

### Helicopter incident 3/23/2012

While on patrol in District 6, flying southbound along the west side of State road 7, altitude 700 feet, speed 100 knots.

All of the sudden I heard a loud tone going on, instinctively I reached for the collective and began scanning the CWAP panel. No lights appeared lit at this time. I continued scanning the engine instruments which appeared in the green (no flashing or exceeded limits). Further I looked at the throttle bezel which I have noticed it to be at "IDLE" at this time.

With the audible still going on, I asked my instructor Carl:

*Have you rolled off the throttle?*

At this time convinced that there is no true engine malfunction, I simultaneously stated and initiated that;

*I am rolling the throttle back on.*

As I slowly initiated the throttle roll on, Carl stated firmly:

*I got the controls.*

I replied:

*You got the controls.*

I visually confirmed that Carl's hand was on the cyclic and collective, and the pedals; My instructor Carl re-assured verbally:

*I got the controls.*

I re confirmed it:

*You got the controls.*

The helicopter was headed east at this time about 500 foot of altitude remaining.

Carl was physically laboring a series of cyclic controls.

A series of unusual attitudes, and a variety of G loads, with variable blade pitch changing sounds, I braced for impact by holding on the shoulder straps with both hands.

The helicopter impacted the ground; I instinctively checked the battery switch assuring it was off. I stepped out of the cockpit at that time.