

CONTENT OF MESSAGE TO AVSCOM REGARDING
CH-47 ACCIDENT

August 5, 1976 9:45 AM
Bradshaw Army Air Field - Hawaii
"C" 69-17108
147th Aviation Co.

Aircraft on the ground engines running awaiting taxi. Holding until Huey took off ahead of them

Torquemeter started fluctuating

High frequency vibration in rear
At recognition of high frequency crew Chief told pilot to shutdown
Pilot reached for #2 condition lever
But A/C started hopping 1 - 2 feet into air
with violence sufficient to prevent reaching lever

Bouncing stopped (fwd and aft Xmsn departed A/C)

Pilot reached for boost pumps but the overhead panel was gone

Fwd and aft heads gone

Fire in area of missing aft transmission

Crew exited A/C

Mr Jones, brought this in 6 Aug 76.

*Stated that He is sending their Top Xmsn
man down:*

*Suspect: Grand Resonance or
Drine shaft*

will keep us posted.

C. CAESAR CALL

8²⁰ AM

8/9/76

CAESAR RECEIVED CALL FROM G. ADKINS LAST NIGHT 8/8/76 RE B-623 ACCIDENT

- GROUND RESONANCE RULED OUT
- 4 PEOPLE HEARD NOISE IN AFT XMSN AREA
- SUMPS HAVE BEEN REMOVED FROM ALL XMSNS. ALL OK EXCEPT AFT
- AFT XMSN GEAR FAILED
PART NO 114D 2259-1
- XMSN PART NO 114 D 2200-8
S/N A-9-1224
- 1244 -
TOTAL TIME ON XMSN 442 HRS
OVERHAULED BY B-V 319 HRS AGO DEC '73
- ALL DRIVE SHAFTING SHOWS EVIDENCE OF STOPPAGE
- AFT BOX TO GO TO CORPUS CHRISTI
- USAAVS CONSIDERING GROUNDING AND TBO REDUCTION TO 200 HRS
(TALK AT THIS STAGE)
- AVSCOM TO PUT TEST BOARD A/C ON GROUND UNTIL WE DECIDE WHAT TO DO.
- FIRE LIMITED TO AFT 1/3 OF AIRCRAFT

• GROSS WT = 29,000 LB

235 RPM

TORQUE READINGS = 0

ALT OF FIELD 7000 FT OAT = 19°

ALL ENGINE & XMSN INSTRUMENTS NORMAL

REPLACED TACH GENERATOR & SAS VALVE
IN LAST MAINTENANCE

THRUST LEVER IN 3° DOWN DETENT

PARKED ON ALL 4 WHEELS WITH SWIVELS
LOCKED

• 7C ENGINES ON AIRCRAFT

W.P. Brown

Aft B-623

delivered 1970

- Brought back to
NCAD 1973-4
for overhaul

- XMSN A-9-122A
was installed
from Apr - Jun 74

Stan,

Norm Dunning
will find out
and let us know

Larry

Call from Jussen, Clark, Adkins, Albrecht
8/15/76 7 PM

- XMSN ARRIVED AT ARADMAC AND WAS DISASSEMBLED
- SPIRAL BEVEL RING GEAR FAILURE APPEARS PRIMARY
 - BROKEN IN 2 SECTIONS
 - 230° SECTION - NOT ATTACHED TO SHAFT
 - 130° SECTION - ATTACHED TO SUN GEAR.
 - BOTH SIDES SHOW FATIGUE PROGRESSION, CAN'T TELL WHICH SIDE WAS PRIMARY, ORIGINS CLOSE TO BOLT HOLES
 - MUCH LIKE SRD 57 FAILURE
 - 6 OPEN BOLT HOLES
 - 1/2 OF REMAINING BOLTS BROKEN
 - REST (OTHER 1/2) INTACT - REMOVED
 - TORQUE NOT MEASURED

- (-)
- CRACKS WENT IN 2 DIRECTIONS IN SRD 57 TESTING — IN THIS CASE CRACKS WENT CLOCKWISE (LOOKING FROM ABOVE) FROM BOTH ORIGINS.

→ • WRONG SHIM WAS USED IN THIS

BOX NOT SCALLOPPED SHIM ^{114D} 2255
BUT RATHER ^{114D} 2065-2 SHIM. (PRE
ECP 647)

CLARK SAID PROPER HIGH HEAT TREAT BOLTS WERE USED. HOWEVER,