

September 30, 2018.

Events pertaining to helicopter incident with aircraft N440SH as I recall them. After loading passengers for a tour, I increased rotor and engine RPM to flight status, watching the governor stabilize engine RPM, Rotor RPM and verified the manifold pressure also stabilized. I also conducted standard pre-takeoff checks and cleared the area before lifting collective. After transitioning to a hover I once again verified operations with a second pre-takeoff check. When transitioning into forward flight and increasing collective the engine RPM increased beyond acceptable limits, and I immediately set the aircraft down approximately 150 feet from the point of takeoff, reducing the engine RPM to flight idle. At this point I deemed the aircraft unsafe for tour operations and had the passengers removed until I could further evaluate condition of the helicopter. Once the passengers and all other people were clear of the area I focused my attention back to the aircraft for further evaluation. At this time the engine accelerated again and the aircraft began to spin on axis. At the first sign of uncontrollable yaw I rolled the throttle into the overtravel spring and held it, when the engine did not respond and the uncontrolled yaw continued I immediately pulled the mixture to shut down the engine to stop the spin of the aircraft and avoid an unintentional flight condition. Once the engine was stopped, and the yaw did not continue, I made sure the remaining motion of any rotating parts was stopped before exiting the aircraft.

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