found that nipple on fuel supply line to mechanical pump were it attaches to gascolator was broken off. Installed cap line at connector where nipple was broken off to test electrical pump. Turned on the electrical fuel pump and fuel was observed coming out of the carburetor intake fuel line.

Conclusion:

It is concluded that when nipple broke off the engine cough and simultaneously the electric pump was running but could not get fuel from the gascolator to the carburetor, and it was only sucking air only from the fitting where the nipple was broken off., this caused the engine to quit.(FUEL ESTARVATION)

If you have any questions I can be contacted at [REDACTED]

Sincerely,
Antonio Gonzalez-Santiago
ASI