

## **R22-Series and R44-Series SAFETY ALERT**

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### **PILOT MONITORING OF ENGINE GOVERNOR**

Recently, there have been occurrences where governor malfunction was not recognized by the pilot in time to prevent an overspeed or an unsafe low RPM condition.

The governor has been extremely reliable to the point that some pilots trust it without guarding against malfunction. Malfunctions can and do occur on any aircraft system and pilots need to consciously monitor system operation.

For the governor:

1. Monitor governor operation during flight by keeping hand lightly on throttle twist grip. If twist grip rotation becomes erratic or stops altogether, governor may be malfunctioning. If twist grip rotates steadily open or closed, override promptly to prevent RPM excursion.

#### **NOTE**

Do not unintentionally override governor by squeezing throttle twist grip too tightly during normal operation.

2. If a governor malfunction is suspected, switch governor off and assume manual RPM control using twist grip.