

On April 9 2021 at approximately 9:30 am I was flying with 1 passenger on a Part 91 reposition flight from KTOP, where I had the helicopter fully fueled, in route to KGCM. While cruising at approximately 2000 MSL a low rotor rpm warning sounded but no caution light came on. I saw an NF and NR droop. I was controlling the RPM level with the collective reading approximately 70% on FU. At that point began to plan for an airport and off airport landing . The RPM level continued to droop and found it necessary to identify an off airport landing site. While making final approach to the selected site there was additional rotor speed droop during auto rotation causing the helicopter to land in a residential neighborhood, short of the earlier selected landing site.

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