

MISHAP REPORT

271st Aviation Co.
CH47C 68-18519
20 October 1980
Korea

Incident - Precautionary Landing

The aircraft was enroute when a loud bang was heard in aft part of cabin. Pilot noted loss of oil pressure to combiner transmission. There were no warning lites or any other indications. Pilot made a precautionary landing with no injuries or aircraft damage reported. After engine shut down the rotor blades came to a very sudden stop, (2-3 revolutions)

After landing the chip detector was covered with debris and the oil filter was in by-pass with large quantities of debris also. The combiner transmission could not be rotated by hand. No other discrepancies were noted. *Wonderful!!*

The transmission A-8-1336R (-8) with TSO 294 hours and TSN 1243 hours is being expedited to CCAD under a USASC Control No. 81-005. Boeing Vertol will participate in the tear down *like to know results of this ((Jack/Paul))*

213 Aviation Co.
CH47C 74-22278
21 October 1980
Korea

Incident - Precautionary Landing

The aircraft was enroute when pilot reported heavy vibration and shutter. There were no warning lites or any other indications reported. Pilot made precautionary landing with no injuries or aircraft damage reported.

During inspection of the aircraft a number of slivers about 3/8" in size were found on the chip detector plug for the combiner transmission.

The transmission A-8-77R (-8) with TSO 223 hours and TSN 1123 hours is being expedited to CCAD under a USASC Control No. 81-006. Boeing Vertol will participate in the tear down

*Serviceability check was performed
twice on this box with no indication of chips. The box was returned to service. R.G. ORR*

RGO/ybn
P31-62?X7937 *JAB*