

MODEL CH-47A	S/N 657980 CUM 170	LOCATION PHL	DATE 10-23-75	TIME 1710
ORIGIN POINT 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 checked="" type="checkbox"/> INCIDENT	LANDING <input type="checkbox"/> PRECAUTIONARY <input type="checkbox"/> EMERGENCY <input type="checkbox"/> COMBAT DAMAGE	STRIKE-ALPHA MAJOR SUB-MINOR	OVERHAUL LIMITED	COLLAPSE OTHER	REPAIR REPLACE
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OPERATION	OPERATION	OPERATION	OPERATION
1. START	8. REAR FLIGHT	15. LANDING ROLL	22. GAITS
2. ENGINE ENGAGE	9. SIDE FLIGHT	16. GO AROUND	23. SLING/HOIST LOCK
3. TAXI	10. CLIMB	17. ROTOR SHUTDOWN	24. SLING/HOIST RELEASE
4. TAKE OFF T.O. (GROUND ROLL)	11. ESCAPE	18. ROTOR FOLD	25. FORWARD RELEASE
5. HOVER	12. AUTOROTATION	19. LAND APPROACH	26. SPOOL UP PLANE
6. TRANSITION	13. FLARE	20. PARKED - GROUND	27.
7. TAKE OFF	<input checked="" type="checkbox"/> 14. T.O. HIGH	21. PARKED - AIR	28.

NUMBER OF CREW 3	NUMBER IN CADA 3	FATALITIES None	FILE None
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NAME	CREW POST	INJURY	TOTAL FLIGHT TIME	SEE THIS MISC
Camerano	Pilot	None		
Santa Maria	Copilot	None		
Fright	Engineer	None		

TYPE OF FLIGHT <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 <input type="checkbox"/> FOG <input type="checkbox"/> MIST <input type="checkbox"/> RAIN	TEMP. (F) <input type="checkbox"/> HAIL <input type="checkbox"/> DUST	SEA STATE <input type="checkbox"/> THUNDERSTORMS <input type="checkbox"/> LOW CLOUDS	WIND DIRECTION <input type="checkbox"/> TURBULENCE MODERATE <input type="checkbox"/> SEVERE	WIND VELOCITY <input type="checkbox"/> LIGHTNING <input type="checkbox"/> OTHER
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TERRAIN <input type="checkbox"/> LEVEL <input type="checkbox"/> OTHER	<input type="checkbox"/> ROLLING	<input type="checkbox"/> MOUNTAINS	<input type="checkbox"/> HILDED	<input type="checkbox"/> HILLS	<input type="checkbox"/> MOUNT
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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.