



MISHAP REPORT

REPORT DATE
10-23-75NAME
P. Camerano

MODEL CH-47A	S/N 657980	LOCATION PHL	DATE 10-23-75	TIME 1710
ACCOUNT NO. BV Ramp	TIME 1600	DESTINATION POINT PHL - BV	FUEL 1 + 30	
OPERATION Production Checkout	ENGINE <input type="checkbox"/> SLING <input type="checkbox"/> TOWING	MISSION TO Boeing Vertol	BASE Ridley Twp., Pa.	
TIME THIS FLIGHT 1.1	PERIODIC	HOUSING	REPLACEMENT	
LESS WEIGHT AT TAKE-OFF 22,000#	WEIGHT AT TAKE-OFF same	COUNTER OF OPERATIONS <input checked="" type="checkbox"/> FORWARD		

ACCIDENT <input type="checkbox"/>	LANDING <input type="checkbox"/> PRECAUTIONARY <input type="checkbox"/> EMERGENCY	<input type="checkbox"/> STROKE-ALPHA <input type="checkbox"/> MAJOR <input type="checkbox"/> SUB-MINOR	<input type="checkbox"/> OVERHAUL <input type="checkbox"/> MAJOR <input type="checkbox"/> LIMITED	<input type="checkbox"/> NO <input type="checkbox"/> COLLECTOR <input type="checkbox"/> OTHER	<input type="checkbox"/> WIND <input type="checkbox"/> VISIBILITY <input type="checkbox"/> OTHER	<input type="checkbox"/> PLANE <input type="checkbox"/> ENGINE <input type="checkbox"/> OTHER
<input checked="" type="checkbox"/> INCIDENT	<input type="checkbox"/> COMBAT DAMAGE					

PHASE OF OPERATIONS	OPERATION		OPERATION		OPERATION		OPERATION	
	START	8	REAR FLIGHT	15	LANDING ROLL	22	GATES	
ROTOR ENGAGE	9	SIDE FLIGHT	16	GO AROUND	23	SLING/HOIST LOCKED		
TAXIING	10	CLIMB	17	ROTOR SHUTDOWN	24	SLING/HOIST RELEASE		
TO CLEAR T.O. TERRAIN	11	ECOPAT	18	ROTOR FOLD	25	ROTOR RELEASE		
HOVER	12	AUTOROTATION	19	LAND APPROACH	26	SPIN UP OF BLADES		
TRANSITION	13	FLARE	20	PARKED - GROUND	27			
TO CLEAR L.O. TERRAIN	<input checked="" type="checkbox"/> 14	T.O. HIGH	21	PARKED - AIR				

NUMBER OF PASSENGERS 3	NUMBER IN CREW 3	FATALITIES None	CREW None
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PERSONNEL	NAME	CREW OR PASSENGER	INJURY	TOTAL FLIGHT TIME	ARE THIS MTD
	Camerano	Pilot	None		
	Santa Maria	Copilot	None		
	Fright	Engineer	None		

TYPE OF FLIGHT <input type="checkbox"/> I.F.R. <input checked="" type="checkbox"/> V.F.R. <input type="checkbox"/> LOCAL <input type="checkbox"/> OTHER	TIME OF LAST RADIO REPORT 1550	TROUBLE REPORTED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
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NATURE OF TROUBLE
During torque limiter check, #2 engine was brought to min. beep with emergency switch. After check, unable to bring #2 rpm back to normal. (See attached sheet for additional comments)

WEATHER	TEMP. (F)	DEW POINT	WIND DIRECTION	WIND VELOCITY
<input type="checkbox"/> FOG <input type="checkbox"/> MIST <input type="checkbox"/> RAIN	<input type="checkbox"/> HAIL <input type="checkbox"/> DUST	<input type="checkbox"/> THUNDERSTORMS <input type="checkbox"/> LOW CLOUDS	<input type="checkbox"/> TURBULENCE MODERATE <input type="checkbox"/> SEVERE	<input type="checkbox"/> LIGHTNING <input type="checkbox"/> OTHER

TERRAIN	LEVEL <input type="checkbox"/>	ROLLING <input type="checkbox"/>	MOUNTAINS <input type="checkbox"/>	WOODED <input type="checkbox"/>	WATER <input type="checkbox"/>	DESERT <input type="checkbox"/>
	OTHER <input type="checkbox"/>					

REMARKS
Flew back to BV Ramp.

At the end of a production flight, the last item to be checked was torque limiting. The #2 engine emergency beep was used to decrease #2 rpm. After checking torque limiting on #1 engine, #2 emergency beep was actuated to bring the rpm up to normal, but with no success.

Since the engine was operating properly and all the gages were normal, it was decided to fly back to the Boeing Vertol ramp. If the #1 driving engine failed, the #2 engine would respond, and drive when rpm drooped to min beep.

After shutting down on the ramp, the #2 engine cowling was opened, the #2 emergency beep was checked and operated O.K. At the same time, it was noted that the #2 engine cowling was scorched. It was subsequently found that the bullet nose engine anti-ice valve was open, when the switch was off.

The engine was removed for return to Aradmac.