

From: [REDACTED]
To: [REDACTED]
Subject: R44 statement - N440SH
Date: Thursday, October 4, 2018 11:00:40 AM
Attachments: [James Pickett's Written Statement.pdf](#)
[N440SH PILOT loss statement.pdf](#)

Hello Brian,

per our conversation... here is what was told to me by the pilot in connection with his attached statement.

- After start he verified RPM stabilized then went to a hover and verified again
- went to climb and tach pinned to the top - jammed the throttle closed
- immediately put ship on the ground and got passengers out - engine never shut down
- engine at flight idle which he stated was 60% power
- wanted to go through the engine cool down procedure and increase throttle to 70% as per the procedures
- Tach speed up again and tail started to spin around
- he stated that he closed the throttle but nothing happened so he pulled the mixture
- engine shut down and tail came to rest as skids settled on the ground.

He did not know the tail struck a car until he exited the aircraft and was told and visually saw the car. He was also told that he did about 2 to 2.5 rotations before the tail settled down. - also something about skid marks on the ground?
He stated that this was a runaway and the RPM exceeded Ops limits on its own.

Regards,

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