AVBAVA-SE (15 June 71) 2nd Ind SUBJECT: Technical Report of Army Aircraft Accident, CH-47A, 64-13116, 243D ASHC, 10th CAB, Occurring 31 May 1971, Pilot: Moree

DA, HEADQUARTERS, 243D ASSAULT SUPPORT HELICOFTER COMPANY, APO 96377, 21 Jun 71

TO: Commanding Officer, 10th Combat Aviation Battalion, APO 96377

1. The 243D ASHC concurrs with the accident investigation board's cause factors and recommendations with the following exceptions:



- 2. The following corrective actions have been taken:
 - a. All unit aviators have been briefed on the circumstances surrounding this accident.
 - b. Safety classes have been conducted to re-emphasize the board's findings on the CH-47A autorotative corridor, wind direction factors, and single engine characteristics.
 - c. The importance of good preflights and post-flights have been remphasized to all aviators and crewmembers. Maintenance personnel have been reminded to prevent FOD when performing maintenance on aircraft.
 - d. Prior to aircraft refueling, the flight engineer will show the aircraft commander the fuel sample taken from that particular fuel source. Also, an effective SOP for inspection of fuel sources is being written.

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AVBAVA-SE (15 June 71) 2nd Ind SUBJECT: Technical Report of Army Aircraft Accident, CH-47A, 64-13116 243D ASHC, 10th CAB, Cocurring 31 May 1971, Pilot:

FRANK T. PETERLIN MAJ, FA
COMMANDING

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AVBAV-CO (15 Jun 71) 4th Ind SUBJECT: Technical Report of Army Aircraft Accident, CH_47 SN 64-13116, 243rd ASHC, 10th CAB, Occurring 31 May 1971, Filot: MCREE

DA, HEADQUARTERS, 17TH COMBAT AVIATION GROUP, APO SF 96316, 9 JUL 71

TO: Commanding General, 1st Aviation Brigade, ATTN: AVIASA, ATC SF 96384

- 1. Concur with the findings and recommendations of the Accident Investigation Board except as follows: DA Form 1397, item 2: add flight surgeons recommendations from DA Form 2297-8.
 - 2. Corrective action taken is deemed adequate and appropriate.
 - 3. A Collateral Investigation is being conducted.
 - 4. Messages have been sent from this Headquarters:
 - A. Requesting a factory assistence team from ARADMAC, HAMILTON STANDARD or LYCOMING, thru 1st Aviation Brigade, to inspect all fuel controls on this type of aircraft.
 - B. Directing that units discuss and conduct Ground Safety Classes on HEIGHT-VELOCITY Diagrams in their monthly safety meetings.
 - C. Directing that units forward a copy of their Safety and Standards SOP to this Headquarters. (Ref DA Form 2397, item #2, recommendation #5.)

JAMES H. MERRYHAN

Colonel, FA Commanding

The movement to competite the contracted from

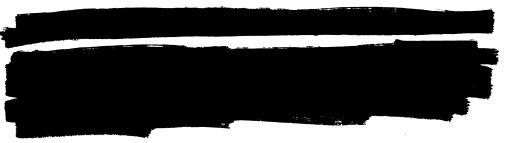
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AVBASA (15 Jun 71) 5th Ind SUBJECT: Army Aircraft Accident Report, CH-47A, SN 64-13116, 31 May 71, Pilot: MORES

DA, Headquarters, 1st Aviation Brigade, APO 96384 18 JUL 1971

TO: Commanding General, USARV, ATTN: AVHAV-S, APO 96375

1. Concur with the findings and recommendations of the investigating board as amended by the 4th indorsement with the following changes.



2. Corrective action appears adequate.

FOR THE COMMANDER:

1 Incl

F. M. No CULLAR
Colonel, Infantry

Deputy Brigade Commander/Admin

Copy Furn: CO, 17th CAG CO, 10th CAB CO, 243d ASHC

This marking is CANCELLED when separated from the material bearing a protective ranking.

FOR OFFICIAL PICE DAILA

A IRCRAFT ACCIDENT REPORT CHECALLIST (AR 95-5)

Aircraft Type, Model, Series CH-47A	Serial Number 64-13116		Date of Acc:	
Reports		Inclosed	Not Applicable	See Romarks
TAB A - Findings and Recommendation (DA Form 2397)	ons	х		
TAB B - Narrative of Accident (DA Form 2397-3)		x		
TAB C - General Information (DA Form 2397-1 & 2)		х		
TAB D - Witness Statements (DA Form 2397-4)		х		
TAB E - Wreckage Distribution (DA Form 2397-5)		х		
TAB F - Failure or Malfunction (DA Form 2397-6)		х		
TAB G - Flight Surgeon Analysis an (DA Form 2397-8)	nd Recommendations	х		
TAB H - Flight Surgeon'S General I (Di Form 2397-7)	information	х		
TAB I - Copy of DD Form 1322 (Autopsy Report)				х
TAB J - Copy of A/C Records (DA Form 2408-12, 13, 14	.)	х		х
TAB K - Copy of A/C Clearence (DD Form 175 or 1080)		х		

REMARKS:

TAB I - Autopsy Report will be forwarded upon receipt.

TAB J - The Aircraft Logbook with the current DA 2408-12,-13,-14, and -18 was destroyed by fire. The previous day's DA2408-13 is enclosed. No other copies of the DA 2408-14, and -18 were available.

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US/ARV Form 397-1 (R) (31 Mar 67)

FINDINGS AND RECOMMENDATIONS

١.	FINDINGS		
	. ESTABLISHED	CAUSE	FACTORS

- 1. Material Failure: The N1 governor driveshaft in the #2 engine fuel control unit boost pump was excessively worn, causing fuel control unit failure and the failure of the #2 engine.
- 2. Operation: The aircraft was outside of the flight envelope for successful recovery from a single engine failure at the point of the #2 engine failure.
- b. PROBABLE OR SUSPECTED CAUSE FACTORS
- PROBABLE: Material Failure: The #1 engine failed due to an instantaneous power demand that was beyond the capabilities of the engine to deliver.
- SUSPECTED: The instructor pilot was unable to manipulate the cyclic and thrust controls after both engines had failed due to the combination of feedback forces caused by excessively low rotor rpm, declining hydraulic pressure, and the loss (CONT'D)
- C. NONRELATED FACTORS Operation: The departure route of the aircraft was downwind from the reported prevailing winds. The importance of the prevailing winds in assisting recovery from a single engine failure is indicated in TM 55-1520-209-10, pg. 14-38, fig. 14-28.
- 2. Inspections: The presence of non-related foreign objects in several areas of the aircraft on a pre-flight inspection indicates a failure of maintenance personnel (CONT'D
- 2. RECOMMENDATIONS (Recommended Corrective Actions in Order of Importance)

The Board recommends that:

- 1. Command action be taken to initiate a one-time inspection of all fuel control boost pump N1 governor driveshafts (FSN 2915-963-0978, P/N 02-13920) installed on CH-47 aircraft in this command in order to prevent a recurrence of this type of failure.
- 2. All CH-47 aviators be rebriefed on the height-velocity diagrams for safe landing after a single engine failure and the single engine landing and autorotative corridor, with special emphasis on avoidance areas.
- All CH-47 aviators be briefed on the importance of wind direction to the (CONT'D)

(BOARD MEMBERS (Signatu	re, Grade, Branch and Kating)
PRISIDENT TOTAL	CHARLES S. FERBER, CW3. AVN. SRARAV
ADDRESS AND TELEPHONE NUMBER	WEMBER! I HELTON, CW2, AVN, AKAV
PRECORDER THOU AND ARAV	MEMBER
ADDRESS AND TELEPHONE NUMBER 92nd AHC, 120 96377, Dong Ba Thin 185	MEMBER
MEMBER	MEMBER
CLITTING OF RUDSON OFF, NOT RIC	

REVIEWING OFFICIAL STATEMENT OF REVIEWER WILL INCLUDE CONCURRENCE, NON-CONCURRENCE AND CORRECTIVE ACTIONS TAKEN

- 1. Concur with the findings and recommendations of the accident investigation board.
- 2. This headquarters has taken the following steps to preclude recurrence of a similar mishap.
 - a. This accident will be discussed at the monthly Battalion Safety Council meeting at which all unit commanders will be present.
 - b. A letter has been sent to all units placing increased sommand emphasis on each individual aviator knowing the flight envelope for his particular type of aircraft.
- 3. A collateral investigation is being conducted.
- 4. Corrective actions taken by the unit commander to preclude recurrence are considered appropriate.

20 June 71	GRADE, BRANCH, RATING & ORGANIZATION JALLO O. HEGDAHL, LTC, IN Commanding, 10th Cbt Avn Bn	James O. Highlish
	APPROVAL AUTH	

1. The findings and recommendations of the accident investigation board, as amended by the 2nd, 4th and 5th indorsements, are approved with the following amendments to the 5th indorsement:

	DATE	GRADE	SIGNATURE Y	5.5
1	1	Brigadier General	1 1/8 MESMERILLE CTC, NO	ELL, U
1	29 Jul 7/	USA	JACK W. HEMINGWAY, Aviation Officer	

REPORTS CONTROL SYMBOL CSFOR-5 (R1)

For use of this form, see AR 385-40 and AR 95-5; the proponent agency is Office of the Assistant Chief of Staff for Force Development.

SECTION G - NARRATIVE OF ACCIDENT

FINDINGS (CONT'D)

b. Probable or Suspected cause factors2. (Cont'd) of power to the SAS system upon generator power failure below 204 rotor rpm and blade separation at initial impact.

c. Nonrelated factors

2. (Cont'd) to inspect their work areas and possibly a failure to properly

perform the previous post-flight inspection.

3. Supervision: The failure of the crew to consistently remember how fuel samples were taken and checked prior to each refueling indicates a lack of an effective SOP to insure a complete check of POL facilities prior to each refueling.

RECOMMENDATIONS (CONT'D)

3. (Cont'd) recovery of single engine failures.

4. FOD inspections be re-emphasized at all supervisory levels.

5. An effective SOP be developed for checking each individual fuel source prior to each refueling of CH-47 aircraft to prevent the possibility of partial fuel cell contamination and assure positive inspection procedures.

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DA : FORM. 2397-3

REPLACES DA FORM 2397-3, 1 APR 61, WHICH IS OBSOLETE

☆ GIO: 1908 O - 848-780/198

TECHNICAL REPOSE F U.S. ARMY AIRCRAFT ACCIDENT

REPORTS CONTROL SYMBOL CSFOR-S(RI)

For use of this form, see AR 385-40 and AR 95-5; the proponent agency is Office of the Assistant Chief of Staff for Force Development.

SECTION G - NARRATIVE OF ACCIDENT

DA Form 2397 Approval Authority, (Continued)

2. Corrective actions are adequate.

JACK W. HEMINGWAY Brigadier General Aviation Officer

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For use of this form, see AR 385-40 and AR 95-5; the proponent agency is Office of the Assistant Chief of Staff for Force Development.

SECTION G - NARRATIVE OF ACCIDENT

NARRATIVE ACCOUNT OF INVESTIGATION (Use format shown in "Reporting Procedures", AR 95-5. Use continuation sheets as necessary.)

GENERAL:

The president of the accident investigation board received notification from the 10th Combat Aviation Battalion Safety Officer at 1600 hours, 31 May 1971, to investigate the facts and circumstances surrounding the accident of Army aircraft CH-47A, serial number 64-13116, assigned to the 243rd Assault Support Helicopter Company, AFO 96377, located at Dong Ba Thin, NVN. The board consisted of CrT John L. Shanahan, Jr., president; W01 Thomas E. Wright, recorder; and CPT Clifford C. Hudson, MC/ARO. After a briefing by the 10th Combat Aviation Battalion Safety Officer, the board departed DET, at 1700 hours, 31 hay 71, and after making an aerial survey of the crash site at the 28th Regiment, 9th AOKA (White Horse) Infantry Division RCI, thu Heip, RVN, arrived at approximately 1810 hours at Headquarters, 17th Combat Aviation Group, Tuy Hoa, AAF, NVR to receive further triefing from the 17th Combat Aviation froup Safety Officer. The 17th CAG Safety Officer had already initiated a fuel contomination check of the Tuy Hoa FOL point, recovery of deceased personnel, security of the site by a Military Police detail, and had also obtained preliminary witness statements from the crow, who had already returned to DBT. Because of impending darkness and the totally burned wreckage, the board decided to rostpone the ground investigation until the following day, which would allow additional members and technical consultants to be present. The board arrived at the accident site at 0900 hours, 1 Jun 71 accompanied by 0.32 dilford J. Shelton, board member, and USAAVSUOM technical representatives, motort J. Heady, a oH-47 airframe and airframe equipment specialist and George D. Simpson, a T-55 engine equipment specialist. After surveying the wreckage and completing the preliminary investigation at the site, the board determined that neither engine had been developing power at impact, without ap arent cause. Lecause of the nearly simultaneous engine failure, and the negative report of fuel contamination, it was the opinion of the board and the technical consultants that further investigative assistance should be re uested from U.Alka., Fort Rucker, Alabama. This request was forwarded through the 17th tag but was denied by the 1st Aviation Brigade and USARV Safety offices on the grounds that sufficient technical assistance was available at the scene and through the teardown and analysis program. The board then returned to DBT and initiated a check of maintenance records. The board interviewed the crew members individually on 2 Jun 71 at DBT and continued its check of the maintenance records. Meturning to Phu Heip on 3 Jun 71, the board acquired 0%3 Charles 3. Ferber as an additional mem er, and completed final investigation and disassemblg of the wreckage. The parts selected for teardown and analysis were resoved and secured at the 79th Maintenance Company (DS) at Tuy Hoa AAF, RVE. The crewmembers were interviewed collectively on 4 June 1971 and after a final check of the maintenance records, the aircraft was released to the Commanding Officer of the 243rd ASHC on 7 Jun 71 for turn-in of parts and disposal of the wreckage.

2. IDENTIFICATION:

- a. Aircraft involved: 01-4/A, serial number 64-13116
- b. Personnel involved:

WAMP	RAHK	SBAN	DUTY	INJUNIES
MANUE			IP	Minor
Rex A. Scheib	€72 ₩01	479 58 5741	1.1	Minor
Mex A. Schelu	SI 5		PE COST	Fatal

REPORTS CONTROL SYMBOL CSFOR-5 (RI)

For use of this form, see AR 385-40 and AR 95-5; the proponent agency is Office of the Assistant Chief of Staff for Force Development.

SECTION G - NARRATIVE OF ACCIDENT

NARRATIVE ACCOUNT OF INVESTIGATION (Use format shown in "Reporting Procedures", AR 95-5. Use continuation sheets as necessary.)

d. Time and Date: 1300(H) local, 31 Hay 1971

3. DESCRIPTION:

On 31 May 1971, at 0818 hours, army aircraft SH-4.A, serial number 54-13116 departed DLT enroute to the Rice, RV. on a routine re-sup y mission in our ort of the 20th Regiment, 9th Aore Infantry Division. Upon stop ing at the 9th Division Pad in Winh Hoa, a squeal was noted in the SAS system, but after reccycling the system the squal disaploated, and the aircraft on-lo ded 15 passengers. Aircraft ... 116 continued its flight to Tuy Noa A. F., dropped off two passengers and refueled at the CH-47 ICL point. Returning to the 28th RCF, the aircraft discharged 15 passen ers, pieled up the Korean lieson MCO, and began its mission. After handing five slingloads of supplies, aircraft #116 returned to the Tuy how FCL point for refaciling, and tuen carried an additional five slingloads. Het rning to Tuy lioa at approximately 1230 hours, the aircraft was again refueled from the same FOL point, and the crew prepared to return to Thu Hiep to carry the last two loads of th day. With Wol schieb at the controls, a hover check was made which indicated approximately 440 lbs of torque, and WO1 Schieb then deaprted to the South enroute to Fhu Hiep. WO1 Scheib made an approac to a hover in alignment with the landing stri at the ACF (160) and Lovered left to the resup ly god to rick up the load. The load consisted of several boxes of supplies (wanarked) a loaded fuel bladder, and a large water container in three separate slings, weighing a total of approximately 6000 lbs. After lifting the three slings (ap roximately 00' long) 40 - 50 feet clear of the ground, ...01 Jeheib made a right pedal turn to aligh the sire aft with the takeoff heading and make a hover check. The hover check indicated that #1 engine had 90.5% H₁ at 5/0 lbs of torque. JOI Scheib then began the tokeoff by makin; a sli ht cyclic/hedal turn to the right and then to the left to align the aircraft with the cleared gath (240°) which is normally used for takeoff to avoid buildings in case of a dropped loud. As the dropost entered translational list at approximately 20 - 30 knots and 100', the #2 engine failed, causing the rotor rpm to drop and the aircraft to an to settle. Cw2 took control of the direraft, noted that the 2 engine N₁ decreased through 55%, and instructed the flight engineer to release the load (Wol Scheib also activated his cyclic release button at this time). The load dropped approximately 30 feet to the ground, causing the fuel and water container to burst. At loud release noted the #1 engine reach 780 lbs (approximately 60' altitude), www. of torque and then decrease rapidly. The aircraft lurched slightly forward and was unable to lower the thrust control assumed a nose high attitude. Cw2 and states that the cyclic traveled rearward in three short, rapid movements to the full aft position against his control pressures. With rotor rpm continuing to deteriorate, the aircraft struck a 9' high sand berm which was covered with co-certina wire. The left aft gear dug an 18" hole in the berm, causing the gear strutupper attacking point to fail. Simultaneously, the alt rotor system contacted two fence posts on the berm, causing two 9' 6" sections from separate aft blades to separate from the aircraft. The aft section of the aircraft again became airborne and pivoted counter-clockwise around the forward rotor system, which was already in contact with the ground. The fusclage of the aircraft impacted vertically on its right side on the inner perimete. Hence of the 28th RCi, detonating at least one claymore mine and two trip flares. Fire was instantaneous on impact of the art section. The pilot exited through the right cockpit jettisonuble door which had opened on impact, follow d by the instructor pilot and the crewchief. The number exited either through this door or the right chin bubble. The flight engineer, who was in the vicinity of the bottom hatch, and the Kor an lisson 100, the was sitting in a troo seat beside the hatch, were thrown towards the rear of the aircraft when it mored the nose-high configuration, and more not soon by any member of the crew filer impact. After clearing the aircraft, the instructor pilot immediately went to a phone and notified 268th Aviation in talion operations and procured modevic assistance. The fire consumed the entire aircraft within five minutes/

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DA FORM. 2397-3

EPLACES DA FORM 2397-3, 1 APR 61, WHICH IS OBSOLET

☆ GIO: 1968 O - 842-7H0/198

CSFOR-S (RI)

For use of this form, see AR 385-40 and AR 95-5; the proponent agency is Office of the Assistant Chief of Staff for Force Development.

SECTION G - NARRATIVE OF ACCIDENT

NARRATIVE ACCOUNT OF INVESTIGATION (Use format shown in "Reporting Procedures", AR 95-5. Use continuation sheets as necessary.)

- 4. Investigation:
 - a. The investigation of this accident was conducted as follows:
 - 1. 1 June 1971- Initial site and wreckage investigation.
 - 2. 2 June 1971- Individual crewmember interviews.
 - 3. 3 June 1971- Final stte and wreckage investigation.
 - 4. 4 June 1971- Collective crewmember interview.
 - 5. 1-4 June 1971- Maintenance check.
 - 6. 4 June 1971-Aircraft released to the 243rd ASHC for turn in of parts teardown/analysis and disposition of wreckage.
 - b. General: Prior to the arrival of the board, the following actions were completed:
 - 1. Fuel sample from Tuy Hoa AAF was turned in for contamination analysis by the 17th CAG Aviation Safety Officer.
 - 2. Crew was examined and released by 8th Army Field Hospital, Tuy Hoa AAF.
 - 3. Fatally injured personnel were removed from the wreckage by the graves registration section, 8th Army Field Hospital.
 - 4. Initial witness statements were taken by the 17th CAG Aviation safety officer.
 - 5. Site security by a U.S. militaty police/infantry detail was provided by the 17th CAG safety officer.
 - c. Initial site and wreckage investigations:
 - 1. No reliable map or diagram of the mined perimeter area did exist; after the immediate area was cleared by an EOD team, it was determined from parts and markers and pieces of fuselage that at least one claymore mine and two trip flares were detonated by the aircraft impact and were a factor in the resultant fire.
 - 2. All wreckage was located and suitably diagrammed; 99% of the aircraft was located at the point of main impact.
 - 3. No witnesses to the accident were found; no english -speaking witnesses existed; and no Korean-speaking personnel could relate a coherant accound which would indicate that they actually observed the accident sequence.
 - 4. The sircraft fuselage impacted vertically on its right side.
 - 5. The slingloed showed very little evidence of forward speed and impacted vertifally on a hard surface, bursting the fuel and water containers; the supply boxes were unmarked and their contents had already been removed.
 - 6. The integse fire after impact burned aluminum and magnesium parts and caused severe material and structural deformation; no evidence of fire prior to impact was found or reported.
 - 7. No remains of the aircraft log book could be found.
 - 8. The remains of all weapons reported to be on board were found and recovered.
 - 9. Both engines were intact and inspection indicated that neither was developing power at impact: #2 engine was not operating; #1 engine showed possible evidence of very very low or no turbine FIM at impact; #1 engine fuel control actuators: n1-full open, n2-76%; #2 engine fuel control actuators: n1full open, n2-72%.
 - 10. All blade structures were in the immediate area of the impact and suffered extensive damage; all blades indicated very low rotor RPM at impact. The front rotor system stopped turning first and the aft blades seperated from the rotor head at the attaching points; no evidence of blades solliding or striking the fuselage was found; the position of the two seperated aft 91 6" blade sections indicated that they seperated from the botor system in the vicinity of the first impact prior to the main impact of the aircraft.
 - 11. All main drive train gears and couplings that remained showed no evidence of failure; the second forward drive shaft section showed a torque failure,

REPORTS CONTROL SYMBOL CSFOR-5 (RI)

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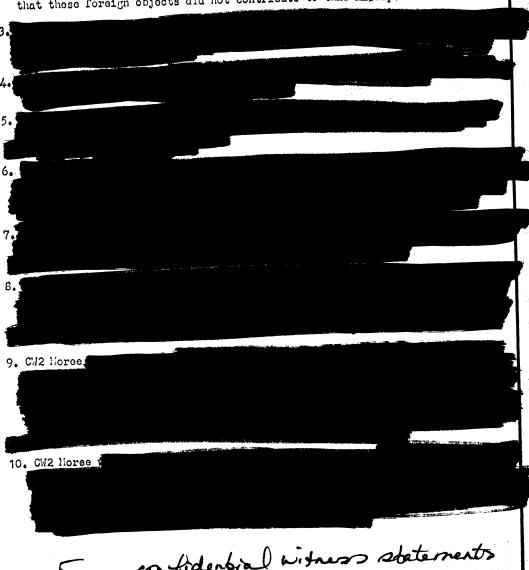
SECTION G - NARRATIVE OF ACCIDENT

Caused by the sudden stoppage of the front rotor system at impact; the aft rotor head shorn of blades, continued to turn after impact; there was a three foot deep hole dug by the aft rotor head.

12. The fuel system crossfeed valve was found in a closed position; the #2 enging fuel shutoff valve was found in the open position; only the motor for the #1 engine fuel shutoff valve was found.

d. Individual crew member interviews:

- 1. Some confusion existed amoung the crew as to the crash/impact sequence, due to their respective locations, division of attention, and the rapidity of impact after the initial failure.
- 2. The parts (3/8 bolt, nut, pieces of shrapnel, rivets, cotter keys, washers) found on preflight were not identifiable as coming from the section of the air craft in which they were found or any other specific area. It was determined that these foreign objects did not contribute to this mishap.



From confidencial witness statements deleted TAW Ex.5, FOIA

DA FORM 2397-3

PEPPEACES DA FORM 2397 7 FOR OFFICIAL USE ONLY

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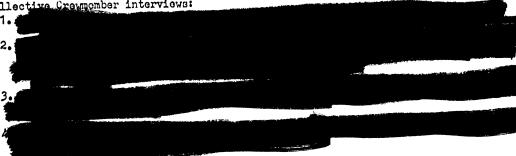
SECTION G - NARRATIVE OF ACCIDENT

NARRATIVE ACCOUNT OF INVESTIGATION (Use format shown in "Reporting Procedures", AR 95-5. Use continuation sheets as necessary.)

e. Final site and wreckage investigation:

- 1. The aircraft data plate and the data plates of both engines were recovered. #1 engine data plate indicated n1 topping 97.2% and #2 engine data plate indicated n1 topping at 95.4%
- 2. Most fuel system components in the right fuel tank were recovered in good condition and were set aside for tear oum/analysis
- 3. As the #2 engine was being removed from the wreckage, the fuel control unit, which had significant fire damage, became partially disassembled. Close inspection of the unit indicated that the n1 governor driveshaft (F3): 2915-963-0978, P/N 02-13920) showed excessive wear on the small gear splines. Although this shaft showed no indication of heat or fire damage or dynamic failure, the gear splines were worn nearly smooth on the shaft to a degree sufficient to cause booster pump failure, apparently through normal wearfactors. The unit was set aside for teardown/analysis.
- 4. #1 engine was largely intact and showed no apparent external cause or effect of failure.
- 5. Both engines and several other components (listed in TAB 10, Aircraft Release) were removed from the wreckage at this time and secured at the 79th Maint Co (DS at Tuy Hoa AAF for turn-in for teardown and analysis.

f. Collective Crewmember interviews:



g. Maintenance Records check:

1. All prior oil and hydraulic samples were normal.

2. All prior D.E.R. checks were normal.

For use of this form, see AR 385-40 and AR 95-5; the proponent agency is Office of the Assistant Chief of Staff for Force Developme it.

SECTION G - NARRATIVE OF ACCIDENT

NARRATIVE ACCOUNT OF INVESTIGATION (Use format shown in "Reporting Procedures", AR 95-5. Use continuation sheets as necessary,)

- g. (continued)
 3. The DA 2408-14 forms and DA 2408-19 forms for the aircraft were in the logbook which was burned in the aircraft . .
 - 4. Fuel control unit, SN: 52257, was installed on #1 engine (SN: LEO 4957) and had 1898 hours since it was new with no overhauls.
 - 5. Fuel control unit, SN: 41441, was installed on #2 engine (SN: LEO 4918) and had 911 hours since overhaul. It is known that the unit was only overhauled once but time since new is unknown due to a missing DA 2404-5 form.
 - 6. The part number of the alt transmission was 1140 2200-5.

h. Other:

1. The upper flight control boost actuators on both rotor heads were found intact in the wreckage and measurements of all actuators were taken. On 2 June 1971, mr Robert Heady, AVSCOM representative and the 243rd ASHC maintenance officer attempted to duplicate the measured upper boost extensions on a CH-47A SN: 65-8021, in order to determine relative cockpit control positions. The following lowing is the best approximation obtained:

simulated 65-8021: <u>6/-13116</u>: Forward piveting actuator (rt 4 1/4" Extension 4 3/4" Extension 9 1/4" Forward pivioting actuator (1t)8 7/8" Extension 5 3/4" 6 1/2" AFT pivioting actuator (1t) AFT piviotioting (swivel) (rt) 9 16/32" Extension 9 16/32" From these dimensions, the cockpit controls were found to be:

a. Cyclic- 2 1/2" forward (trim indicator)

b. Thrust- centered (7 1/2" up)

c. Pedals 3 3/8" rt (c/1 to c/1)

- 2. The lower flight control boest actuators were found burned but intact in the wreckage, but no identification was possible from their position only the pite actuator could be identified by serial number from historical records. By matching the remaining actuators, these substantiate the positions in 4h/1 above, with two exceptions. The actuator which is thought to be the roll actuator indicates a full right cyclic position, and the identified pitch actuator indicates an aft cyclic position.
- 3.No useable information could be determined from the cockpit controls or instruments due to crash dama je and fire.
- 4. The results of the fuel contamination sample from Tuy Hoa AnF were negative and no aircraft reported contamination problems from this FOL point on this dato.

5. Analysis:



REPLACES DA FORM 2307-3, TAFORMHIOPFICIAL USE ON

♣ GI'O: 1908 O — \$48-780/19\$

TECHNICAL REPORT OF S. ARMY AIRCRAFT	ACCIDENT	。 日	JOR NOR	EPORTS C	ONTROL SYN OR-S (RI)	MOL.
(AR 95-5 and AR 385-40)	THRU: (Organiza			ial)		·
	Commandi			•		•
Commanding General	10th CAB		-			
HQ, USARV	APO 0637	ריו				
APO 96375	FROM: (Organiz			nt Report)	5%	
	Commandi		rcer			
	243rd AS					
	APO 963'					
	2. DISTANCE A	ME			ITARY IN	8 T I
a. DATE OF ACCIDENT (Local)						
31 May 1971 1300 (H) PLACE OF ACCID (State, Foreign Country, Town, Distance on	at the 28	4. AC	CIDENT OC	CURRED	16414	
PLACE OF ACCID TO State, Poreign Country, Town, Distance on		1	DAWN		DAY	
48P CQ 2523) Phu Hiep, RVN		-	DUSK	*	NIGHT	
	B - AIRCRAFT					
TYPE, MODEL AND RIES 2. AIRCRAFT SERIAL	NUMBER				ASSIGNED	7
CH-47A 64-1311	6	243	rd ASHC	, Dong 1	Ba Thin,	RVN
ORGANIZATION UNITED WHOSE CONTROL THE AIRCRAFT WAS	OPERATING	5. W	AT WAS MI			
			SERVICE	Œ	COMBAT	
243rd Asto, APO 96377		100	TRAIL	11116	TEST F	LIGHT
			OTHER(S	ecity)		
	C - WEATHER					
WEATHER WAS WE WAS NOT A WEATHER REPORT	CONSIDERED A	FACTOR I		IDENT.		
SECTION D - AIRPORT (Use this section if the airport, its facilities, or airway	AND/OR AIRWAY	FACILIT	IES ributing fac	tor in the ac	cident.)	
RIEF EXPLANATION OF CIRCUMSTANCE						
N/A						
					*	
The second secon						
			, 48			
			ILY"			
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SECTION E • F	PERSONNEL INV	OLVED				
				TARY	CIVIL	IAN
1. NUMBER OF AIRCRAFT OCCUPANTS INVOLVED		1	5 U	s ok a	0	
2. NUMBER OF BYSTANDERS INVOLVED	1.4		0	1	0	
3. NUMBER OF PEOPLE INJURED (By type classification shown)	NO INJURY	MINOR	MAJOR	FATAL	инкножн	MISSI
MILITARY OCCUPANTS OF AIRCRAFT	0	4 US	0	IUS, IRC	KA O	0
b. OTHER OCCUPANTS OF AIRCRAFT	0	Ö	Õ	0	0_	0
C. MILITARY BYSTANDERS	Ŏ	0	0	0	0	0
d. OTHER BYSTANDERS	0	0	0	0	0	0_

DA . 50RM. 2397-1

REPLACES DA FORM 2397-1, 1 APR 61, WHICH IS OBSOLETE EFFECTIVE 1 JAN 87. PPC-Japai

TECHNICAL REPC OF U.S. ARMY AIRCRAFT ACCIDENT

REPORTS CONTROL SYMBOL CSFOR-S(RI)

		(AR 95-5 and AR	385-40)			_		
(11 a	dditio	Sonal space is required	ECTION	N F - OPERATOR blank sheet and i	dentify it as Part I	Se	ction F.)	
1. NAME (Last, First, Middle				18 8 90 18	2. GRADE/RANK		S. SERVICE NO	
		.			CW 2			
A. BRANCH OF SERVICE (A Navy, National Guard, etc.)	rmy,	Sa. PRESENT AERON	AUTICA	L RATING	b. DATE RECEIVE	5	6. CREW DUTY	AT TIME OF
Army		ARAV.			15 Jul 69		IP	
70. TYPE INSTRUMENT	b. E	XPIRATION DATE	S. TIMI	E AT CONTROLS FLIGHT	128. NO. OF PRE-	3	b. DATES	
R/W TAC	8	Jun 72		3.5	**************************************			
9. NO. LANDINGS THIS FLIGHT	LÃ	NO. DUTY HOURS IT 24 HOURS	LAST	24 HOURS FLOWN	0			
6		13.0		3.5			100.00	
13. OPERATOR'S FLYING (List all flight time to n	EXPE	RIENCE hour)		PILOT	CO-PILOT		NSTRUMENT PILOT	TOTAL HOURS
a. TOTAL FLYING HO			d Time)					
FIXED WING HOUR	s					-		
LAST 6 MONTH	\$					-		
LAST 30 DAYS						╁		
ROTARY WING HOL	JRS					┿		
LAST 6 MONTH	8					┼		
LAST 10 DAYS						+-		
b. HOURS THIS TYPE	MODE	LAIRCRAFT			:	L		
LAST 6 MONTH	18					4-		
LAST 30 DAYS						+		
c. WEATHER/HOOD H		(All aircraft)						
LAST 6 MONTH					100	1	The second second	
LAST SO DAYS						4		
CAST SO DATE		1				1		

WRWAC 15 Jul 69

LAST 6 MONTHS

CH 47 PTC 16 Sept 69

IPQTC CH 47 4 Feb 71

"FOR CELICIAL THE ONLY"

15. INITIAL TRAINING THIS TYPE, MODEL AIRCRAFT (List date of training, organization and number of flight hours)

In country orientation -24 Feb 71, 3.4 hrs., 243 ASHC ♦ checkride - 26 Feb 70, (IP check), 1.4 Hrs., 243 ASHC

90 day stan. ride - 7 May 71, 2.4 hrs, 243 ASHC

NOTE: If other pilots were logging time on this flight, complete individual sheets for each pilot

PERSONAL DATA

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INSTRUCTIONS: For each aircraft accident, complete for each aviator at the controls of the aircraft involved. Information provided by this form is to be used for an interim study pending revision of regulations. It replaces information of Section F, Crew Experience, USARV Form 232, dated to be used for an interim study pending revision of regulations. It replaces information of Section F, Crew Experience, USARV Form 232, dated for a first formation of through 8 and 10 through 13 of DA Form 2397-2, dated July 1966. Forward as per instructions pertinent to USARV Form 232 and DA Form 2397.

A, PRIMARY ROLE	B. CONTRIB:	GSSIBLEX 0.N	ONE D . UNK D
1. DEFINITE Q 2. PROBABLE Q 3. POSSIBLE (4. DEFINITE 5.	POBABLE : 6-	OTARY WING	FIXED WING
LYING EXPERIENCE		1492	430
TOTAL FLYING HOURS (include Army, student and other accredited time)		1.492	
ALL AIRCRAFT, TOTAL HOURS (military only)		461	
1ST PILOT			
INSTRUCTOR PILOT		156	
AIRCRAFT COMMANDER		598	
WEATHER INSTRUMENT, HOOD		67	
NIGHT		46	
NIGHT		59.6	
LAST 30 DAYS		191.8	
LAST 90 DAYS			
THIS MODEL, INCLUDE 15" PILOT, INSTRUCTOR PILOT, AND AIRCRAFT COMMANDER HOURS FLOWN:		ro (
LAST 30 DAYS		59.6	
		191.2	
LAST 90 DAYS		1260	
TOTAL HOURS, THIS MODEL			
, THIS MODEL, HOURS FLOWN AS:		448	
1ST PILOT		156	
INSTRUCTOR PILOT		598	
AIRCRAFT COMMANDER		26	
WEATHER INSTRUMENTS, HOOD		26	+
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. DURATION OF MOST RECENT FLIGHT, THIS MODEL PRIOR TO THIS MISHA		7 . ay 71	
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B. INDICATE INSTRUMENT FLIGHT QUALIFICATIONS: A. D R/W TACTICAL D. D F/W STANDARD G. D EXPIRED-E.G. RVN WAIVER		FR OF MONT	US IN COUNTRY 2 5
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PACYCROUND DATA	20	4	
E DATE OF LAST AIRCREW	оиту <u> 3087 /</u>	I RIOR TO MI	SHAP 7.0
B. DATE LAST LEAVE ENDED 31 LOV /U F. HOURS FLOWN IN LAST 24	HOURS 40	F. HOURS D	URATION OF LAST
C. DATE BONNIES FLOWN	LAST 24 HR5	SLEEP PERI	COCKPIT PRIOR TO
1. ORDINARY	LAST 48 HRS	<u> </u>	0+15 HOURS
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21 ALL THE LAST 24	HOURS-1877		HOURS
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TECHNICAL REPORTOF U.S. ARMY AIRCRAFT ACCIDENT

PART 1 (Continuation) AR 95-5 and AR 385-40)

REPORTS CONTROL SYMBOL CSFOR-5 (R1)

SECTION E . OPERATOR

i H	additional space is require	SECTION ed. use a	Hank Sheet and i	: dentify it as Part 1,	Section F.)	
1. NAME (Last, First, Midd)		.,	Ī	2 GRADE BAHM	A. SERVICE NO	o
				.;o1	479-58-	-577.1
Scheib, hex "	•					
4. BRANCH OF SERVICE IN	Anny, Sa. PHI, SENT ALRO	214 V. 1 . C V.	RATING	b, GATE RECEIVED	ACCIDI UT	TAT TIME OF
Army	AraV			26 Jan 71	Filot	
70. TYPE INSTRUMENT	b. ExPIRATION DATE	B THEF	AT CONTROLS	VIOUS ACCIDENTS	b. DATES	
R/W TAC	22Jan 72	3.		0		
9. NO. LANDINGS THIS FLIGHT	10, NO. DUTY HOURS		HOURS FLOWN			
6	13.0		4.0			
13. OPERATOR'S FLYING (List all flight time to t	EXPERIENCE		PILOT	CO-PILOT	INSTRUMENT PILOT	TOTAL HOURS
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FIXED WING HOUR						
LAST 6 MONTH	15					
LAST 30 DAYS						
ROTARY WING HO	URS					
LAST 6 MONTH	f S					
LAST 30 DAYS	and the same of th					
b. HOURS THIS TYPE	MODEL AIRCRAFT					
LAST 6 MONTE	н\$					
LAST 30 DAYS						
c. WEATHER/HOOD H	IOURS (All nircraft)	1				
LAST 6 MONT	н\$					
						
d. NIGHT HOURS (All						
LAST 6 MONT	и.					

LAST 30 DAYS

14. AVIATION SCHOOLS ATTENDED AND DATE GRADUA

MCKNAG 26 Jan 1971 and Transition

CH 47 AQC 24 Har 1971

"FOR OFFICIAL USE ONLY"

15. INITIAL TRAINING THIS TYPE, MODEL AIRCRAFT (List date of training, organization and number of flight hours)

In country check rice - Due after first 25 hours with Ir. In country orientation- 17 May 71, 4.0 hrs, 243 ASHC A/G check ride- N/A 90 day stan. ride- N/A

NOTE: If other pilots were logging time on this flight, complete individual sheets for each pilot.

USABAAR FORM 23 (2 JANUARY 1968)



PERSONAL DATA

INSTRUCTIONS: For each aircraft accident, complete for each aviator at the controls of the aircraft involved. Information provided by this form is to be used for an interim study pending revision of regulations. It replaces information of Section F, Crew Experience, USARV Form 232, dated 16 September 66, and items 6 through 8 and 10 through 13 of DA Form 2397-2, dated July 1966. Forward as per instructions pertinent to USARV Form 232 and DA Form 2397.

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TECHNICAL REPORT OF U.S. ARMY AIRCRAFT ACCIDENT REPORTS CONTROL SYMBOL PART I (Continuation) CSFOR-3(RI) (AR 95-5 and AR 385-40) SECTION H . WITHESS STATEMENT Instructor Filot ADDRESS (Include 21P Code) Dong sa Thin 31 may 1971 2430 Assault Support Helicopter Company DATE STATEMENT MADE AFU 96377 243, 175 K 2 June 1971 INTERVIEWER AVIATION EXPERIENCE AND BACKGROUND This statement may not be used as evidence or to obtain evidence in determining line of duty status of any personnel: as evidence before evaluation boards; as evidence to determine liability in claims against the government; or as evidence to determine pecuniary liability. The sole purpose of this statement is to aid in the prevention of accidents. (Reference Section 1, Paragraph 4, AR 385-40) on advised by Orl John L. Shanahan, Jr, Aircraft Investig ting occioer that he has no authority to compel me to give a statement repording my knowledge of the aircraft a cident of Thay 1971, involving the US army aircraft 64-13116 and having been advised that I ma, elect to make a statement which will be used only by the Dopartment of the army Jefety corsoned for the sole purpose of accident prevention. I elect to take a state out in confidence, i bout his promise I would not make this statement. I understand that the confidential status of t is atetement means that it will not be used as a lence to obtain a vidence to determine misconduct or like of au ty status, as evidenced before flight evaluation boards, or to determine pecuniary liability in claims involving the gov prement or any other party.

DA FORM. 2397-4

REPLACES DA FORM 2397-4, 1 APR 61, WHICH IS OBSOLETE

LISE

"FOR OFFICIAL

PPC-Japan

TECHNICAL REPORT OF U.S. ARMY AIRCRAFT ACCIDENT REPORTS CONTROL SYMBOL CSFOR-5 (R1) PART I (Continuation) (AR 95-5 and AR 385-40) SECTION H - WITNESS STATEMENT Schieb, Rex A. Dong Ba Thin 243rd Assault Support Helicopter Company 243, 175 APO 96377 June 1971 NTERVIEWER AVIATION EXPERIENCE AND BACKGROUND 大きな 大きな 大き

284 hours

CPT John L. Shanahan, Jr.

THIS STATEMENT MAY NOT BE USED AS EVIDENCE OR TO OBTAIN EVIDENCE IN DETERMINING LINE OF DUTY STATUS OF ANY
PERSONNELL AS EVIDENCE BEFORE EVALUATION BOARDS; AS EVIDENCE TO DETERMINE LIABILITY IN CLAIMS AGAINST THE
BOVERNMENT! OR AS EVIDENCE TO DETERMINE PECUNIARY LIABILITY. THE SOLE PURPOSE OF THIS STATEMENT IS TO AID
IN THE PREVENTION OF ACCIDENTS. (Reference Section 1, Paragraph 4, AR 385-40)

Laying been addited by Opp.

Having been advised by CPT John L. Shanahan, Jr., Aircraft Investigating officer that he has no authority to compel me to give a statement regarding my knowledge of the airaraft accident of 31 May 1971, involving US Army aircraft 64-13116 and having been advised that I may elect to make a statement which will be used only by the Department of the Army Safety Personnel for the sole purpose of accident prevention. I elect to make a statement in confidence, without this promise I would not Make this statement. I understand that the confidential status of this statement means that it will not be used as evidence before flight evaluation boards, or to determine pecuniary liability in claims involving the government or any other party.

Par a. Scheih Rex A. Schieb

On the morning of 31 May, I got up at 0600 hours, went and ate, and then into operations at 0645. I filled out the 1080 and CW2 Moree and I went to the aircraft (116) for our preflight. We made a very through pre-flight. I say this because I found some old rivets 1 laying in the forward pylon where the driveshaft is and I also found a nut lying between some hydraulic lines under the first tunnel cover. I showed them to CW2 Moree and he personnaly inspected everything under the tunnel cover and he found a bolt about 3/4" long. This didn't make us very happy and we knew we would have to pull a very through pre-flight. Then we went into the cockpit and went through our run-up and everything was CK. We took-off at approximately 0815 with a crew of five and two Red Cross workers. We storped at division pad in Minh Hoa and picked up some more passengers and started our sling load missions. All morning everything was fine and I did not detect anything wrong. We refueled at Tuy Hoa everytine and at approximately 1230 hours we rething wrong. We refueled at Tuy Hoa everytine and at approximately 1230 hours we rething wrong. We refueled back to RCP for a more sling loads and then we fueled for the last time. We proceeded back to RCP for a more sling loads and then we would be through with our mission. I was flying the aircraft and picked up a sling load about 30' from the bottom of the aircraft. I turned in the direction of take-off and CW2 Moree read off the power readings. Approximately 600 lbs of torque and I think 90 or 91% on each engine. I then proceeded with my take-off down a little dirt road in the compound and approximately 75 or 1001 off the ground when the #2 engine quit. CW2 Moree took the controls and told the flight engineer who was in the hole to punch the load. At almost the same time CW2 Moree took control of the aircraft the #1 engine quit. I think the load dragged on the ground for a second before we could get it punched off. I also punched my button after the chief punched his just to make sure it released. At this time we were about 25' feet off the ground. The aircraft attitude was almost level then we seemed to pitch forward and then back. By this time we hit the ground tail low and I thought I saw a berm or a built up area which I thought hit the belly and then we rolled to the right. The rotor blades started beating themselves on the ground and the aircraft felt like it was going to break into pieces. Sometime during all this my door broke out and there was a hole on my side. The ship was laying on its right side and a after everything stopped I unbuckled my seat helt and crawled out through my door. CW2 Moree was right behind me, then Martin and Hood. When I got out I ran around the front of the aircraft to see if I could get to the back to see if the other guys were getting out. The bottom of the aircraft was all in flames from the bole on back so I knew there nothing I could do and we all ran from the aircraft in ferr if it blowing up and that was the end. The whole ship was soon engulfed in flame and ammunition stanfed exploding. The flight engineer, SP5 Kearns and a Vorean were left in the aircraft.

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Witness Statement of WO1 Rex A. Schieb continued

- Q. How much fuel did you have after refueling at Tuy Hoa? A. 4000 lbs.
- Q? Before the accident was the aircraft operating normally? A. Yes.
- Q. What were the hover check readings a t Tuy Hoa? A. About 400 lbs torque.
- Q. What did you do with your hands after punching the release? A. I braced them against the windshield crossmembers and grabbed the bar on the door.
- Q. Did you see any warning lights or remember any instrument readings after the #2 engine failed? A, No, I was looking at the ground ahead of the aircraft.
- Q. How low was the rotor RPM? A. I don't know, but I could see by the blades that it was declining rapidly and was very low.
- Q. Do you have any knowledge of flight control problems? A. Not other than what CW2 Moree said: I wasn't a t the controls.
- Q. Did you see what position the controls were in? A. No I was looking outside.
- Q. Did you know if there was a my fire before impact? A. No, I don't know of any.
- Q. Did you hear any explosions at or after impact? N. No, Just the sound of the aircraft hitting the ground and breaking up.
- Q. Could you tell if the parts found on the preflight came from amy specific area? A. No, they were just left laying there.
- Q. Did you have any other problems with the aircraft? A. Only a squeal in the SAS system at Ninh Hoa; we recycled the SAS system and made a full check and it went away.
- Q. Were any movements of the cyclic or thrust made after impact or while exiting the air-craft? A. I don't rember.

TECHNICAL REPORT OF U.S. ARMY AIRCRAFT ACCIDEN REPORTS CONTROL SYMBOL CSFOR-S (RI) PART I (Continuation) (AR 95-5 and AR 385-40) SECTION H . WITHESS STATEMENT 21 Cres Chief NAME OF WITHESS Don; Ba Thin DATE OF ACCIDEN 243rd Assault Support Helicopter Company 31 May 1971 243, 175 2 June 1971 ATO 96377 g AVIATION EXPERIENCE AND BACKGROUND INTERVIEWER ClT John L. Shanahan Jr. 13 months as crewchief/Flight engineer THIS STATEMENT MAY NOT BE USED AS EVIDENCE OR TO OBTAIN EVIDENCE IN DETERMINING LINE OF DUTY STATUS OF ANY PERSONNEL AS EVIDENCE BEFORE EVALUATION BOARDS: AS EVIDENCE TO DETERMINE LIABILITY IN CLAIMS AGAINST THE SOVERNMENT IOR AS EVIDENCE TO DETERMINE PECUNIARY LIABILITY. THE SOLE PURPOSE OF THIS STATEMENT IS TO AID IN THE PREVENTION OF ACCIDENTS. (Reference Section I, Peragraph 4, AR 385-40) Having been advised by CFT John I. Shanahan Jr., Aircraft Investigating officer that he has no authority to compel me to give a statement regarding my knowledge of the air-oraft accident of 31 May 1971, involving US Army aircraft 64-13116 and having been adcised that I may elect to make a statement which will be used only by the Department of the Army Safety Fersonnel for the sole purpose of accident prevention. I elect to make a statement in confidence, without this promise I would not make this statement. I understand that the fonfidential status of this statement means that it will not be used a statement in confidence, without this promise I would not make this statement. I understand that the fonfidential status of this statement means that it will not be used as evidence before flight evaluation loars, of to determine pecuniary liability in claims involving the government or any other party. ims involving the government or any other party.

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TECHNICAL REPORT OF U.S. ARMY AIRCRAFT ACCIDENT REPORTS CONTROL SYMBOL CSFOR-S(RI) PART I (Continuation) (AR 95-5 and AR 385-40) SECTION H - WITHESS STATEMENT OCCUPATION NAME OF WITHESS 20 Gunner Dong Ba Thin 243rd Assault Support Helicopter Company 243, 175 APO 96377 2 June 1971 ONE half months

CPT John L. Shonahan Jr.

THIS STATEMENT MAY NOT BE USED AS EVIDENCE OR TO OBTAIN EVIDENCE IN DETERMINING LINE OF OUTV STATUS OF ANY PERSONNEL! AS EVIDENCE BEFORE EVALUATION BOARDS; AS EVIDENCE TO DETERMINE LIABILITY IN CLAIMS AGAINST THE GOVERNMENT! OR AS EVIDENCE TO DETERMINE PECUNIARY LIABILITY. THE SOLE PURPOSE OF THIS STATEMENT IS TO AID IN THE PREVENTION OF ACCIDENTS. (Reference Section I, Peregraph 4, AR 385-40) AVIATION EXPERIENCE AND BACKGROUND Maving been advised by CPT John L. Shanahan Jr, Aircraft investigating officer that he has no authority to compel me to give a statement regarding my knowledge of the aircraft accident of 31 May 1971, involving US Army Aircraft 64-13116 and having been advised that I may elect to make a statement which will be used only by the department of the Army Safety Personnel for the sole purpose of accident prevention. I elect to make a statement in confidence, without this promise I would not make this statement. I understand that the confidential status of this statement means that it will not be used as evidence before flight evaluation boards, or to determine pecuniary liability in claims involving the government or any other party. を発す 子本が . "FOR OFFICIAL USE ONLY"

DA FORM. 2397-4

REPLACES DA FORM 2397-4, 1 APR 61, WHICH IS OBSOLETE & EFFECTIVE 1 JAN 67.

PPC-Japas

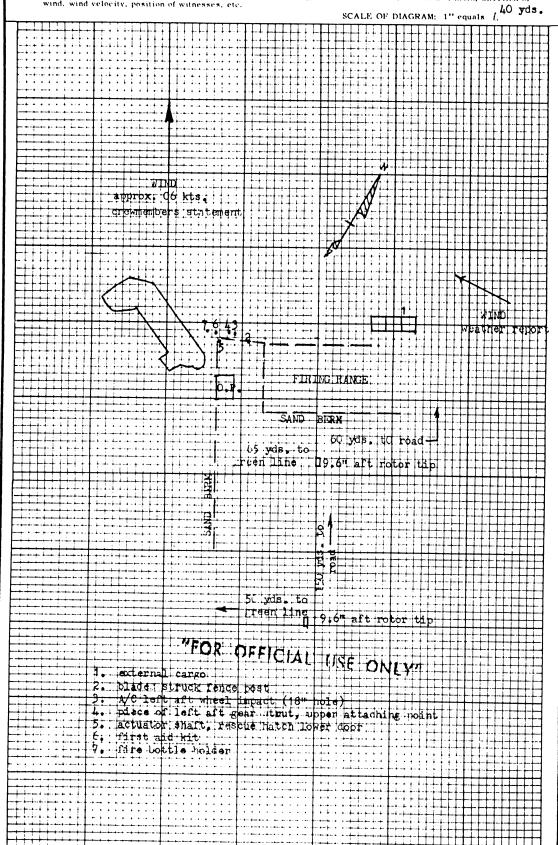
TECHNICAL REPOR DE U.S. ARMY AIRCRAFT ACCIDENT

PART I (Continuation)

REPORTS CONTROL SYMBOL CSFOR-S(RI)

SECTION I - WRECKAGE DISTRIBUTION

Show principal ground impact points and distribution of wreckage. Indicate distance, direction of north, direction of wind, wind velocity, position of witnesses, etc.



DA FORM. 2397-5

OF U.S. ARMY AIRCRAFT ACCIDENT TECHNICAL REPL

PART II - MAINTENANCE AND ENGINEERING (AR 95-5 and AR 385-40)

REPORTS CONTROL SYMBOL CSFOR-5(RI)

SECTION A - FAILURE OR MALFUNCTION

	SECTION A . FAILURE OR MALFUNCTION	
	SECTION A - FAILURE OR MALF dilute of material.) (Attach Photo ent involved inadequacy, malfunction of failure of material.) (Attach Photo ent involved inadequacy)	(*))
	launtued inedemiacy, mallunction or lattice of mallunction	
Allen this Section if accid	ent involved made quary,	١.
(0.00 1	THE CONTROL NUMBER	١.

WERE COMPONENTS OR FLUIDS SENT TO LAB FOR ANALYSIS? Za. EIR CONTROL NUMBER (II 'Yes' explain in Item 50) b. DATE 6 June '71

3. WAS FUEL, OIL OR HYDRAULIC SYSTEM A FACTOR? (II "Yes" explain in item 5h)

X NO TYES

4. FAILURE/MALFUNCTION OF ENGINE(S) (Explain circumstances)

Suspected failure of the M1 gov. driveshaft in #2 Engine fuel control followed bb failure of #1 Engine.

ENGINE(S) MODEL	ENGINE SERIAL NO.	HR SINCE LAST	OVERHAUL FACILITY	DATE	TOTAL ENGINE HR TO DATE
ENGINE		OVERHAUL	ARADNAC	18 Nov 71	1434
(#1) T55-L7	LEO-4957	26	ARADMAC	18 Nov 69	1494
(#2) T55-L7	LEO-4918	17	Alumini		
					
Se. COMPONENT NOME	NCLATURE		6. COMPONENT FEN 2915-761-0002	592964L13	
FUE	L CONTROL	i	2915-701-0002	- T. DATE	I A. TOTAL TIME
d. TIME SINCE LAST OF		ARADEAC		UNK	570
		(Statement as to why	Influre of malfunction occure	,d)	

1. Awaiting return of teardown/analysis reports

(#1) T55-L7, LEO-4957,

a. Engine, aircraft, turbo-prop.

b. FSN: 2840-950-6875

c. 2-000-030-18

d. Hr. since last overheul: 26

e. Overhaul facility: ARADMAC f. Date: 18 NOv. 71

h. (1) Fuel Control: railure of N1 gov. driveshaft, FSN 2915-963-0972 Part no. 02-13920, due to excessively worn small splines.

(2) #1 Engine/Failure: Awaitnig return of teardown/analysis report.

6. STATEMENT OF MAINTENANCE OFFICER. MECHNIC AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS. (Il maintenance or inspection error is known or suspected, indicate where maintenance was performed (field, garrison, etc.); weather condition, day or night, or inspection error is known or suspected, indicate where maintenance was performed (field, garrison, etc.); weather condition, day or night, and experience level and training of the mechanic or inspector. Make recommendations to prevent this type error and/or failure.)

To the best of my knowledge there was no mechanical defects on Army Helicopter 64-13116 when it departed the company on 31 May 71. We were not notified of any suspected or developing problems prior to the accident.

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7. DID FIRE OCCUR? (II "Yes", state state and descriptions (See Chapter 14, AR 95-5 for instructions)	8. DID SEAT FAILURE OCCUR? (II "Yes", attach sheet and describe in detail) (See Chapter 14, AR 95-5 for instructions) YES X NO
TYPED NAME, GRADE AND STATION OF MAINTENANCE OFFICER	SIGNATURE
	0 M +:
LARRY K. MARTIN CLT TC	Jany K Martin 5 (.A FORM 2397-6, 1 APR 61, WHICH IS OBSOLETE PRC-JAM
DA FORM 2397-6	5 DA FORM 2397-6, 1 APR 61, 1110-11

DA FORM. 2397-6

PPC-Japan

DA Form 2397-6

6 June 71

Item 7:

- (1) Fost crash fire occurred.
- (2) Fire was caused by impact and detonation of Claymore Mine and trip flare.
- (3) Fire was not extinguished due to nonavailability of fire fighting equipment.
- (4) Detecting and extinguishing equipment not available at time of crash.

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		and AR 385-40) ECTION B - TRAUMA IN	ORMATION		
exact location					ailed injury description to include
	and extent. Under Item 4 in	nclude equipment failure and			T
1a. LAST NAME	6. SERVICE NUMBER	2. TRAUMA DESCRIPTIO	3. CA OF D YES	EATH NO	4. METHOD AND AGENTS OF PRODUCTION
SCHEIB	479-58-5741	Barbed wire scratch (L) leg	N	A	Caused by running through
			М	A	Unclear; possibly caused striking door or while climbing out.
			N		1) Struck back on hoist
					2) ? Struck by gun mount
			. <u>I</u>	N/A	Injuries result of being tossed around during impact.
KEARNS			(ES		Trapped in burning wreck- possibly knocked uncon- scious by impact.
S. AUTOPSY YES (Report Atta EX NO (Will be KOREAN PASSEN	SECTION C - FLI	pending	SIS AND RE	ttached be forw) arded when available)
protecting the Chinook. At p sit on them. flight enginee	doorgunner and c resent the doorgu Also some study s r in his very vul	rewchief should b nner and crewchie hould be given to	e designer f usually the pre- lying over	ed an y pil tecti er th	same time securing and ad instituted in the e up ammunition boxes and on and restraining of the le load hatch (hole). I are of his duties.

SECTION A - GENERAL II	NFORMATIO	N				
AS ACCIDENT SURVIVABLE! (II "No" check one of the boxes in 2.	DECELE	RATIVE FORC				
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			eng	ineer		4
KEARLIS	-					
	Unknow	n	Pas	senge		4
					 	
					 	
			1		1	
						TRIBUTE
HUMAN FACTORS CONTRIBUTING TO CAUSE OF ACCIDENT			PRE	SENT NO.	CON	No
(Indicate "Yes", "No" or "Suspected")				No.		
a. PRE-EXISTING PATHOLOGICAL CONDITIONS (From Medical records)				No		No.
b. PHYSIOLOGICAL FACTORS (Alcohol, CO, Fatigue, etc.)				No.		No
c. PSYCHOLOGICAL FACTORS (Pre-occupation, Feat, etc.)				No.		No
d. SUPERVISORY PROBLEMS				No		N o
. FAULTY PRE-FLIGHT TECHNIQUE	· · · · · · · · · · · · · · · · · · ·			No.		No.
I. INEXPERIENCE OR TRAINING FACTORS						
				No.		nn
4. DESIGN INADEQUACIES (Instrumentation, Switches, etc.)				No	+	No
A. DESIGN INADEQUACIES (Instrumentation, Switches, etc.) h. COMMUNICATION PROBLEMS I. ENVIRONMENTAL FACTORS (Olare, Smoke, Cold, etc.) I. F "YES" OR "SUSPECTED" WAS ENTERED IN ITEM 4, EXPLAIN CIRCUPLED (Olare) TO SWITCH STATEMENT OF THE STATEMENT OF THE SWITCH OF THE SWITCH OLD THE SWITCH OF THE SWITCH OLD THE SWITC	CUMSTANCE	AND/OR CON	DITIONS (Use	No	al she	No
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h. COMMUNICATION PROBLEMS I. ENVIRONMENTAL FACTORS (Olare, Smoke, Cold, etc.) IF "YES" OR "SUSPECTED" WAS ENTERED IN ITEM 4, EXPLAIN CIRTERQUIRED INJURY FACTORS (Indicate "Yes", "No" or "Suspected") 4. TIE-DOWN CHAIN FAILURE (Shoulder Harness, Safety Belt) b. SHOULDER MARNESS, SEAT BELT NOT WORN BY CREW MEMBERS	PRESENT NO 165	CONTRIB- UTED TO INJURY IO 165	NO. OF PERSONS	No N	RIB-	No. o
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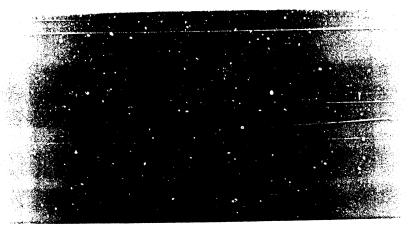
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10 FORM 1080 REPLACES A FORM 11, 1 NOV 51, WHICH MAY BE USED.

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ARMY AIRCRAFT ACCIDENT REPORT CHECK LIST (AR 95-5)

(AX 7)-)/			
Serial N	umber	Date of Acc	ident
CH-47A 64-1311		31 May 19	971
	Inclosed	Not Applicable	See Remarks
TAB 1 - Copy of Crosh Facts Message			
TAB 2 - Board of Officers			
TAB 3 - Weather Reports			
TAB 4 - Certificate of Damage			
Copy of Equipment Improvement TAB 5 - Record (DA Form 2407)			
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TAB 6 - Analysis TAB 7 - Weight and Balance (DD Form 365F)			
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TAB 10 - Other (List)

a. Copy of Aircraft Release

b. Letter, Request for Assistance from UCABMAR, 17th CAG Safety Officer.
Report, George D. Simpson, T-55 Representative, USAAVSCOM

d. Report, Robert J. Heady, CH-47 Representative, USAAVSCOM

REMARKS: e. Performance Charts, TM 55-1520-209-10

TAB 6 - Fuel Contamination Report will be forwarded upon receipt. Teardown/Analysis Reports will be forwarded upon receipt.

"FOR OFFICIAL USE ONLY"

HARL SIL

PP AAANHA DE AAANHAE 168G9 /1520230 ANR UUUU P 010030 Z MAY 71
FM: CO 10 TH CAB DBT RVN TOS AAANHA/ CO 17 TH CBT AVN GP TUY RVN ZEN/ ACSFOR DQ ZEN/CSA WASH DC AEN/ DIR USAVSCOM ST LOUIS MO ZEN/CINCUSARPAC HAWAII ZEN/CG USARV LBN RVN ZEN/CO 34 TH GEN SPT GP SGN RVN ZEN 243 RD ASH CO COURIER RT UNCLAS 6-1 F O U O AVBAVA-SE DIR FOR ARMY AVN CINCUSARPAC FOR GPOP- AV USARV FOR AVHAV- S. SUBJECT: ARMY AIRCRAFT MAJOR ACCIDENT CRASH FACT S MESSAGE REPORT PCS CSGPA-459.

1. 31 MAY 71, 1300(H) LOCAL, DAY

2. PHU HIEP, 10 MILES SOUTH OF TUY HOA, RVN; CQ 252 345 CH-47A SN: 64-13116 4. 243RD ASSAULT SUPPORT HELICOPTER COMPANY, APO 96377 5. MAJOR ACCIDENT; TOTAL LOSS

PAGE TWO (2) UNCLASS AAANHAE 1689 FOOO 6. INSTRUCTOR PILOT:
243 RD ASSAULT SUPPOTR HELICOPTER COMPANT, APO 96377, NO INJURIES 7. PILOT: SCHEIG, REX A., WO1, 479-58-5741, 243RD ASSAULT SUPPORT HELICOPTER DOMPANY, APO 96377, ON INJURIES. CE: SP5, 243 RD ASSAULT SUPPORTHELICOPTER COMPANY, APO 96377, NO INJURIES FE: KEARNS, STEVEN J., SP5, 243RD ASSAULT SUPPORT HELICOPTER COMPANY, APO 96344, FATAL INJURIES. GUNNER: SP4, 243RD ASSAULT SUPPORT HELICOPTER COMPANY, APO 96377, NO INJURIES. 8. CORPORAL IN THE ROK ARMY RECEIVED FATAL INJURIES; IDENTITY IS UNKNOWN AT THIS TIME.
9. DCA, VFR, PHU HEIP, 0.5 HOURS
10. TAKE - OFF WITH SLING LOAD 11. UPON DEPARTING THE 28 TH RCP, THE, 9. 2 ENGINE FAILED AT 4050 K OTS OF AIRSPEED AND 75 TO 100 ABOVE THE GROUND. THE IP
1998 CONTROL OF THE AIRCRAFT NAD IMMEDIATELY JETTISONED THE CYCLIC DIPPED 594PGHFLYUF BANKABSLYHEHEYN PICTTENG BYE AAT 160AND THE PAGE THREE (3) UNCLASS AAANHAE 1689 F O U O TOLLED HARDOVER TO THE REAR AND FROZE IN THE AFT POSITION. THE IP TRIED TO LOWER THE THRUST ROD BUT IT WAS ALSO FROZEN.

WITHIN 20-30 SECONDS AFTER THE INITIAL ENGINE FAILURE, THE AIRCRAFT IMPACTED IN A TAIL LOW ATTAITUDE, ROLLED ON ITS RIGHT SIDE, AND THE CARGO SECTION BURST INTO FLAMES. THE SURVIVING CREW EXITED THE AIRCRAFT FROM THE PILOTS EMERGENCY EXIT. 12. WEATHER WAS NOT A FACTOR.

13. NONE

14. UNKNOWN 15. NONE

"FOR

DNEY"

A. HA B. NCNE C. NA D. NO E. NO

243RD ASSAULT SUPPORT HELICOPTER COMPANY. APO 96344, (TELEPHONE DBT 236).

18. YES 19. NO

20. A SUPPLEMENTAL TO FOLLOW
21. FOR OFICIAL USE ONLY , PROTECTIVE MARKINGS WILL BE REMOVED AFTER THREE DAYS.

PT89

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WE THERE OF FREE V HEADQUARTEDS, 1 th COMEAT AVIATION MATRALION And San Francisco 96377

SPECIAL OFFERS HIPPER 1bbEXTRACT.

12 June 1971

7. TO 456. Following "OATD/COMMITTEE appointed subject to call of the Pres/Chun there of, and will consist of numbers as indicated.

SHARAHAM, JOHN L. J. ____OFT 12 A 920 Askt Hell (MAX61A) AR (pres) SHILTON, MILLOUD J. CW2 10000 Co 3/227th, 19th CA (MARV.O) AV (Seder)
WQ1 10000 228 Avn Co (Selt Mel)(GVX6AA) 9/377 AV (Ser) WINDIT, THOMAS D CAT 03139 AMC 10th Cbt Avn I. (WFAJA) hC on Surgeon MUDSON, CLIFTO IN C.

Authority: 79 35-5, 20 3.5-10 MSD V for 3.5-1.1 Fare of Woard/Committee: Accident Investigating loard

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'proose. To investigate facts and circumstances surrounding sireraft accident occurring on 31 Mey 1971, (grid Cord) 00252345, btu Hien, WM involving a CM-477 Se CM-13116, (C) CM2 Noorcu, of the 2438 Avn Co 9 377

Offictive Octo: 31 Pay 1971

Spare will submit report in original and two copies to this Special Instructions headquarters ATTW: in baffety Officer MLT 15 June 1971. Officers are released from all other duties until investigat-

ion is complete.

v. TO MES. Pollowing individual APPOINTED/ BETGE TERMED as indirected.

T/HIDLS, ETMACOL. CT 10:1 1928 va Co (Asit 4e1)(MOUYLL) 04321 FA

"" Whority: Pere 266, 17 365-40 and 18 15-6 rignated as: WA

Cortified as: MA

A pointed as: Colleteral Investigation Officer

criod: Indefidite

Purpose: To confuct Colleteral investigation on facts and circumstances surrounding edit accident occurring on 25 Lay 1/71 involving IM-11 (-1573)

iffrative Print - Four 1971

Special Instructions: Investigation will be injected towers determining ac, licence clairs or pacuniary responsibility. Considered report to t reach this headquarters (IA) 23 June 1971. Officers released from 11 other duties with kevestication is complete.

"FOR OFFICIAL USE ONLY"

Pere 7 S 1 10% To 1 th C t 200, in | C EF | 1377 /eto/, 12 done 1971 (COMT)

THOMESOM, TOWARD W. OF 1900 130 AVE Co (With Acft) (WORAA) 96377 OC

Authority: 27 (-1.) Magicanted as MA Certified as: MA Appointed as: Investi, atifut Major Teriod: Tudoplate

Surpeaux To complete formal line of inty investigation on 3088, MILITE. FC 7(-lil-1772 of the 137th For ot 4.0 2(377

Properties Coto: 11 June 1971

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constitutes.

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OFFICIAL:

Worracall Hace Asst Mjutent

TERMINITON: 10-16 in hiv chac 1-201 1-811. 9-70 1-77

FOR IT WIT ONETS A FULL TURFOSES: 7-00, 00 /900th, 10th 0 0 5-00, 924 Ive 00 5-00, 1-34 Ive 00 K_Dm Soffetive 540-1 1850: r Johnson

WILES I. BOLT CT, FA Adjutent

DEPARTMENT OF THE ARM HEADE, WARTENES TYPE AVERTION GROUP (COMEAT) Aro San Francisco 76316

SPECIAL ORDERS NUMERA 173 DAT.ACT

22 June 1971

10. TC 453. Following individual(s) APFOINTED/DESIGNATED/CENTIFIED As indicated.

FEILER CHAILES S CONTROL COLD 100th ASHC (NO5LNA) AFO 90316 AV

Auth: VCCO 17th CAG Designate as: N/A
Certifiel as: N/A
Ag cinted as: Investigating Ciff we

Periol: Indefinite

Furpose: To conduct an accident investigation concerning the crash of . a CH-47% piloted by CW2 Maree Robert O 515-32-4752 on the after-

ncon of 31 May 71 at Fhu Hiep Diffective date: 31 May 71 VCCO 17th CAG

Store I fistr: Investigation will be conducted IAM appropriate regulations Quordinate with the 10th CAN accident prevention office and

submit to them three (3) copies of completed report

FOL OUT COMMANDER:

OFFICIAL:

COHOTZ

WILLIAM F. HANKINGERMY J CIT, AG

Asst Adjutant

DISTAL UTION: 12-con Niles 30-livity conc 5-indiv FunF 1. Jahry 201 file 5- th ASH 5-10th Ca3 1-Mar Clk

PROOF: DAF, Det 36, 5 Wea Sq, APC 96516

5 Jun 1971

SUBJECT: Official Pata Extract for Accident Investigation

TO: 10th CAB (Attn: Safety Officer) long Ba Thin

The following is a summary of weather observations for 51 May 1971, hours as indicated in local standard times for Tuy Hoa AMF.

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1255	090/06	15	30 SCF) 100 BGG 300 BGG	30/25	2981	+ 2500
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Communder

THE USE ONLY"

DEPARTMENT OF THE ARMY
HEADQUARTERS, 10TH COMBAT AVIATION EATTALION
APO San Francisco 96377

5 June 1971

CERTIFICATE

I hereby certify that Army Aircraft, CH-47A, serial number 64-13116, crashed and was destroyed by fire at Phu Hiep, RVN on 31 May 1971, and was a total loss. Catalogue cost of this CH-47A was \$ 1,072,838.00.

JOHN L. SHANAHAN JR.

CPT, AR

President, Accident Investigation Board

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OQ AC. TION CODE	FAILURE . CODE	COMPONE	NT/PART NOUN, SERVICE	7,		MANHO	JRSI	A SEDERAL SECUL	4	. 1		À.	
6.	Quantit	y Defective	e None	R F MFR	. CODE	(Hours & L	mtha	FEDERAL STOCK NUMBE	•60	- Q	JANTITY		COST
7		nce liew	. UNK	+		ļ	<u>.</u>						
8		verhaul	1 11/A	+			<u>. </u>			\perp			
9			or to Difficulty				<u>. </u>		_	\bot			
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				 				the ACFT lifting o			sli	ig 1.0:	ad
10	<u> </u>		<u> </u>			with	1. 1	monitoring inster	nerts				
T		tion of Di	Thoulty	-	110	ne El	RI	lequested by Ac cid	ent i	nyes	t i gat	ion	board
1	Cause		 	+		no	•						
3	Action			+		ne	•						
-	Recommo	ndations	The Accide	ent In	vosti	at.i.on	po	rd recommends lear	down/	Ahal	.ysis		
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For use of this form, see IM	CE REQUEST!	• See reverse of file copy for codes and additional data.	PAGE NO.	0, 9 ^{GES}	REPORTS CONTROL SYMBOL CSGLD-1047 (R1)
Is Office of the Deputy Chief	of Staff for Logistics.	wwo	X ⊒EIR	LON .	ORGANIZATION ISSUE PRIORITY DESIGNATOR CODE
E53460	1a. ORGANIZATION 243rd Avn Co		APO San F_a	ncisco 963º	77 W DYEAA
. SERIAL NUMBER	3. NOUN NOMENCLATURE	A, LINE NUMBER	5. MODEL	6. FEDERAL S	33-6836
64-13116 - STRAC	H elicopte r	9. SELECTED ITEM	CH-47A	1520-6.	
TTYES O TENO	[OII]	(XC) ses	[]E]NO	2398	0
4. FAILURE DETECTED DURING INA SCHIDULED IMMAINT NAME IBHANDLING DOFRATIO 6. DESCRIBE DEFICIENCIES OR SYM	TELESTORAGE TOFFUGUE	Ligger INOPERA	[]3/Plicw	RHEATING PERFORMANCE	790 OUT OF ADJUSTMENT
When all appropriate entricomponent or separate assent combination of all three, pro AT THE ORGANIZATIONAL Bequesting repairs an name services.	es are made in Section I, THIS FOI tably, or a group of similar items system the basis for controlled main LEVEL AT SI d mainte- performed	OM BECOMES A FOR with the same FSN. itenance actions. This appropriate the same FSN attenance actions. This appropriate the same actions are said and the same actions are said and the same actions.	ONS RM PECULIAR to a This Section, when form will be used for: NCE LEVEL for service actually	specific weapon sy combined with e AT DE1 a. equipme	stem, item of equipment or its
h Reporting accomplish Modification Work Orders c Submission of Equipm provement Recommendations / d Reporting receipt of de material c It may be used to reco tenance accomplishments.	ment of b Reporting cont. Im- cont.	the installation of equip not Equipment Improv repair of unserviceables a result of direct ex- recept of defective mate maintenance work and the transfer of the transfer maintenance work and a maintenance work and a ractivity within the sam of Maintenance Request)	ement Recommendation components, assembli tange procedures riel. 1/or services between sh top Maintenanci Reque 1/or services of another	ns provem es (ops st) field	Submission of Equipment in- ent Recommendations (EIR).
a. EMERGENCY EHS *Emergency* in Section III b. URGENT EIR's wil c. ROUTINE EIR's pre Check *Routine* in Section III. 23. SUBMITTED II: 24. RECEN	VED BY	number indicated as p	part of the narrative ren	ent" in Section 111.	
1159	SECTION III - EQU	IIPMENT IMPROVEME	NT RECOMMENDATI	ON	
29. NORMAL RE - 30.1 He Select one PLACEMENT use 1 or X)	TI. RECOMMENDATION/Select on	e uses or X / 32a. O	RGANIZATION/ACTIV	ITY	WDTEAA
(Selections uses) [] [] EMERGEN'S or X) [[] URGENT	MPROVE DESIGN TERE	VISE A. L	OCATION		d. SUBMITTED BY
12 NO XE ROUTINE	MODIFY MIDO	THER(Specify)	PO San Franc	is c o 96377	DITIONS UTER WHICH FAILUR
33. FEDERAL STOCK DUMBET	Actuator	NCLATURE 35. OP	INION OR REMARKS CURRED ATTACH PI	UNSCRIBE CON HOTOS OR SKET	CHES, IF AVAILABLE
2995-420-5226					
4 1/0- D 110	11 4P3205-2	" "			
1. Mfg Part No					
2. Item Scrial No	Unknown	"FOR	DEFICIAL	1155 0	NI Y"
	Unknown 55-1520-209		OFFICIAL 381 Fig 66 I	ndex 10	NLY"
2. Item Scrial No				index 18	NLY"

150RM 2407

E 13460 Constitution of District The Architect invested by accident invested by accident invested by accident invested by a constitution band recommends Transform from the accommendation of District invested by accident invested by acc	1 1	AINTENAL For use of this f	orm, see TM 38-750; ;	CONTINUATION STORES	T • See	reverse of file for eodes and onal data.	PAGE NO.	NO. COPAGES	REPO	RTS CONTR CSOLD-104	OL SYMBOL 7 (RI)
County Defective None		E \$3460		WORK REQ	UEST	□ ww	0	X	-		
County Defective None	204 AC. T10	FAILURE .				S. MANHOURS	A SEDERAL	***************************************		۲,	k. 04.075
Time Since New Victorian Since New Victorian Since Veryhold Example of the Difficulty The Winter was arread filer. The App. 1979 10 Reservation of Difficulty Name Extraguested by accident investigation beautiful Course Name 13 Reservation to The Accident investigation band recommends Veardow/Analysis 13 Reservation The Accident investigation band recommends Veardow/Analysis 14 Course Name 15 Name 16 Name 17	100	1	COCODE		MFR. CODE	(Hours & tenths	120200	BIOCK NUMBE	R POUNCE CODE	QUANTITY	COST
Since verhaul EA Givenstances refer to Difficulty The Monther was name and Olean The Appr 10 Description of Difficulty Rene ERR requested by accident investigation bea 11 Course 12 Asting Them 13 Recommodal tions The Accident investigation board recommods Teardom/Amlysis	17	•	1 1		·					 	
9 Circumstances where to Difficulty The Wester was name and Char The Approximation of Difficulty Rights of a normal resumply what an approximation bon the Common Rights of the C	8					 		·		 	
Mag-or a nereal resumply what an analysis of Difficulty Rome ERR requested by accident investigation box None . 13 Recommendations The Accident investigation beard recommends Teardow/Analysis . 14 Author Rome Rome Rome . 15 Recommendations The Accident investigation beard recommends Teardow/Analysis . 16 Author Rome . 17 Author Rome . 18 Author Rome . 19 Author Rome . 10 Author Rome . 10 Author Rome . 11 Author Rome . 12 Author Rome . 13 Recommendations The Accident investigation beard recommends Teardow / Analysis . 14 Author Rome . 15 Author Rome . 16 Author Rome . 17 Author Rome . 18 Author Rome . 19 Author Rome . 19 Author Rome . 10 Author Rome . 10 Author Rome . 11 Author Rome . 12 Author Rome . 13 Author Rome . 14 Author Rome . 15 Author Rome . 16 Author Rome . 17 Author Rome . 18 Author Rome . 18 Author Rome . 19 Author Rome . 19 Author Rome . 10 Author Rome . 11 Author Rome . 12 Author Rome . 13 Author Rome . 14 Author Rome . 15 Author Rome . 16 Author Rome . 18 Author Rome . 18 Author Rome . 19 Author Rome . 19 Author Rome . 10 Author Rome . 11 Author Rome . 12 Author Rome . 13 Author Rome . 14 Author Rome . 15 Author Rome . 16 Author Rome . 18 Author Rome . 18 Author Rome . 18 Author Rome . 19 Author Rome . 19 Author Rome . 10 Author Rome .	9	4				m1					
10 Description of Difficulty Nome EUR requested by accident nyestigation bond 1 2 2 2 2 2 2 2 2 2				2 09 2221200 20.		1	4		1 -		CFT
11 Curso None None	10	Descri	tion of Dif	Ciculty ,	No						ion boom
13 Regard into those	11					1	1 cquoi oc	og og accir	ieno In	vestiga	ton boar
The Accident investigation board recommends Touridon/ Analysis The Accident investigation board recommends Touridon Board Recommends Touridon Board Recommends Touridon Board Recommends Tour	12	lotion To	l:on I								
	13	Recommo	nda tions	The Acciden			mrd reco	mmonds Pos	22/3 di m /	no least	<u> </u>
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PETROLEUM PRODU	UCTS LABORA		ALYSIS R	EPORT :	N/A	LABR	810h	1
PRODUCT NOMENCLATURE AND	DTYPE			ż		SPECI	NO.	
Turbine Fuelk Av		de, JP-4	<u>,</u>	<u>.</u>	AMT PROD SAMPLE		IL-T-5624	H
THAAF	ation)			į	N/A	REPRE	,SENTS	ļ
ANUFACTURER OR SUPPLIER	OF PRODUCT	***************************************		•	SOURCE OF SAMPLE		k, Tank, Aircri	alt, etc.)
AMPLE TAKEN BY (Name)	CONTRACT NO	٥,		ITEM NO.	FSN		DATE SAMPL	
N/A RUAL NO. BATCH	1 22	FILL DAT	+ e	I PLY	RDATE	\longrightarrow	31 May	
IUAL NO.	NO.		BULK STO		ROUTINE SURVEILLAN	NCE	31 May	71
TAME AND LOCATION OF LABOR	PRATORY		. PACKAGES		PROCUREMENT ORIGI		DATE TESTS	1
959th QM DET	PPL(M)	1—	ED PRODUC		PROCUREMENT	l	31 May	
APO 96238	-		ER EFFECT		BPECIAL	1	31 May	
TEST		BPEC/QUAL		CONTRACT C	TEST		SPEC/QUAL	
1. GRAVITY PAPI/SP GR 609/60		SPEC/ YUNL		27. WATER AND	SEDIMENT % VOL MA		3, 20, 43	<u> </u>
1. GRAVITY DAPI/SP GR 600/60	MID			28. F311 % VOL	TO			
b.	BOT			a. ‡	МІ	D		
c.	AVG		55.8	b,		от	- ~ 40	
2. APPEARANCE/WORKMANSHI		REPORT		с.		V G	.1015	.11
3. COLOR VISUA	AL	REPORT	M/M		TE CONTAMINANT MO		 	
b. ASTM MAX/SAYB MIN				30. THERMAL'ST	PREHEATER RAT		 	-
C. SAYB AFTER HEAT MIN		 	 	31. SULFIDES (T		111-		
4. ODOR					AROMETER INDEX MIN	N		
8. DISTILLATION 1BP	0 F	REPORT		33. % ASH PLAIN				
4. 10 % REC . EVAP		RF.PORE	214	34. % LEAD				
b. % REC . EVAP	PAT 290°F	20 min		35. % PHOSPHOR				
	P AT 370°F	50 min		36. % CHLORINE			ļ	
	P AT 100°F	REPORT		37. BURNING TE			 	
" S rac PARKERS I	• • • • • • • • • • • • • • • • • • • •	90 min		38. KIN CS/SSU A				
1. % LOSS		REPORT	1.0	b. KIN CS/SSU			 	-
h. % RESIDUE	max max	1.5	1.0	c. KIN CS/SS			 	<u> </u>
1. 10% + 80% EVAP OF	F MIN				FAT OF			
6. ENGINE RATING O.N. MOTO	R METHOD			e. VISCOSITY				
a, ON RESEARCH METHOD		<u> </u>	<u> </u>	39. EVAP LOSS 7			<u> </u>	<u> </u>
b. LMR AVIATION METHOD		├ ───	 	40. PRECIPITAT				
c. RMR SUPER CH METHOD d. CETANE NUMBER/INDEX I		 	 	41. SEPARATION			+	
7. RVP (PSI)	MIN	2.0-3.0	2.3	43. CHANNEL PT				
B. GUM EXISTENT MG/100 ML N	MAX	C		44. SAFONIFICA			 	
GUM (Wash) MG/100 ML					STRENGTH KV MIN		T	T
GUM POTENTIAL MG/100 ML	LMAX			46. FOAM SEQ 1.	. MLS MAX (TND/STAL	B)	1	
PRECIPITATE MG/100 ML M					S MAX (TND/STAB)			<u> </u>
9. TEL/TML (ML/GM/GAL) MAX		Ĺ'			S MAX (TND/STAB)			ļ
10. OXIDATION STABILITY MINU	UTES	<u> </u>	 	·		77°F	 	
11. DR TEST/MERC S % MAX 12. SULFUR BY LAMP BOMB % N		ļ'	 			77°F		
13. FREEZING PT OF		 	 	48. DROP PT/ME	ELT PT OF MIN	<u>-</u>	+	
14. CORROSION COPPER STRIP		 	-	BO. SWELLING ST			 	
18. AROMATICS % VOL MAX		 	-	51. LOW TEMP S			+	+
18. OLEFINS % VOL MAX			†	52. SALT SPRAY			 	
17. SMOKE POINT MM MIN				53. WORK STABI				
18. SMOKE VOLAT INDEX MIN				54. WATER STAE	BILITY		<u> </u>	
19. ANILINE PT OF/ANILINE G				55. THICKENER			Ι	Ι
20. FLASH/FIRE POINT 0			 	56. THICKENER				1
21. CLOUD POINT OF MA			 	57, CORROSION 58, REMOVAL	PROTECTION			
22. POUR POINT OF MA 23. WATER REACT INTERFACE		 	 	59. APPARENT	VISC AT OF		+	+
	E RATING MAX	+	+	s. SHEAR RA			+	+
24. CARBON RESIDUE % WI MA		 	+		AM, MILLIPORE, MG/L	L. MAX	2.0	0,1
28. WATER & VOL MAX		 	 		ENESS OF FILTRATIO		+	
26. SEDIMENT % VOL MAX		†			city) FREE WATE		NONE	NON
REMARKS								
	ESTED ON GR			2 /		TITL	L, E	
18 June 71	ature	۔ ڪ	50	Jam Jam	es E. Lawton		Lab NOOI	C

7A FORM, 2017

EDITION OF 1 MAR 62, 15 OBSOLETE.

<u></u>	<u> </u>			D		,	
PETROLEUM PRODUCTS LABO		NAL YSI S	REPORT	N/A	LAB	8105	
PRODUCT NOMENCLATURE AND TYPE Turbine Fuel, Aviation	Grade, d	лР - Ц				* NO. MIL-T-56	24н
AMPLE SUBMITTED BY (Installation) THAAF				AMT PROD SAMP	A	RESENTS	
ANUFACTURER OR SUPPLIER OF PRODUCT				SOURCE OF SAME	LE (Tru	ck, Tank, Airc	relt, etc.
N/A CONTRACT	NO.		ITEM NO.	FSN	oint	#O	LE TAK
DUAL NC. BATCH NO.	FILL DA	TE	DLV	PDATE		31 BE	
AME AND LOCATION OF LABORATORY		L BULK STO	DRAGE -	OUTINE SURVEIL		31 Ma	y 71
959th QM DET PPL(M)	1	L PACKAGE IED PRODU		ROCUREMENT OR	IGIN	31 Ms	
APO 96238		ER EFFEC		PECIAL		DATE TEST	
TEST 1. GRAVITY PAPI/SP GR 609/609F TOP	SPEC/QUAL	RESULT		TEST		SPEC/QUAL	
a. MID			28. FSII % VOL	EDIMENT % VOL	TOP		
b, BOT c, AVG	1.5-57	CC R	4.		MID		
2. APPEARANCE/WORKMANSHIP	REPORT	55.8 C1/8r	b.		BOT	1 20 20	
S. COLOR VISUAL	REPORT	WW	 	E CONTAMINANT		.1015	•12
a. HELLIGE (Colorimeter)				ABILITY INCHES H			
b. ASTM MAX/SAYB MIN			4.	PREHEATER RA	TING		
C. SAYB AFTER HEAT MIN			31. SULFIDES (Ta				
S. DISTILLATION IBP OF	DEDODE	710		ROMETER INDEX M	IIN	ļ	
10 % REC . EVAPAT OF	REPORT		33. % ASH PLAIN/	SULF MAX		ļ	
b. % REC . EVAP AT 290°F	20 min	42	35. % PHOSPHORU	14		<u> </u>	
c. % REC - EVAP AT 370 OF	50 min	78	38. % CHLORINE	,,		 	
d. % REC . EVAP AT 1100°F	REPORT	87	37. BURNING TES	T (16 hrs)		 	
** \$ 200 PMPKHMHH 470 °F	REPORT 90 min		38. KIN CS/SSU A				
4. 7. LOSS	RE PORT	456	#. KIN CS/SSU	AT OF			
h. % RESIDUE	1.5	1.0	b. KIN CS/SSU	AT OF			
1. 103 + 803 EVAP OF MIN	1.5	1.0	c. KIN C\$/\$5U	AT OF			
B. ENGINE RATING O.N. MOTOR METHOD	 		d. SSF				
a. ON RESEARCH METHOD	 		. VISCOSITY I				
b. LMR AVIATION METHOD			40. PRECIPITATIO				
C. RMR SUPER CH METHOD			41. SEPARATION				
d. CETANE NUMBER/INDEX MIN			42. ACID NO/BASE				
7. RVP (PSI)	2.0-3.0	2.1	43. CHANNEL PT	OF MAX			
GUM EXISTENT MG/100 ML MAX GUM (Wash) MG/100 ML MAX	ļ		44. SAPONIFICATI	ON NO MAX			
GUM (Wash) MG/100 ML MAX GUM POTENTIAL MG/100 ML MAX			48. DIELECTRIC S	TRENGTH KV MIN			
PRECIPITATE MG/100 ML MAX	 		46. FOAM SEQ 1. M		B)		
. TEL/TML (ML/GM/GAL) MAX	 			AAX (TND/STAB)			
OXIDATION STABILITY MINUTES	 		47. PENETRATION	MAX (TND/STAB)			
DR TEST/MERC S% MAX			. PENETRATI		77°F		
SULFUR BY LAMP BOMB % MAX			48. DROP PT/MEL				
FREEZING PT OF			9. CORR AND OXI				
CORROSION COPPER STRIP			50. SWELLING SYN	RUBBER %			
OLEFINS % VOL MAX		!	11. LOW TEMP STA	BILITY			
SMOKE POINT MM MIN			32. SALT SPRAY T				
SMOKE VOLAT INDEX MIN			33. WORK STABILI				
ANILINE PT OF/ANILINE GRAV PROD MIN			34. WATER STABIL				
FLASH/FIRE POINT OF MIN			66. THICKENER C				
CLOUD POINT OF MAX			THICKENER CI				
POUR POINT OF MAX			S. REMOVAL				
WATER REACT INTERFACE RATING MAX			9. APPARENT VIS	CAT OF	-+		
A. VOLUME CHANGE MAX			A. SHEAR RATE	POISES			
CARBON RESIDUE % WT MAX			SO. SED CONTAM,			2.0	0.2
SEDIMENT & VOL MAX			1. EFFECTIVENES				
MARKS		6	2. OTHER (Specify,	FREE WATER		NONE	NONE
PRODUCT TESTED ON C	FRADE		<u> </u>		TITLE		
18 June 71 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1	7 / C	ula	James I	. Lawton		ab NCOIC	

THE OFFICE TO DALL

PETROLEUM PRODUCTS LABOR		ALYSIS I	REPORT	N/A	LAB	8106	
RODUCT NOMENCLATURE AND TYPE Turbine Fuel, Aviation	Grade.	JP-lı			SPEC	_{NO.} IL-T-5624	н
AMPLE SUBMITTED BY (Installation)	, drado,	<u> </u>		AMT PROD SAMPLE			**
THAAF ANUFACTURER OF SUPPLIER OF PRODUCT				N/A SOURCE OF SAMPLE			all, etc.)
AMPLE TAKEN BY (Name) CONTRACT I	١٥.		ITEM NO.	Point	#10	DATE SAMP	LE TAKE
N/A						31 Ma	71
UAL NO. BATCH NO.	FILL DA			RDATE		1	
IAME AND LOCATION OF LABORATORY		L BULK STO L Package		ROUTINE SURVEILLAN		DATE TEST	STARTE
959th QM DET PPL(M)	ļ—	ED PRODUC	_	PROCUREMENT		31 Ma	
APO 96238	,	ER EFFECT		PECIAL DEPOT		31 Ma	
TEST	SPEC/QUAL	RESULT		TEST		SPEC/QUAL	
1. GRAVITY PAPI/SP GR 609/809F TOP	ļ	ļ	27. WATER AND S	SEDIMENT & VOL MA			
a. MID	-		28. F311 % VOL	MII		t	
c. AVG	45-57	55.8	ь.	ВС			
2. APPEARANCE/WORKMANSHIP 3. COLOR VISUAL	REPORT	Cl/Br	 	AV		.1019	.1
a. HELLIGE (Colorimeter)	REPORT	4/11	 	ABILITY INCHES HG	3, 5 20		
Ď, ASTM MAX/SAYB MIN			a.	PREHEATER RAT	ING		
C. SAYB AFTER HEAT MIN			31. SULFIDES (T			ļ	
S. DISTILLATION IBP OF	REPORT	146	33. % ASH PLAIN	SULF MAX		 	
A. 10 % REC . EVAPAT OF	REPORT		34. % LEAD				
b. % REC . EVAP AT 290 OF	20 min		35. % PHOSPHOR	U S			
d. 7. REC - EVAPAT 370 °F	50 min	80	36. % CHLORINE 37. BURNING TE	ST (16 bre)		-	
. % rec **** 470° =	90 min		38. KIN C3/33U A				
1. % **** END POINT	REPORT	458	a. KIN CS/SSU	JAT OF			
h. % RESIDUE	1.5	1.0	b. KIN CS/35U			<u> </u>	
1. 10% + BOX EVAP OF MIN	1.,	1.00		rat or			
6. ENGINE RATING O.N. MOTOR METHOD			e. VISCOSITY				
b. LMR AVIATION METHOD	+		40. PRECIPITATI				
c. RMR SUPER CH METHOD			41. SEPARATION				
d. CETANE NUMBER/INDEX MIN 7. RVP (PSI)			42. ACID NO/BAS				
8. GUM EXISTENT MG/100 ML MAX	2.0-3.0	2.2	43. CHANNEL PT				
GUM (Wash) MG/100 ML MAX				STRENGTH KV MIN			
GUM POTENTIAL MG/100 ML MAX				MLS MAX (TND/STAB			
PRECIPITATE MG/100 ML MAX 9. TEL/TML (ML/GM/GAL) MAX				MAX (TND/STAB)			
10. OXIDATION STABILITY MINUTES	 		47. PENETRATIO		77°F		
1. DR TEST/MERC ST MAX			a. PENETRAT	TON WORKED	77°F		
2. SULFUR BY LAMP BOMB 5 MAX 3. FREEZING PT OF	-		48. DROP PT/ME				
4. CORROSION COPPER STRIP			49. CORR AND OX			 	
8. AROMATICS % YOL MAX			51. LOW TEMP ST				
6. OLEFINS % VOL MAX 7. SMOKE POINT MM MIN			52. SALT SPRAY				
8. SMOKE VOLAT INDEX MIN	 		53. WORK STABIL 54. WATER STABI			 	
9. ANILINE PT OF/ANILINE GRAV PROD MIN			55. THICKENER				
0. FLASH/FIRE POINT OF MIN	ļ		56. THICKENER				
2. POUR POINT OF MAX			57, CORROSION P	PROTECTION		 	
3. WATER REACT INTERFACE RATING MAX			59. APPARENT V	ISC AT OF			
. VOLUME CHANGE MAX			a. SHEAR RAT				A =
S. WATER & VOL MAX	 			ESS OF FILTRATION	MAX	2.3	0.2
6. SEDIMENT 3 VOL MAX				(y) FREE WATER		NONE	NONE
PRODUCT TESTED ON GRA	DE	.a					
18 June 71 SIGNATURE A FORM 2077	EDITION OF	DIL	1/2	s E. Lawton	TITL	Lab NCOI) ———

192 millim A. W. W.

PETROLEUM PRODUCT			ALYSIS R	EPORT	SAMPLE NO.	8107 ·		
PRODUCT NOMENCLATURE AND TO						SPEC		ol.11
Turbine Fuel, Av.	1ation (race, J	-4		AMT PROD SAMPL	E REPRE	SENTS	24 n
THAAF						/A		· · · · · · · · · · · · · · · · · · ·
ANUFACTURER OR SUPPLIER OF	PRODUCT				AC-23 Tal		t, Tank, Aircr	att, etc.)
AMPLE TAKEN BY (Name) CI	ONTRACT	0.		ITEM NO.	FSN		31 May	
UAL NO. BATCH NO	•	FILL DA	TE	DLV	RDATE		DATE SAMPL	
		FUEL	BULK STO		ROUTINE SURVEIL		31 May	
AME AND LOCATION OF LABORAT		1—	PACKAGE		PROCUREMENT OR	IGIN		
959th QM DET PP	L(M)	1	ED PRODUC Er effect		PROCUREMENT Special		31 May	COMPL
APO 96238				CONTRACT			31 May	
TEST		SPEC/QUAL			TEST		SPEC/QUAL	RESULT
1. GRAVITY PAPI/SP GR 600/600F	TOP			27. WATER AND	SEDIMENT & VOL	MAX		
•.	MID			28. FSII % VOL		TOP		
ь,	вот			<u>.</u>		BOT		
2. APPEARANCE/WORKMANSHIP	AVG	L5-57 REPORT	56.0 C1/Br	ь.		AVG	.1015	.11
3. COLOR VISUAL		REPORT	WW		TE CONTAMINANT			
a. HELLIGE (Colorimeter)		I OIG		30. THERMAL S	TABILITY INCHES	на		
5. ASTM MAX/SAYB MIN				a .	PREHEATER R	ATING		ļ
C. SAYB AFTER HEAT MIN					ank Water BTMS)			
4. ODOR			317	ļ	AROMETER INDEX	MIN		
	0 F	REPORT		33. % ASH PLAN	N/SULF MAX			
6. 10 % REC . EVAP AT		REPORT 20 min		38. % PHOSPHO	PU14			
	7 290°F	50 min	79	36. % CHLORINE				
	1,000	REPORT	88	37. BURNING TE				
" & rec ####### 1,70		90 min		38. KIN C3/35U	AT °F			
/ WRESOMOFER END		REPORT	460	a, KIN CS/SS	UAT OF			
4. % LOSS	max	1.5	1.0	b. KIN C3/35	UAT OF			
h. % RESIDUE	max	1.5	1.0	c. KIN C\$/\$\$				ļ
1. 103 + 803 EVAP OF MIN		ļ		 	FAT %		ļ	
8. ENGINE RATING O.N. MOTOR M	ETHOD		ļ	9. VISCOSIT			 	
b. LMR AVIATION METHOD		 	<u> </u>	40. PRECIPITAT			 	
c. RMR SUPER CH METHOD				41. SEPARATIO	N % MAX	******		1
d. CETANE NUMBER/INDEX MIN				42. ACID NO/BA	SE NO MAX			
7. RVP (PSI)		2.0-3.0	2.1	43. CHANNEL P			ļ	ļ
8. GUM EXISTENT MG/100 ML MAX		 		44. SAPONIFICA			ļ	
GUM (Wash) MG/100 ML MA)		 			STRENGTH KV MI . MLS MAX (TND/S		 	
PRECIPITATE MG/100 ML MAX		 	 		S MAX (TND/STAB			
9. TEL/TML (ML/GM/GAL) MAX		†		b. \$EQ 3. ML	S MAX (TND/STAB)		
10. OXIDATION STABILITY MINUTE	5			47. PENETRATI	ON UNWORKED	77°F		
11. DR TEST/MERC 5% MAX					TION WORKED	77°F	<u> </u>	
12. SULFUR BY LAMP BOMB % MAX	(ļ		48. DROP PT/M		MIN	ļ	
13. FREEZING PT OF		-	ļ	 	OXIDATION STAB		 	
14. CORROSION COPPER STRIP		_	 	50. SWELLING S			 	+
16. OLEFINS % VOL MAX		 		52. SALT SPRA			 	
17. SMOKE POINT MM MIN		 		53. WORK STAB			†	1
18. SMOKE VOLAT INDEX MIN				54. WATER STA	BILITY			
19. ANILINE PT OF/ANILINE GRAV	V PROD MIN			55. THICKENER	TYPE			
20. FLASH/FIRE POINT OF N	AI N	-		88. THICKENE			-	ļ
21. CLOUD POINT OF MAX			 	57. CORROSION	PROTECTION		-	
22, POUR POINT OF MAX 23, WATER REACT INTERFACE RA	A TING WAY	 	 	58. REMOVAL	VISC AT 0	F	+	
a. VOLUME CHAN		+	 		ATE POISES		 	
24. CARBON RESIDUE % WT MAX		 	1		AM. MILLIPORE, M	G/L, MAX	2,0	0.9
28. WATER " VOL MAX		1		61. EFFECTIVE	ENESS OF FILTRAT	rion	1	
28. SEDIMENT % VOL MAX					city) FREE WA		NONE	NON
PRODUCT TESTED	ON GRAD	E						
DATE FORWARDED SIGNATUR	an L		- Paris	Jam	es E. Sawton	TITI	Lab NCC	TC

CORTOTAL LIST ONLY

TEST 1. GRAVITY PAPI/SP GR 600 a. b. c. 2. APPEARANCE/WORKMAN 3. COLOR b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 5. DISTILLATION 6. 10 6. 7. REC. EV c. 7. REC. EV	(TM 10-1105 AND TYPE AVIATOR GRAD Allation) ER OF PRODUCT CONTRACT NO CH NO. BORATORY ET PPL(M) P/600F TOP MID BOT AVG		BULK STO PACKAGEE ED PRODUC ER EFFECT	ITEM NO. DLV RAGE 7	AMPLENO. N/A AMT PROD SAMPLE N// SOURCE OF SAMPL FOR FOR FOR ROATE ROUTINE SURVEILL PROCUREMENT ORIG	MI MI E REPRE A LE (Truck	L-T-5624 SENTS C, Tank, Aircra DATE SAMPL 31 May	E TAKEN
Turbine Fuel A AMPLE SUBMITTED BY (Insta THAAF ANUFACTURER OR SUPPLIE AMPLE TAKEN BY (Name) N/A UAL NO. BATC BATC APO 96238 TEST 1. GRAVITY PAPI/SP GR 600 6. b. c. 2. APPEARANCE/WORKMAN 3. COLOR WI. 4. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 5. DISTILLATION 18 10 7/ REC. EV 16. 7/ REC. EV	CONTRACT NO CH NO. BORATORY ET PPL(M) P/600F TOP MID BOT AVG	FILL DA' FUEL FUEL ALL! FUEL OUAL	BULK STO	DLV RAGE 7	SOURCE OF SAMPLE FOR	MI E REPRE A LE (Truck int #9	L-T-5624 SENTS C, Tank, Aircra DATE SAMPL 31 May	E TAKEN
THAAF ANUFACTUPER OR SUPPLIE AMPLE TAKEN BY (Name) N/A UAL NO. BATT AME AND LOCATION OF LA 959th QM DI APO 96238 TEST 1. GRAVITY PAPI/3P GR 600 a. b. c. 2. APPEARANCE/WORKMAN 3. COLOR WI b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR B. DISTILLATION B. DISTILLATION B. TREC. EV. d. 7, REC. EV.	CONTRACT NO CH NO. BORATORY ET PPL(M) P/60°F TOP MID BOT AVG	FILL DA' FUEL	BULK STO	DLV RAGE 7	SOURCE OF SAMPLE FOR	A E (Truck int #9	Tank, Aircra DATE SAMPL DATE SAMPL	E TAKEN
ANUFACTUPER OR SUPPLIE AMPLE TAKEN BY (Name) N/A UAL NO. BATT 959th QM DI APO 96238 TEST 1. GRAVITY PAPI/SP GR 600 a. b. c. 2. APPEARANCE/WORKMAN 3. COLOR will a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR B. DISTILLATION B. DISTILLATION C. YREC. EV d. 7, REC. EV d. 7, REC. EV d. 7, REC. EV d. 7, REC. EV	CONTRACT NO CH NO. BORATORY ET PPL(M) P/600F TOP MID BOT AVG	FILL DAT	BULK STO	DLV RAGE 7	SOURCE OF SAMPL POT	E (Truck int #9	DATE SAMPL 31 May	E TAKEN
AMPLE TAKEN BY (Name) N/A UAL NO. BATT AME AND LOCATION OF LA 959th QM DI APO 96238 TEST 1. GRAVITY PAPI/SP GR 600 6. b. c. 2. APPEARANCE/WORKMAN 3. COLOR WI 6. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 5. DISTILLATION 6. DISTILLATION 6. TO PREC. EV 16. 7, REC. EV	CONTRACT NO CH NO. BORATORY ET PPL(M) P/600F TOP MID BOT AVG	FILL DAT	BULK STO	DLV RAGE 7	FOO	int #9	DATE SAMPL 31 May	E TAKEN
N/A JAL NO. AME AND LOCATION OF LA 959th QM DI APO 96238 TEST 1. GRAVITY PAPI/SP GR 600 6. 6. 7. 2. APPEARANCE/WORKMAN 3. COLOR WI 6. HELLIGE (Colorimeter) 6. ASTM MAX/SAYB MIN C. SAYB AFTER HEAT MIN 4. ODOR 5. DISTILLATION 6. 10 7. REC. 8. 7. REC. 8. 4. 4. 7. REC. 8. 9. 10 11 12 13 14 15 16 17 17 18 18 19 19 19 19 19 19 19 19	BORATORY ET PPL(M) P/60°F TOP MID BOT AVG	FILL DAT	BULK STO	DLV RAGE 7	R DATE	ANCE	31 May	71
AME AND LOCATION OF LA 959th QM DI APO 96238 TEST 1. GRAVITY PAPI/3P GR 600 a. b. c. 2. APPEARANCE/WORKMAN 3. COLOR vi a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR B. DISTILLATION 1B a. 10 7. REC. EV d. 7. REC. EV d. 7. REC. EV	BORATORY ET PPL(M) P/60°F TOP MID BOT AVG	FUEL FUEL ALLII FILTI	BULK STO	T3 '	OUTINE SURVEILL	ANCE		FRFC 1
959th QM DI APO 96238 TEST 1. GRAVITY PAPI/SP GR 600 e. b. c. 2. APPEARANCE/WORKMAN 3. COLOR VI a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 6. DISTILLATION 1B 6. 10 7. REC . EV b. 7. REC . EV c. 7. REC . EV d. 7. REC . EV	ET PPL(M) P/60°F TOP MID BOT AVG	FUEL ALLII FILTI	PACKAGED ED PRODUC ER EFFECT	73 -			31 May	_
TEST 1. GRAVITY PAPI/SP GR 600 4. b. c. 2. APPEARANCE/WORKMAN 3. COLOR VI 6. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 8. DISTILLATION IB 4. 10 7. REC . EV b. 7. REC . EV d. 7. REC . EV	P/60°F TOP MID BOT AVG	FILT	ER EFFECT	-			DATE TESTS	
TEST 1. GRAVITY PAPI/SP GR 600 6. b. c. 2. APPEARANCE/WORKMAN 3. COLOR VI 6. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 8. DISTILLATION 1B 6. 10 7. REC . EV b. 7. REC . EV c. 7. REC . EV d. 7. REC . EV	MID BOT AVG	OUAL		IVENESS	ROCUREMENT	ļ	31 May	
1. GRAVITY PAPI/SP GR 600 a. b. c. 2. APPEARANCE/WORKMAN 3. COLOR vi a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 5. DISTILLATION 18 10 7. REC. EV c. 7. REC. EV id. 7. REC. EV	MID BOT AVG				PECIAL DEPOT		31 M <i>ay</i>	_
a. b. c. 2. APPEARANCE/WORKMAN 3. COLOR VI a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR b. DISTILLATION 1B 6. 10 % REC. EV b. 7. REC. EV c. 7. REC. EV	MID BOT AVG		RESULT		TEST		SPEC/QUAL	RESULT
c. 2. APPEARANCE/WORKMAN 3. COLOR VI 6. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 5. DISTILLATION IB 6. 10 % REC. EV c. % REC. EV d. % REC. EV	BOT AVG SHIP			27. WATER AND 28. FSII % VOL	SEDIMENT % VOL N	TOP		
2. APPEARANCE/WORKMAN 3. COLOR VI a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 8. DISTILLATION 1B 6. 10 % REC - EV b. % REC - EV d. % REC - EV	ЗНІР			4.		MID		
3. COLOR VI a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR 8. DISTILLATION IB 4. 10 % REC - EV b. % REC - EV c. % REC - EV d. % REC - EV		45-57	56.0	ь,		BOT	30.35	- 10
a. HELLIGE (Colorimeter) b. ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN 4. ODOR B. DISTILLATION 1B e. 10 % REC - EV b. % REC - EV c. % REC - EV d. % REC - EV	SUAL	REPORT	Cl/Br	c.	TE CONTAMINANT	AVG	.1015	.12
c. SAYB AFTER HEAT MIN 4. ODOR 8. DISTILLATION 18 4. 10 7. REC . EV b. 7. REC . EV c. 7. REC . EV		REPORT	W/W_		ABILITY INCHES H			
4. ODOR 8. DISTILLATION 18 4. 10 7, REC . EV 6. 7, REC . EV c. 7, REC . EV d. 7, REC . EV				A.	PREHEATER RA	TING		
8. DISTILLATION 1B 4. 10 7. REC . EV b. 7. REC . EV c. 7. REC . EV d. 7. REC . EV	N			SI. SULFIDES (7		4151		
e. 10 % REC . EV b. % REC . EV c. % REC . EV d. % REC . EV	P 0F	REPORT	11/2	33. % ASH PLAN	ROMETER INDEX M	IIN		
b. 7, REC - EV c. 7, REC - EV d. 7, REC - EV	VAPAT OF	REPORT	218	34. % LEAD				
d. % REC . EV	VAP AT 290F	20 min	44	38. % PHOSPHO	RUS			
	VAP AT 370°F	50 min	78	36. % CHLORINE 37. BURNING TE				
	170 °F	PE PORT	87	38. KIN CS/SSU				
1. 7 KNOCP非常常领		REPORT		a, KIN C5/55	UAT °F			
1. 7. LOSS	max	1.5	1,0	b. KIN C3/55			ļ	
h. % RESIDUE	*F MIN	1.5	1,0	c. KIN CS/SS	FAT OF		ļ	
8. ENGINE RATING O.N. MO				. VISCOSIT				
a. ON RESEARCH METHOD				39. EVAP LOSS				
b. LMR AVIATION METHO			ļ	40. PRECIPITAT			 	
d. CETANE NUMBER/INDE				42. ACID NO/BA			†	
7. RVP (PSI)		2.0-3.0	2.2	43. CHANNEL P	T OF MAX			
B. GUM EXISTENT MG/100 M				44. SAPONIFICA				ļ
GUM (Wash) MG/100 N			 		STRENGTH KV MIN . MLS MAX (TND/ST		 	
PRECIPITATE MG/100 ML					S MAX (TND/STAB)		1	
9. TEL/TML (ML/GM/GAL)					S MAX (TND/STAB)			
10. OXIDATION STABILITY M					ON UNWORKED	77°F		
11. DR TEST/MERC 5 % MAX 12. SULFUR BY LAMP BOMB			 	48. DROP PT/M	ELT PT OF N	77°F	 	
	0F		 	·	OXIDATION STAB		 	
14. CORROSION COPPER STR	RIP			BO. SWELLING S	YN RUBBER %			
15. AROMATICS % VOL MAX				51. LOW TEMP			-	ļ
16. OLEFINS % VOL MAX			 	52. SALT SPRA			-	
18. SMOKE VOLAT INDEX MI	N		<u> </u>	54. WATER STA				†
19. ANILINE PT OF/ANILINE				58. THICKENER				
20. FLASH/FIRE POINT	°F MIN	ļ		SS. THICKENE			 	
	MAX		 	57. CORROSION 58. REMOVAL	FROISCHON		 	
23. WATER REACT INTERFA				59. APPARENT	VISC AT 0;	-		
	E CHANGE MAX			a, SHEAR R			+	1
24. CARBON RESIDUE % WT	MAX	 	 		ENESS OF FILTRATI		2.0	0.3
26. WATER % VOL MAX 26. SEDIMENT % VOL MAX			+		city) FREE, WAT		NONE	NONE
REMARKS	TESTED ON G	RADE						
18 June 71			0					

EDITION OF 1 MAR 62. IS OBSOLETE.

JR.	
ABORATORY ANALYSIS REPORT	SAME

PETROLEUM PRO	DUCTS LABORA 011-01 TM		ALYSIS R	EPORT	N/A		8103	
RODUCT NOMENCLATURE A	ND TYPE				1	SPEC		
Turbine Fuel, A	viation Grad	е ЈР-4			AMT PROD SAMPLE		L-T-56241	н
AMPLE SUBMITTED BY (Ineta	elletion)				N/A			
IANUFACTURER OR SUPPLIE	R OF PRODUCT			-	SOURCE OF SAMPLE		l:, Tank, Aircr	eft, etc.)
SAMPLE TAKEN BY (Name)	CONTRACT NO			ITEM NO.	FSN	<i>π</i> =	DATE SAMPL	E TAKEN
n/a							31 May	
DUAL NO. BAT	CH NO.	FILL DA			ROATE	31 May 71		
HAME AND LOCATION OF LA	BORATORY		. BULK \$TO . Packagei		PROCUREMENT ORIGI		DATE TESTS	STARTED
959th QM DET		_	ED PRODUC		PROCUREMENT		31 May	71
APO 96238	(,		ER EFFECT		PECIAL		DATE TESTS	
				CONTRACT C	TEST		31 May	
TEST		SPEC/QUAL	RESULT	27 WATER AND	SEDIMENT & VOL MA		SPEC/ GOAL	REJUCT
4.	MID			28. F311 % VOL	тс			
δ.	вот			a .	1/1	D		
с.	AVG	115-57	55.8	ь.		0 T	1 35 35	7.0
2. APPEARANCE/WORKMAN		REPORT		c.	TE CONTAMINANT M	V G	.11015	.12
a, HELLIGE (Colorimeter)	SUAL	REPORT	W/W_		ABILITY INCHES HG	- 5, G AL		
b. ASTM MAX/SAYB MIN				a .	PREHEATER RAT	ING		
C. SAYB AFTER HEAT MI	N			31. SULFIDES (T				
4. ODOR					ROMETER INDEX MIN	1		
8. DISTILLATION 18		REPORT	139	33. % ASH PLAIN	I/SULF MAX			
V	AP AT 290°F	REPORT 20 min	215 42	35. % PHOSPHOR	IUS			
	/AP AT 370 °F	50 min	77	36. % CHLORINE				
.d. 7. REC - EV	AP AT JOOP	REPORT	84	37. BURNING TE	ST (16 hre)			
·% rec HHHHHHHHHH	*470 °r	90 min		38. KIN CS/SSU A				
1. 株式芸芸芸芸研究 を 4. % LOSS	END POINT	REPORT	1,58	a. KIN CS/SSU				ļ
h. % RESIDUE	max	1.5	1.0	b. KIN C3/350				
	OF MIN	1.2	1.0		FAT OF			
6. ENGINE RATING O.N. MO	TOR METHOD			. VISCOSITY	INDEX MIN			
b. LMR AVIATION METHOD				39. EVAP LOSS 7			}	
c. RMR SUPER CH METHO				41. SEPARATION			<u> </u>	
d. CETANE NUMBER/INDE				42. ACID NO/BA				
7. RYP (PSI)		2.0-3.0	2.2	43. CHANNEL PI	T OF MAX			
8. GUM EXISTENT MG/100 M				44. SAPONIFICA			 	
GUM (Wash) MG/100 N				 	STRENGTH KV MIN MLS MAX (TND/STA)	R)	 	
PRECIPITATE MG/100 ML					S MAX (TND/STAB)		†	
9. TEL/TML (ML/GM/GAL) N	A A X			b. SEQ 3. ML	S MAX (TND/STAB)			
10. OXIDATION STABILITY M	INUTES			47. PENETRATIO	ON UNWORKED	77°F		
11. DR TEST/MERC 5 % MAX 12. SULFUR BY LAMP BOMB				a. PENETRA		77°F	<u> </u>	
13. FREEZING PT				49. CORR AND O		<u> </u>	 	
14. CORROSION COPPER STR	IIP			50. SWELLING SY				
15. AROMATICS % VOL MAX				51. LOW TEMP S	TABILITY			
16. OLEFINS % VOL MAX				52. SALT SPRAY			1	
17. SMOKE POINT MM MIN 18. SMOKE VOLAT INDEX MIN				83. WORK STABI			 	
18. SMOKE VOLAT INDEX MIN				54. WATER STAE			 	
20. FLASH/FIRE POINT			 	56. THICKENER			 	İ
21. CLOUD POINT OF N	MAX			57. CORROSION	PROTECTION			
22. POUR POINT OF				58. REMOVAL			1	
23. WATER REACT INTERFA			ļ	59. APPARENT			+	
24. CATRON RESIDUE T NT N	CHANGE MAX			60. SED CONTA	M, MILLIPORE, MG/L	., MAX	2.0	0.1
25. WATER % VOL MAX			 		NESS OF FILTRATIO		 	
26. SEDIMENT % VOL MAX					Hy) FREE WATER		NONE	NONE
REMARKS								
PROD	UCT TESTED C	N GRADE						
				•				
DATE FORWARDED SIG	ATURE	- 3	10/	7		TITL		
18 June 71	amia		11/1	James James	s E. Lawton		Lab NCO	IC
DA FORM 2077			1 445 03 1	S OBSOLETE.	21		245 1100	

DRA				CN A			
PETROLEUM PRODUCTS LABOR		ALYSIS R	EPORT	SAMPLE NO. N/A	LAB REP		
Turbine Fuel, Aviation (rade, JI	P-4			SPEC NO.	-T - 562l	щ
AMPLE SUBMITTED BY (Installation) THAAF				AMT PROD SAMPLE			
ANUFACTURER OR SUPPLIER OF PRODUCT				SOURCE OF SAMPLE	ilt, otc.)		
AMPLE TAKEN BY (Name) CONTRACT NO	o.		ITEM NO.	FSN DATE SAM			_
N/A UAL NO. BATCH NO.	FILL DA	TE	DLVF	DATE	DA.	31 May	EREC
AME AND LOCATION OF LABORATORY		BULK STO		OUTINE SURVEILLA	NCE DA	31 May	71 STARTED
959th QM Det PPL(M)		. PACKAGEO ED PRODUC		ROCUREMENT		31 May	
APO 96238		ER EFFECT	-	PECIAL DEPOT	i i	TE TESTS	
TEST	SPEC/QUAL			TEST	SPE	C/QUAL	RESULT
1. GRAVITY PAPI/SP GR 600/600F TOP			27. WATER AND 5	SEDIMENT % VOL MA			
b, MID			A.	м			
c. AVG		55.6	ь.		от	0 10	
2. APPEARANCE/WORKMANSHIP 3. COLOR VISUAL		Cl/Br	C.	E CONTAMINANT M		015	•11
a. HELLIGE (Colorimeter)	REPORT	M/M		ABILITY INCHES HG	37.0.24		
b. ASTM MAX/SAYB MIN				PREHEATER RAT	TING		
C. SAYB AFTER HEAT MIN			31. SULFIDES (T				
4. ODOR 8. DISTILLATION IRP OF	DEDO DO	71.6		ROMETER INDEX MIN	4		
a. 10 % REC . EVAPAT OF	REPORT REPORT	148 220	33. % ASH PLAIN	/BULF MAX			
b. % REC - EVAP AT 290 F	20 min	h2	38. % PHOSPHOR	U S			
c. % REC - EVAP AT 370 °F	50 min	80	36. % CHLORINE				
d. % REC . EVAPAT 11000F	REPORT	88	37. BURNING TE	ST (16 hra)			
•. % rec гимини на 470 о _г	90 min		38. KIN CS/55U A	T 0F			
/· ######## END POINT	REPORT	<u>458</u>	a. KIN C5/331				
h. 7. RESIDUE	1.5	1.0	b. KIN C3/350				
1. 10% + 80% EVAP OF MIN	1.5	1.0	c. KIN CS/SSU d. SSI	FAT OF			
6. ENGINE RATING O.N. MOTOR METHOD			e. VISCOSITY	INDEX MIN			
a. ON RESEARCH METHOD			39. EVAP LOSS 7	MAX			
b. LMR AVIATION METHOD			40. PRECIPITAT				
d. CETANE NUMBER/INDEX MIN			41. SEPARATION				
7. RVP (PSI)	2.0-3.0	2,2	43. CHANNEL PT				
8. GUM EXISTENT MG/100 ML MAX			44. SAPONIFICA				
GUM (Wash) MG/100 ML MAX			45. DIELECTRIC	STRENGTH KV MIN			
GUM POTENTIAL MG/100 ML MAX	ļ			MLS MAX (TND/STA	B)		
PRECIPITATE MG/100 ML MAX 9. TEL/TML (ML/GM/GAL) MAX			 	MAX (TND/STAB)			
C. OXIDATION STABILITY MINUTES			47. PENETRATIO	MAX (TND/STAB)	77°F		
1. DR TEST/MERC ST MAX	 		ļ		77°F		
2. SULFUR BY LAMP BOMB % MAX				LT PT OF MIN			
3. FREEZING PT OF			49. CORR AND O	XIDATION STAB			
4. CORROSION COPPER STRIP			50. SWELLING SY				
S. AROMATICS T. VOL MAX			51. LOW TEMP S				
6. OLEFINS % VOL MAX 7. SMOKE POINT MM MIN			52. SALT SPRAY				ļ
8. SMOKE VOLAT INDEX MIN			54. WATER STAR				
9. ANILINE PT PF/ANILINE GRAV PROD MIN		 	55. THICKENER				
0. FLASH/FIRE POINT OF MIN			56. THICKENER	CONTENT %			
11.CLOUD POINT OF MAX			57. CORROSION	PROTECTION			
2. POUR POINT OF MAX	ļ	ļ	58, REMOVAL				
3. WATER REACT INTERFACE RATING MAX 4. VOLUME CHANGE MAX			59. APPARENT				
4. CARBON RESIDUE % WT MAX		 	60. SED CONTA	TE POISES M. MILLIPORE, MG/L	MA X	2.0	1.2
IS. WATER % VOL MAY	 	†	 	SESS OF FILTRATION		2.0	104
6. SEDIMENT % VOL MAX				(ty) FREE WATE		NONE	NONE
PRODUCT TESTED ON GRAI		. ~			TITLE		
18 Hune 71 77776	(c) -	aut?	James	E. Lawton	Lal	b NCOI	;

DA 150RM 2077

OF I MAP to 15 COSSUETE.

PETROLEUM PRODUCTS LABOR		AALYSIS I	REPORT	N/A	LABR	8111	
PRODUCT NOMENCLATURE AND TYPE		• D I			SPEC		ol. W
Turbine Fuel, Aviation	Grade,) P-4		AMT PROD SAMPLE		MIL-T-56	-24н
THAAF				50,0			
MANUFACTURER OR SUPPLIER OF PRODUCT				SOURCE OF SAMPLE		t, Tank, Aircr	elt, etc.)
NA NA CONTRACT N	10.		ITEM NO.	FSN		DATE SAMPI	
QUAL NO. BATCH NO.	FILL DA	TE	DLV	RDATE		DATE SAMPL	
	FUE	L BULK STO	RAGEF	SOUTINE SURVEILLAN		31 May	
IAME AND LOCATION OF LABORATORY	1	L PACKAGE		PROCUREMENT ORIGI	N	DATE TESTS	
959th DM DET PPL(M)		ER EFFECT		PROCUREMENT Special	ŀ	DATE TESTS	
APO 96238	1			DEPOT	İ	31 May	
TEST	SPEC/QUAL	RESULT		TEST		SPEC/QUAL	RESULT
1. GRAVITY PAPI/SP GR 600/600F TOP	-			SEDIMENT % VOL MA			
b. BOT	 		28. F511 % VOL	T O			
c. Avg	45-57	56.0	1 '	B (+		· · · · · · · · · · · · · · · · · · ·
2. APPEARANCE/WORKMANSHIP		Cl/Br	c.		/ G	•10- 15	.12
S. COLOR VISUAL	REPORT	W/W	29. PARTICULAT	FE CONTAMINANT MG	S/GAL		
a. HELLIGE (Colorimeter)	-		30. THERMAL ST	ABILITY INCHES HG			
b, ASTM MAX/SAYB MIN c. SAYB AFTER HEAT MIN	ļ	ļ	A. 31. SULFIDES (T	PREHEATER RAT	ING		
4. ODOR		 	<u> </u>	ROMETER INDEX MIN			
5. DISTILLATION IBP OF	REPORT	142	33. % ASH PLAIN				
A. 10 % REC . EVAPAT OF	REPORT		34. % LEAD				
b. % REC . EVAP AT 200 F	20 min		35. % PHOSPHOR	U S			
c. % REC - EVAPAT 370°F	50 min		36. % CHLORINE				
. % rec - EVAP AT 100 F	REPORT 90 min	87	37. BURNING TES 38. KIN CS/SSU A				
1. 7. RECEIVED FOINT		r 458	#. KIN C5/55L				
e. 7. Loss max	1.5	1,0	b. KIN CS/SSU	JAT OF			
1. 103 + 803 EVAP OF MIN	1.5	1.0	c. KIN C5/55U				
6. ENGINE RATING O.N. MOTOR METHOD			d. SSF	FAT OF			
A. ON RESEARCH METHOD			39. EVAP LOSS %				
b. LMR AVIATION METHOD			40. PRECIPITATI				
C. RMR SUPER CH METHOD			41. SEPARATION				
d. CETANE NUMBER/INDEX MIN 7. RVP (PSI)	2.0-3.0	2.2	42. ACID NO/BAS				
8. GUM EXISTENT MG/100 ML MAX	2.0-5.0	2.2	43. CHANNEL PT 44. SAPONIFICAT				
GUM (Wash) MG/100 ML MAX				STRENGTH KV MIN			
GUM POTENTIAL MG/100 ML MAX				MLS MAX (TND/STAB))		
PRECIPITATE MG/100 ML MAY			a. SEQ 2. MLS	MAX (TND/STAB)			
9. TEL/TML (ML/GM/GAL) MAX 0. OXIDATION STABILITY MINUTES				MAX (TND/STAB)			
I. DR TEST/MERC ST MAX				N UNWORKED 7			
2. SULFUR BY LAMP BOMB % MAX			48. DROP PT/MEL		70F		
3. FREEZING PT OF			49. CORR AND OX		_		
4. CORROSION COPPER STRIP			50. SWELLING SY	N RUBBER %			
S. AROMATICS % VOL MAX S. OLEFINS % VOL MAX			51. LOW TEMP ST				
7. SMOKE POINT MM MIN			52. SALT SPRAY				
8. SMOKE VOLAT INDEX MIN			53. WORK STABIL	·			
. ANILINE PT OF/ANILINE GRAV PROD MIN			55. THICKENER T				
O. FLASH/FIRE POINT OF MIN			56. THICKENER				
1. CLOUD POINT OF MAX			57. CORROSION P	ROTECTION			
2. POUR POINT OF MAX 3. WATER REACT INTERFACE RATING MAX			58. REMOVAL				
A. VOLUME CHANGE MAX			59. APPARENT V		\rightarrow		
4. CARBON PESICLE T WT HAX			60. SED CONTAM	E POISES	MAX	2.0	0.7
S. WATER & VOL MAX				ESS OF FILTRATION	+		
6. SEDIMENT % VOL MAX EMARKS				(y) FREE WATER	2	NONE	NONE
PRODUCT TESTED ON GRA	-	.,			TITLE		
18 June 71 SIGNATURE		1/2/2-	James I	E. Lawton	L	ab NCOIC	

DA 1 NOV 67 2077

ELITION OF I MARKY, IS CHARLETE.

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PETROLEUM PRODUCTS	LABORA	TORY AN	ALYSIS R	EPORT	N/A	LABR	8109	
ODUCT NOMENCLATURE AND TYP	(TM 10-1105)				17.72	SPECH	10.	
Turbine Fuel, Avi	Lation G	rade, J	P-4		AMT PROD SAMPL	MI	<u> L-т-562Ш</u>	H
APLE SUBMITTED BY (Installation)					AMT PROD SAMPL	N/A	3EN 13	
THAAF	RODUCT				SOURCE OF SAMP	LE (Truck	, Tank, Aircre	elt, etc.)
NOPACTORER ON SOVEET					Flight	Line	DATE SAMPL	
MPLE TAKEN BY (Name) CON	TRACT NO.			ITEM NO.	FSN		31 May	
N/A				1			DATE SAMPL	E REC
AL NO. BATCH NO.		FILL DA			ROUTINE SURVEILL			
<u> </u>		_	BULK STO		PROCUREMENT ORI	GIN	31 May	STARTE
ME AND LOCATION OF LABORATO			PACKAGED ED PRODUC		PROCUREMENT		31 May	
APO 96238	111(11)		ER EFFECT		SPECIAL		DATE TESTS	
A 10 90230		QUAL	IFICATION	CONTRACT			31 May	
TEST	5	PEC/QUAL	RESULT		TEST		SPEC/QUAL	RESULT
. GRAVITY PAPI/SP GR 609/609F T	OP				SEDIMENT % VOL	TOP		
<u> </u>	AID.			28. FSH % VOL		MID		
5 .	AVG	<u> հ</u> 5-57	55.9	ь.		вот		
. APPEARANCE/WORKMANSHIP		REPORT	Cl/Br	c.		AVG	.1015	.12
L COLOR VISUAL		REPORT	WW	29. PARTICULA	TE CONTAMINANT	MGS/GAL		
a, HELLIGE (Colorimeter)				30. THERMAL S	TABILITY INCHES			
D. ASTM MAX/SAYB MIN				•	PREHEATER R	ATING	 	
C. SAYB AFTER HEAT MIN					Tank Water BTMS)	MIN		
4. ODOR		500.0	710	33. % ASH PLAI	AROMETER INDEX			
8. DISTILLATION IBP O		REPORT		34. % LEAD				
b. % REC . EVAP AT		REPORT 20 min	40	35. % PHOSPHO	RUS			
c. 7. REC . EVAPAT		50 min	78	36. % CHLORIN	E			<u> </u>
d. 7. REC . EVAP AT	1,00°F			37. BURNING T	EST (16 hr#)			
. % rec - 170	°F	PE PORT		38. KIN C3/35U			ļ	
/. % ## ##### END]		REPORT		a. KIN C5/5			 	
g. 7. LOSS	max	1.5	1.0	b, KIN C3/3			 	
h. % RESIDUE	max	1.5	1.0	c. KIN CS/S	SFAT OF		 	1
1. 103 + 503 EVAP OF MIN 6. ENGINE RATING O.N. MOTOR ME	ETHOD				TY INDEX MIN			
A. ON RESEARCH METHOD				39. EVAP LOSS	3 MAX			ļ
b. LMR AVIATION METHOD				40. PRECIPITA	TION NO MAX			
C. RMR SUPER CH METHOD				41. SEPARATIO			 	-
d. CETANÉ NUMBER/INDEX MIN		2 2 2 0	2.1	42. ACID NO/B			+	
7. RVP (PSI)		2.0-3.0	2.1		ATION NO MAX			
GUM (Wash) MG/100 ML MAX			+		IC STRENGTH KV M	IN		
GUM POTENTIAL MG/100 ML MA		 	1		1. MLS MAX (TND/S			
PRECIPITATE MG/100 ML MAX					ILS MAX (TND/STAB		-	
9. TEL/TML (ML/GM/GAL) MAX					LS MAX (TND/STAB	"		
0. OXIDATION STABILITY MINUTE	3		1		TION UNWORKED	77°F		+
1. DR TEST/MERC ST MAX		ļ	 	A. PENETR	MELT PT OF	77°F	+	+
12. SULFUR BY LAMP BOMB % MAX			 		OXIDATION STAB		+	1
13. FREEZING PT OF		 	+		SYN RUBBER 3			
B. AROMATICS & VOL MAX			-	31. LOW TEMP				
16. OLEFINS % VOL MAX			1	52. SALT SPR	AY TEST			
17. SMOKE POINT MM MIN				53. WORK STA	BILITY			
18. SMOKE VOLAT INDEX MIN				54. WATER ST				-
19. ANILINE PT OF/ANILINE GRAV		-		55. THICKENE				+
20. FLASH/FIRE POINT OF M	AI N				ER CONTENT %			
21. CLOUD POINT OF MAX		 		57. CORROSIO			+	+
22. POUR POINT OF MAX 23. WATER REACT INTERFACE RA	TING DAY	-	-	SO. APPAREN		°F	1	
A. VOLUME CHAN		 	+		RATE POISES			
24. CARBON RESIDUE % WI MAX		 	1		TAM, MILLIPORE, M	IG/L, MA	× 2.0	0.
25. WATER % VOL MAX				61. EFFECTI	VENESS OF FILTRA	TION		
				62. OTHER (S	pocity) FREE W.	ATER	NONE	NO
26. SEDIMENT & VOL MAX								
26. SEDIMENT % VOL MAX REMARKS								
REMARKS	ราชากาม	RADE						
	STED ON	RADE						
REMARKS		RADE			nes E. Lawton		TLE NCO	·····

DA 1 NOV 67 2077

(USE REVERSE FOR TACTICAL MISSIONS) FROM HOME STATION AIRCRAFT TYPE ... 0 96377 Hoa / Jun 71
mission, Trip, Flight, No. 001**-4**73 τος 20th Regt Res, PILOT SERIAL NO on Hem Aic INDEX OR LIMITATIONS WEIGHT ITEM LIMITING WING FUEL TAKEOFF LANDING BASIC AIRCRAFT (From Chart C) 1 CHANGES ALLOWABLE GROSS WEIGHT OIL () 3 CREW (No.) /; TOTAL AIRCRAFT WEIGHT (Ref. 11) 4 CREW'S BAGGAGE OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT FURTHER (5 STEWARD'S EQUIPMENT 6 EMERGENCY EQUIPMENT OPERATING WEIGHT (Ref. 8) ALLOWABLE LOAD (Ref. 18 (Mer. SMALLEST figure B OPERATING WEIGHT FROM TRIPARTITE AGREEMENT AND NO ASIDERATION BY TRIPARTITE AUTHORITIE 1012M-4-1-11 Oal.) 9 TAKEOFF FUEL (10 WATER INJ. FLUID (===== C G LANDING DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD) LANDING FUEL WEIGHT LOWER COMPARTMENTS UPPER COMPARTMENTS PALSENGERS REMARKS CARGO NO. WEIGHT WEIGHT NO. 387 RESULTED I Shanahan Jr TOTAL FREIGHT L TOTAL MAIL CLEARANCE FORM HAS MADE TO IT WITHOUT COMPUTER PLATE NUMBER (If used) Enter constant used. ¹Enter values from current applicable T.O. TM * Applicable to gross weight (Ref. 15) Applicable to gross weight (Ref. 18) Ref. 9 minus Ref. 17 TAKEOFF CONDITION (Uncorrected) CORRECTIONS (Rd. 14) TRANSPORT MAY BE 14 CORRECTIONS (If required) 15 TAKEOFF CONDITION (Corrected) COMPT WE:GHT 16 TAKEOFF C. G. IN % M. A. C. OR IN. 17 LESS FUFL 8 6 0 18 LESS AIR SUPPLY LOAD DROPPED NOTE.-THIS MISC. YARIABLES ESTIMATED LANDING CONDITION 21 ESTIMATED LANDING C. G. IN % M. A. C. OR IN. out Parison SIGNATURE WEIGHT AND BALANCE AUTHORITY TOTAL WEIGHT REMOVED OFT Larry K. Martin SIGNATURE

CM. Robert C. Moreesignature

ANCE CLEARANCE FORM F

TRANSPORT

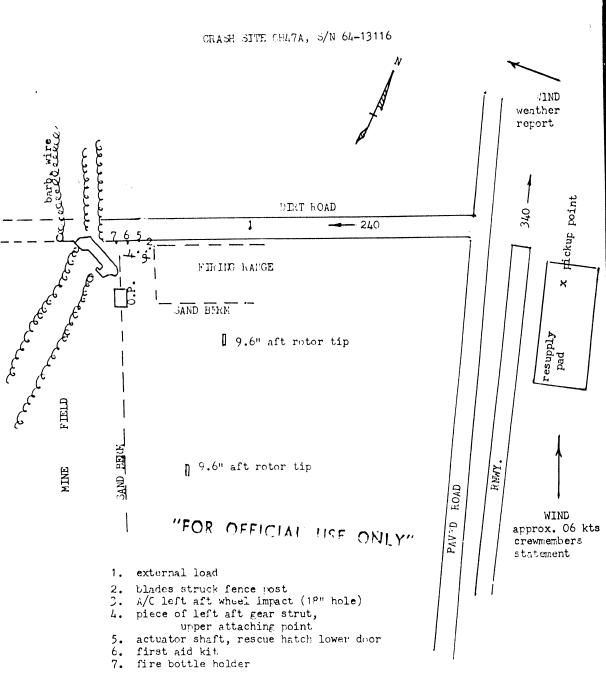
WEIGHT AN

FOR USE IN

T.O. 1-1B-40 AN 01-1B-40 & TM 55-405-9

Cross Reference RAF Form 2870 RCAF Form F. 115 C 80M 8-81 (6797)

DD I SEFT S. 365F



scale: 1"=50 yds.

DECENTION OF THE ABOVE THE JURYSES, 10TH COUTER AVERTON EATERATION ALC San Francisco 96377

AVUACPAAII

4 June 1971

SCTJECT: Release of CM-47 Adversit, 64-13116.

70:

Commanding Officer
243rd Assault Supjort Helicopter Company
244 00377

1. Request that the following items be turned in for Teardown/Analysis of possible damage as soon as possible:

	100 (20) (10) (20) (20)	Pag. Stock No.	Fort No.
a.	Angine, aircraft, turlo-prop 7-55 L-7D, 30 L1-0,057, Fuel control 30 52257 RWI control #105-31116	2040-950-6875	2-000-030-16
٤.	Ingino, aircraft, turio-prop T-59 L-77, UN L1-04910, Fuel Control JN 41441, NON control J105-31116-1	- 2040-950-6675	.2-000 -03 0-18
С.	Valvo, gate, mireraft, (3)	2915-739-2540	114 5401-1
d.	lump, addal picton, (2)	1550-125-7429	11413127-3
С.	Switch, rloat, liquid level, (2)	2915-992-9470	FA203-2
ſ.	Putip, subverged, (2)	2915-852-6813	11424111-3
·	Manifold, hydrarilia, (1)	10,0-091-3026	IB: 110100 -3
h.	acompulator, 1, lemilie, (1)	1090-095-7507	11/2/3133-1
	Switch, process, (1)	5930 13-2335	11/4 3/40%-1
.j.	Antimbus, alsabrakajaasse,(2 N1 N2) 1600–195–0204 2875–420–5226	11.4 3200-2 11.4 3201-2
l:.	Torque output siaft (engine milmonn)	Nona	None

EXEMSE OF CH-47 ALCOLFT, 64-13116, 10TH CAB, 4 JULE 1971.

2. U. 3. army OH-AV aircraft, sorial number 64-13116, is released from all accident investigation purposes to the commanding officer, for disposition as he sees fit.

"A CERTIFIED TRUE COLY"

John L. Manufac J.

OLT, AR President, Accident Investigation Board



DEPARTMENT OF THE ARMY HEADQUARTERS 17TH AVIATION GROUP (COMBAT) APO SAN FRANCISCO MEXAD 96916

AVBAV-FS

12 June 1971

SUBJECT: Request for Assistance from USABAAR

Commanding Officer
10th Combat Aviation Battalion
ATTN: Aviation Safety Officer
APO SF 96377

On 1 June 1971 this office requested assistance from USAPAAR through USARV to assist in an accident investigation involving a CH-47A SN 64-13116. This request was decied by telephone conversation with Mr. Marty USARV Safety.

COY D. CAMPHEIL

CW-2, AV

Asst Safety Officer

open monitoring like ONLY"

الأرفيط كالمراكرة لارتصالكونط للدائم Si. Liche, Hoodini 63166

5 June 1971

Seriall: prast investigation of the 1-47 bit of -1,116

Pesident Ac ident Investigation coard Ju-47 J.: 64-1,415

The state of the s

This writer was request; I to dive the mical assistance in investigation of the crash and total huming of the above above above threeft.

After viewing two crash sit, I give the following as the grimary reason for the orac :

on 31 and 1.71, which a file order of six and a full fuel load on courd, the air-crift was restrict a real ly will her, an aidting a sling load weighter a commately 0,000 per day, the aircraft attained an altitude of approximately 70 feet in a hovering taloof, at start 30 hotes to ward speed when the Number 2 on fine half a complete over tailure, (the entire mental number law 4918) This failure in the writers' of inion, was caused by fallers of the fael control (social number 41...1) locat pump, which ion, who caused by fallers of the fuel control (serial number 41...1) less t pump, which was found builty furned, but with an delicating conditions: one all powersor drive shaft (a. 59-2.40-23.-34; filter (a. 15-2.40-23.-34; filter (a. 15-2.40-23.-34); f actuator on the fall open top, the 2 and at 72.6%.

The explose were denoting that a light stem our transportation to a lifther headquarters for bosal impostime.

This writer continuated this error in read added four or contact of contract of for the crush.

"FOR OFFICIAL LISE ONLY"

s/ Porje J. Limpson 12 نيا والمحاط المناسبة المناسبة . . باذالاندور

Jelin XI Shounding his

DEFALMENT OF THE ARRY
U.S. ARRY AVIATION MATERIEL COMMAND
P.O. BOX 209, MAIN OFFICE
ST. LOUIS, MISSOURI 63166

AMSAV-L-ATC

15 June 197

SUBJECT: Summary of Accident Investigation of CH-47A Helicopter 64-13116, which Grashed and Eurned Due to Reported #2 and #1 Engine Failure.

President Accident Investigation board CH-47 SH: 64-13116

a. On 31 May 1971, aircraft 64-13116 crashed and burned. This writer was adked to serve with the accident investigating board as a technical advisor on the airframe.

On 1 June 1971, We went to the crash site outside a Korean Gorgound at Phu Hisp, RVII. At the site searched the wrecka e for visual evidence of what could have caused the crash. Recovered the W2 engine shut off fuel valve, which was open, W1 engine shut off fuel valve. Only the motor was available and the cross good valve. It was assumed as the W2 valve was open-that fuel starvation was not the cause of engine failure.

b. On 2 June 1971, listened to the statements of W/O pilot, W/O Schlieb pilot, gunner and crow chief

c. On 3 June 1971, went back to the crash site to search further, hopefully of finding some evidence of cause for failure.

At this time the fuel control of the #2 engine was examined and it was found that the input drive shaft for the N1 governor, the splines were rounded off. This is delieved to be the contributing factor for the loss of power on the #2 engine. No inspection of the #1 engine fuel control was made, as it was fairly intact. It is mentioned at this time the reason for the inspection fo the #2 fuel control was made, it had been burned so bad the fuel pump and M1 and M2 portion was readily accessable for inspection.

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AMSAV-L-ATC SUBJECT: Summary of Accident Investigation of CH-47A Helicopter 64-13116, Which crashed and Burned Due to Reported 2 and "1 Engine Failure.

d. 4 June 1971, the entire crew at one time was interviewed and at this time they more or less all concurred with each others statements.

e. In summary-it is the opinion of this technical advesor-AVSCOM the contributing factor for the crash is as follows

- 1. The N1 drive portion of the fuel control for number two engine failed, caus-
- 2. It is believed the number one engine was running under partial power. In accordance with Th 55-1520-209-10 power curve for single engin prevation if power from the number one engine had been full power, the best the pilot could have done was to hover a 22,000 lb aircraft at 40 feet, his aircraft and approximately 23000 lbs after dropping sling load. weighed approximately 23000 lbs after dropping sling load.
- 3. It is not believed in any way this accident should be labeled as pilot error for reasons explained in 2 above.
- 4. It is not believed this aircraft lost any hydraulic control of the flight con-

Equipment Specialist

Airframe and Airframe Equipment U.S. Army Aviation Systems Communication

"FOR OFFICIAL

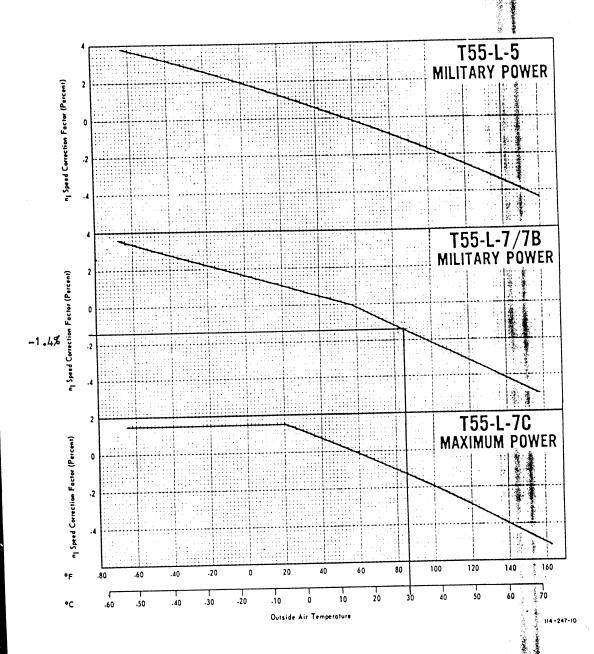


Figure 7-2. Deviation in regulated gas producer speed (nI)

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- b. From figure 7-2, determine the nI correction for the existing outside air temperature.
- c. This correction is either added to or subtracted from the speed shown on the instrument panel or in the production engine acceptance test log.
- d. The resulting percent of nI is the maximum allowable speed at which the engine should operate at military or maximum power for this temperature.
- 7-17. ENGINE OVERSPEED.
- 7-18. An engine overspeed condition on the T55 series engines exists whenever either of the following occurs:
- a. A gas producer (nI) overspeed exists when the nI limit specified in table 1 of the production engine acceptance test log or DA Form 2408-5, as compensated for by the temperature bias curve, has been exceeded for more than 1 minute or by more than 2 percent. (Refer to paragraph 7-15 and see figure 7-2.)

Caution

Any operation that exceeds the above nI limit may cause excessive temperatures in the engine.

b. A power turbine (nII) overspeed condition may exist when 233 rotor rpm has been exceeded by 5 percent for more than 5 seconds. To aid maintenance personnel in determining if an actual nII overspeed has occurred, the pilot must record the following in the DA Form 2408-13 when noting an nII overspeed: Pressure altitude, outside air temperature, peak torque, peak rotor rpm, and duration of overspeed.

NOTE

Although no maintenance action is required when the rotor rpm exceeds 233 and does not exceed the overspeed limits, willful operation should not be conducted in excess of 233 rotor rpm.

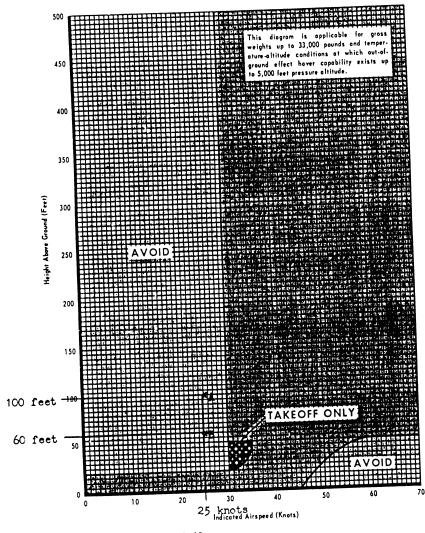
- 7-19. CAUSES OF ENGINE OVERSPEED. An nII overspeed may be caused by one or more of the following:
 - a. Fuel control governor overshoot.
 - b. An abrupt load decrease.
- 7-20. RESULTS OF ENGINE OVERSPEED. The results of an engine overspeed are as follows:
- a. An nI overspeed may result in one or more of the following:
 - (1) Overpower
 - (2) Overtemperature
 - (3) Overtorque
- b. An nII overspeed may result in a reduction of power turbine rotor tip clearance.

NOTE

(See figures 7-3, 7-4, and 7-5, for the purpose of defining overtemperature.) They do not necessarily indicate the normal operating temperature for any individual engine. Significant changes in exhaust gas temperature at any power level are cause for investigation, even though these limits are not exceeded. A transient is defined as any 1-time cycle of the exhaust gas temperature (an increase, then a decrease).

- 7-21. ENGINE OVERTEMPERATURE (T55-L-5).
- 7-22. An overtemperature exists when the time/temperature limits shown on figure 7-3 are exceeded.
- 7-23. ENGINE OVERTEMPERATURE (I55-L-7 AND T55-L-7B).
- 7-24. An overtemperature exists when the time/temperature limits shown on figure 7-4 are exceeded.

Model: CH-47A Date: 7 June 1966, Data Basis: Estimated. Engines: T55-L-7 Fuel Grade: JP-4 Fuel Density: 6.5 lb/yal.



114-45-10H(2)

POINT A: #2 Engine failure

POINT B: #1 Engine failure / load release
Figure 7-5. Height-velocity diagram for safe landing
after single-engine failure

7-17

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114-45-10H

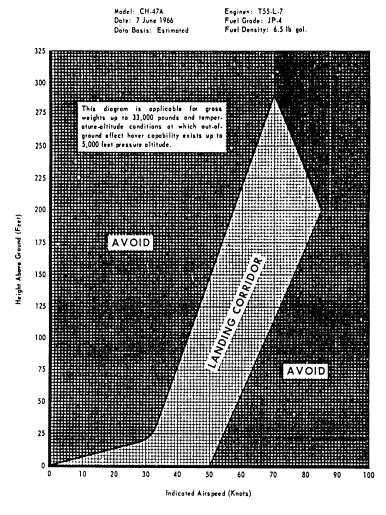
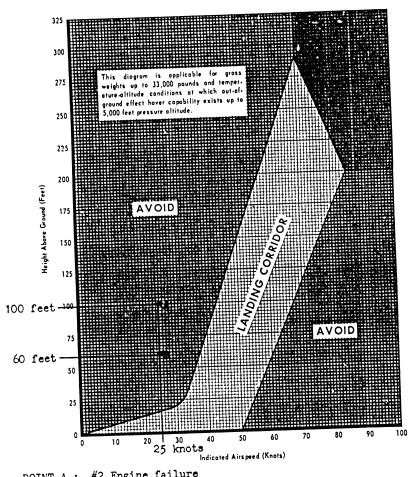


Figure 7-9. Single engine and autorotative landing corridor

114-45-10H

Model: CH-47A Date: 7 June 1966 Data Basis: Estimated Engines: T55.L.7. Fuel Grade: JP-4 Fuel Density: 6.5 lb/gal.



POINT A: #2 Engine failure

POINT B : #1 Engine failure / load release

Figure 7-9. Single engine and autorotative landing corridor

7-18

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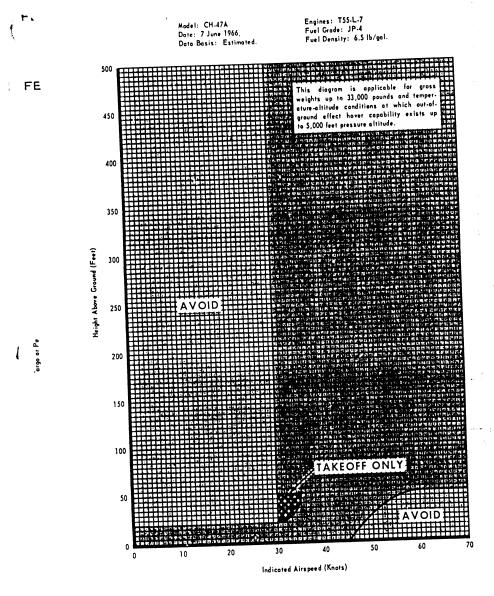


Figure 7-8. Height-velocity diagram for safe landing after single-engine failure

(1000 Pounds)

Possenger) Load

Internal

6000 5 1b.

OPERATING WEIGHT FERRY FUEL TANK INSTALLED 19,416 POUNDS

OPERATING WEIGHT FERRY FUEL TANK REMOVED 18.812 POUNDS



Load Factor = 2.0g
Landing Gear Sink Speed = 6 Feet/Second

- 1. Hover Ceiling (O.G.E.)(2 Engines) = 7,900 Feet Hover Ceiling (O.G.E.)(1 Engine) = See Note 1.
- Rate of Climb at Normal Power (2 Engines) = 1,734 FPM Rate of Climb at Military Power (1 Engine) = 161 FPM
- Service Ceiling at Normal Power (2 Engines) = 9,200 Feet (See Note 2.)
 Service Ceiling at Military Power (1 Engine) = 2,500 Feet

DESIGN GROSS WEIGHT 28,550 POUNDS

Load Factor = 2.67g Landing Gear Sink Speed = 8 Feet/Second

- 1. Hover Ceiling (O.G.E.)(2 Engines) = 11,900 Feet (See Note 2.)
 Hover Ceiling (O.G.E.)(1 Engine) = See Note 1, *
- Rate of Climb at Normal Power (2 Engines) = 2,290 FPM Rate of Climb at Military Power (1 Engine) = 600 FPM
- Service Ceiling at Normal Power (2 Engines) = 11,900 Feet (See Note 2.)
 Service Ceiling at Military Power (1 Engine) = 7,700 Feet

* Notes: 1. No capability on one engine. *
2. Actual service ceiling exceeds altitude limit.

NOTE

All performance data shown on this chart is to be used as a guide only, since this data is based on standard day conditions. For exact performance data as affected by temperature and pressure altitude, refer to Chapter 14.

RECOMMENDED LOADING

CAUTIONARY LOADING

LOADING NOT RECOMMENDED

Figure 7-12. Weight limitations chart (T55-L-7 series engines)

POINT A: #2 Engine failure - 29, 035 lbs.

Internal Fuel Plus 2000 GAL. Ferry Fuel Tank Fuel Load (1000 Pounds)

7-21

POINT B: #1 Engine failure / load release - 23,035 lbs.

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engines and figure 7-12 is used when the helicopter is equipped with T55-L-7 series engines. The weight limitations charts are intended to provide a rapid means of determining the load carrying capabilities of the helicopter while remaining within safe operating limits. It is not the intent of these charts or the following discussion to establish maximum or minimum limits, but to provide operating personnel with the detail criteria upon which the importance of the mission can be weighed against the degree of risk to be assumed. Depending upon the importance of the mission, the commander will be able, by the use of these charts, to decide whether the mission warrants assuming the risk of exceeding a limitation. The following paragraphs are provided to illustrate the various aspects of the weights limitations charts.

7-65. OPERATING WEIGHT. Operating weight is defined as the weight of the complete helicopter ready for flight less fuel and The operating weight includes the standard crew, full oil load, and all payload. standard equipment. The operating weight is specified on both weight limitations charts for two configurations and is the

basis from which the Alternate (Cargo or Passenger) load is developed. The operating weight was determined as shown on table 7-5. It is necessary to know the operating weight of the helicopter to accurately determine the Alternate Load. The origin of the Alternate Load and Fuel Load axes represents the operating weight specified on the individual chart. Since it is not likely that all helicopters will have the same operating weight it will be necessary to compute the actual operating weight and apply this value to the weight limitations chart. The operating weight is determined as follows:

a. Determine the basic weight of the helicopter from the DD Form 365C.

b. To this weight add the following:

- (1) Engine oil (28 pounds).
- (2) Crew weight (200 pounds/man).
- (3) Cargo tiedown devices (50 pounds).
- (4) Ferry fuel tank components (if installed) (604 pounds).
- (5) Miscellaneous weight (if applicable) (200 pounds). (Refer to step c. and paragraph 7-73.)

Table 7-5. Operating weight determination

Table 7-3.	Operating weight determ	With T55-L-7 Series Engines
	With T55-L-5 Engines	
	17,071 pounds	18,134 pounds
Veight Empty	28	28
Engine Oil	600	600
Crew of 3 (200 Pounds/Man)	50	50
Cargo Tiedown Devices	17,749 pounds	18,812 pounds
Operating Weight (Ferry Fuel Tank Removed)	11,117	+604
Ferry Fuel Tank Components	+604	1001
Operating Weight (Ferry Fuel Tank Installed)	18,353 pounds	19,416 pounds

1 Te.

114-225-10J

MILITARY POWER (30-MINUTE OPERATION) 230 ROTOR RPM

Data Basis: Engine Specification (Lycoming Report 124.20.A. Amendment No. 4) Date: 30 June 1966 Engines: T55.L-7/7B Fuel Grade: JP-4 Fuel Density: 6.5 Lb/Gal

Notes: 1. The data presented includes installation losses.

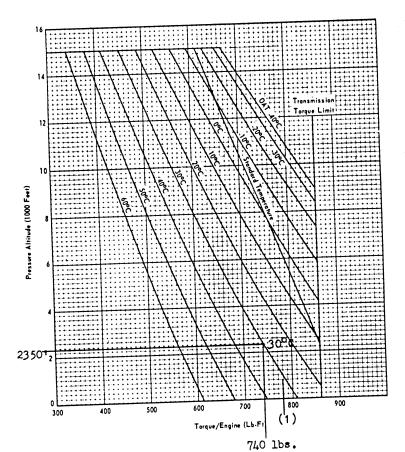


Figure 14-26. Military power available vs altitude

(1) 780 lbs. - observed torque transient at #1 Engine failure / load release.

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14-36

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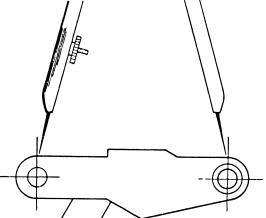
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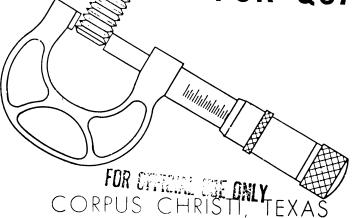
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TECHNICAL REPORT OF U.S. ARMY AIRCRAFT MISHAP

TEARDOWN ANALYSIS

AIRCRAFT MISHAP CASE NO. A/C SERIAL TIME YR MO DA

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CONTROL NO. RVN LOG 105-31116 -1 thru -12

Page 1 of 8

U.S. ARMY AERONAUTICAL DEPOT MAINTENANCE CENTER (ARADMAC) MATERIEL ANALYSIS DIVISION CORPUS CHRISTI, TEXAS 78419

Prepared by:

T. E. ADAMS, JR. Equipment Special of (Aircraft)

Approved by:

EUGENE A. WILSON

Chief, Materiel Analysis Division

COPY NO

THIS PROTECTIVE MARKING CANCELLED EFFECTIVE 10 YEARS FROM DATE OF THIS REPORT.

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TECHNICAL REPORT OF U.S. ARMY AIRCRAFT MISHAP

USABAAR/THEATRE CONTROL NUMBER
RVN 105-31116

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F. (Continued)

6. The second and third stage turbine assembly turned free and quiet.

7. The fuel control was intact but exposure to intense heat melted the lead indium and copper tin plating on the fuel pump drive bearing, P/N 02-13503, 04, and 09, and caused them to seize. Disassembly of the fuel control failed to reveal physical damage, other than exposure to intense heat, that would have caused an engine failure.

G. CONCLUSIONS:

- 1. Disassembly and inspection of parts and components from this engine, T55L7, LE04957, that were not destroyed by fire, failed to reveal a physical failure that would have caused an engine failure.
- 2. The absence of rotational damage on the compressor and turbine assemblies, the even coating of magnesium ash throughout the engine and on the tail pipe indicated that the engine was probably not producing power at impact.

AIR	CRAFT	MISHA	P CASE NO.					отн	IER A	RCRAFT	
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SAVAE Form 946-2, 1 Jun 70

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TECHNICAL REPORT OF U.S. ARMY AIRCRAFT MISHAP TEARDOWN TORIS OFFICIAL USE ONLY

USABAAR/THEATRE CONTROL NUMBER RVN 105-31116-1

Page 6 of 8

F. (Continued)

[97. The fuel pump housing on the fuel control was melted; however, the drive coupling, P/N 02-14311, (Incl 11), and the intermediate drive shaft, P/N 02-13920, were intact (Incl 11). Both parts showed evidence of spline failure (Incl 12). Both parts were sent to the metallurgical laboratory for evaluation.

G. CONCLUSIONS:

- F1. Disassembly and inspection of the parts of this engine received for analysis, revealed that failure of the splines in the intermediate drive shaft, P/N 02-13920, could have caused the Number 1 fuel pump and the N1 governor fly weights to stop turning which would have caused the fuel control I to go to minimum flow or possibly no flow condition. This condition could have caused a flame out in this engine.
- 2. Failure of the fuel control intermediate drive shaft, P/N 02-13920, can be attributed to abrasive wear (See Laboratory report No 71MX178, Incl 13).

RECOMMENDATIONS:

- It is recommended that AVSCOM engineering investigate the possibility of a one time inspection of all T55 engine fuel controls with 500 or more hours since new or overhaul.
- 2. A copy of D/F request for ARADMAC to perform a 100% inspection on all intermediate drive shaft lower splines, P/N 02-13920, is attached (Incl 16). It appears prudent that this information be incorporated as a revision of |contract specifications with Hamilton Standard Corporation.

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SAVAE Form 946-2, 1 Jun 70

TECHNICAL REPORT OF U.S. ARMY AIRCRAFT MISHAP									L	USABAAR/THEATRE CONTROL NUMBER RVN 105-31116 -2 thru -12								
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TECHNICAL REPORT OF U.S. ARMY AIRCRAFT MISHAP

USABAAR/THEATRE CONTROL NUMBER RVN 105-31116 -2 thru -12

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MIV Page 8 of 8

F. (Continued)

4. Parts and components that could be examined showed no evidence of failure prior to impact and fire.

G. CONCLUSIONS:

Visual and microscopic inspection of the miscellaneous parts failed to reveal a physical failure that could have caused the loss of power to either engine.

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AIRCRAFT MISHAP CASE NO.

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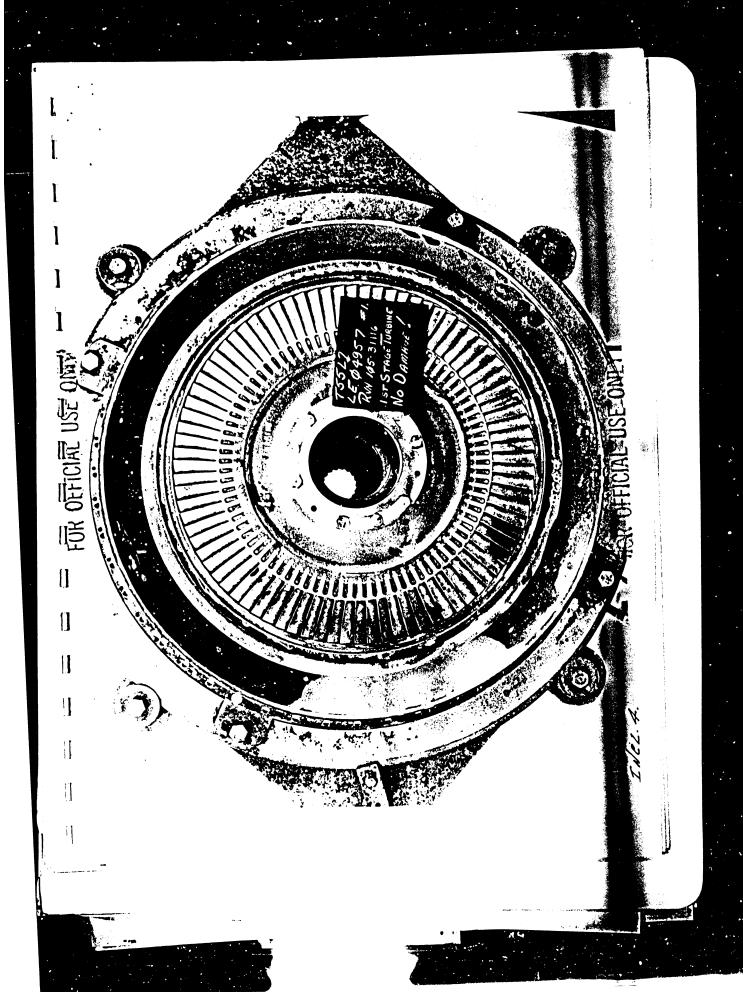
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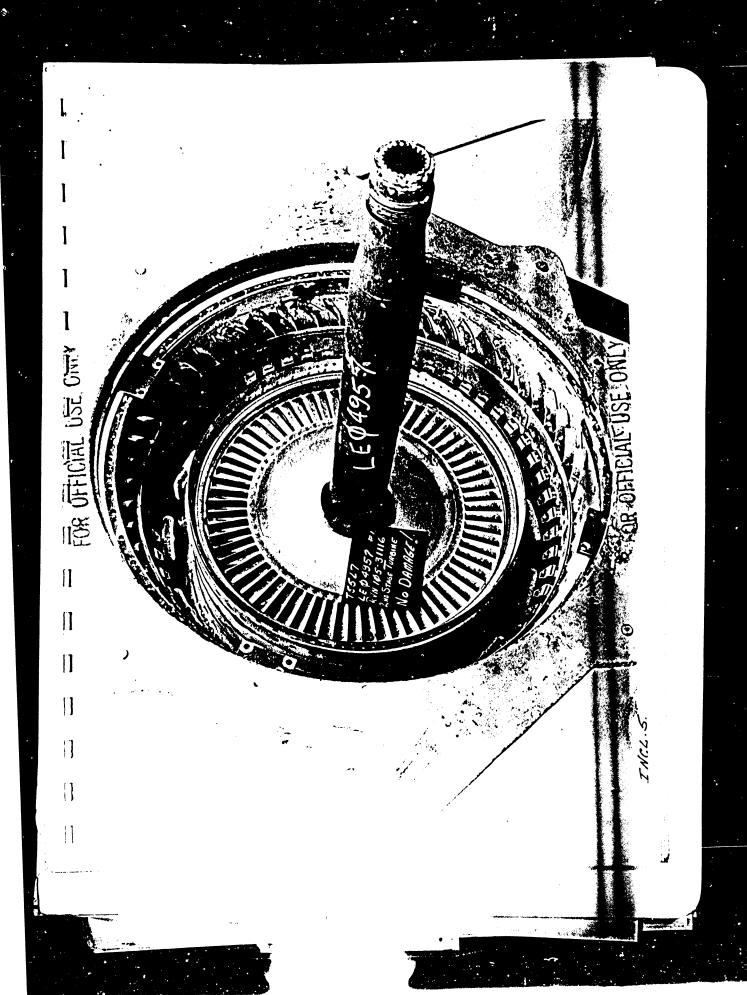
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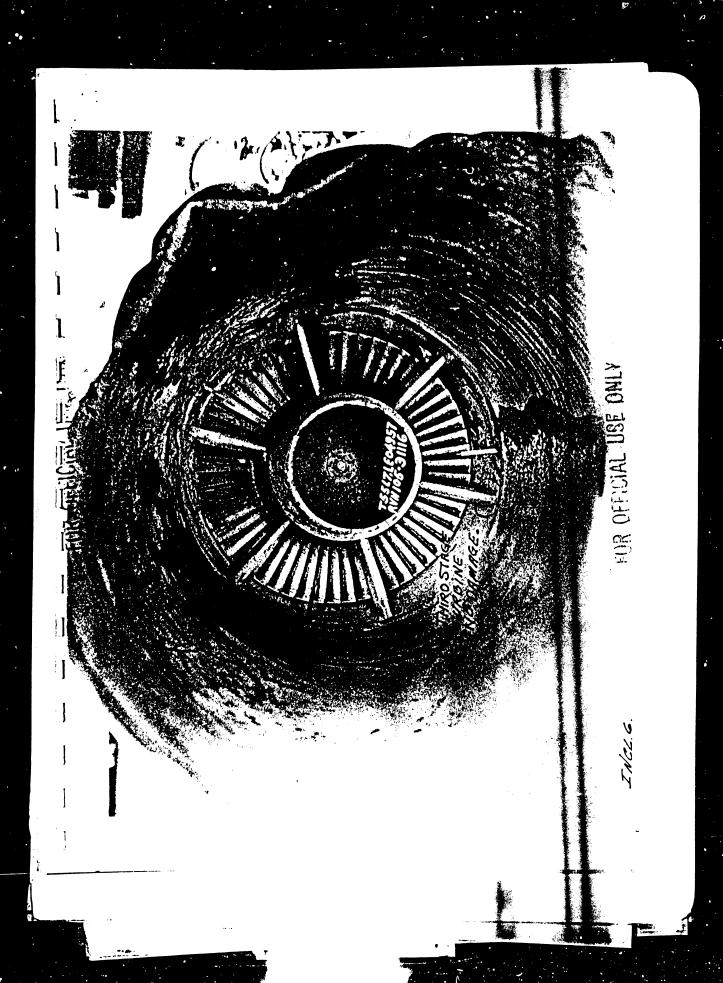




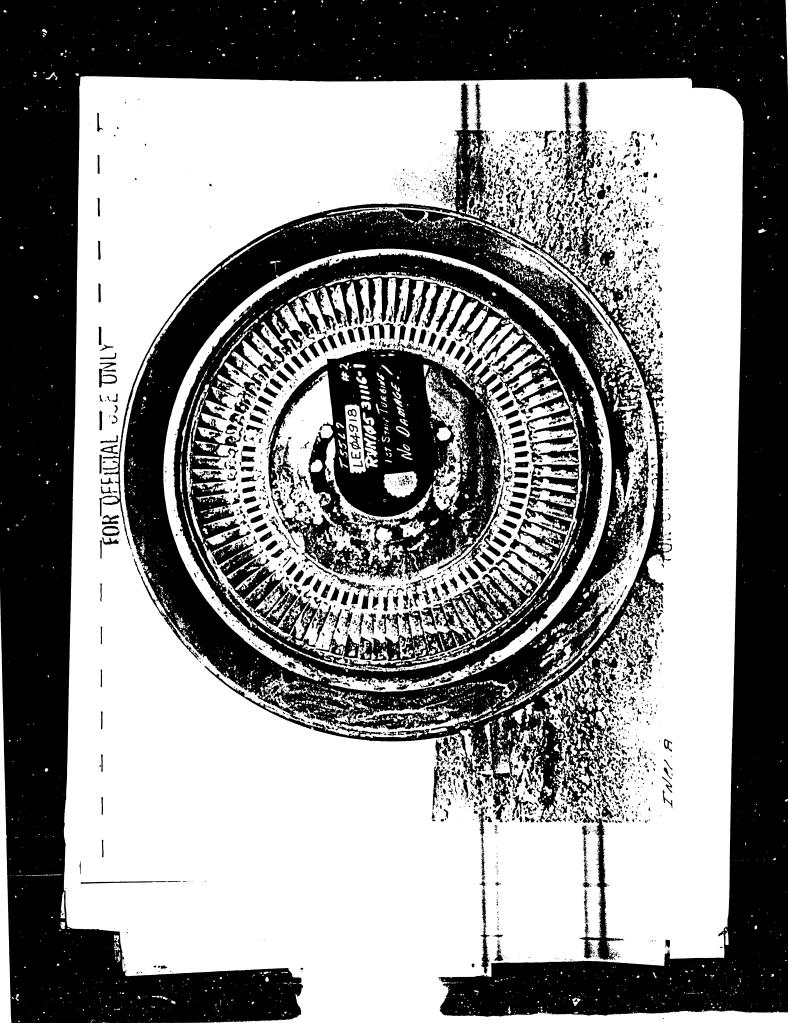


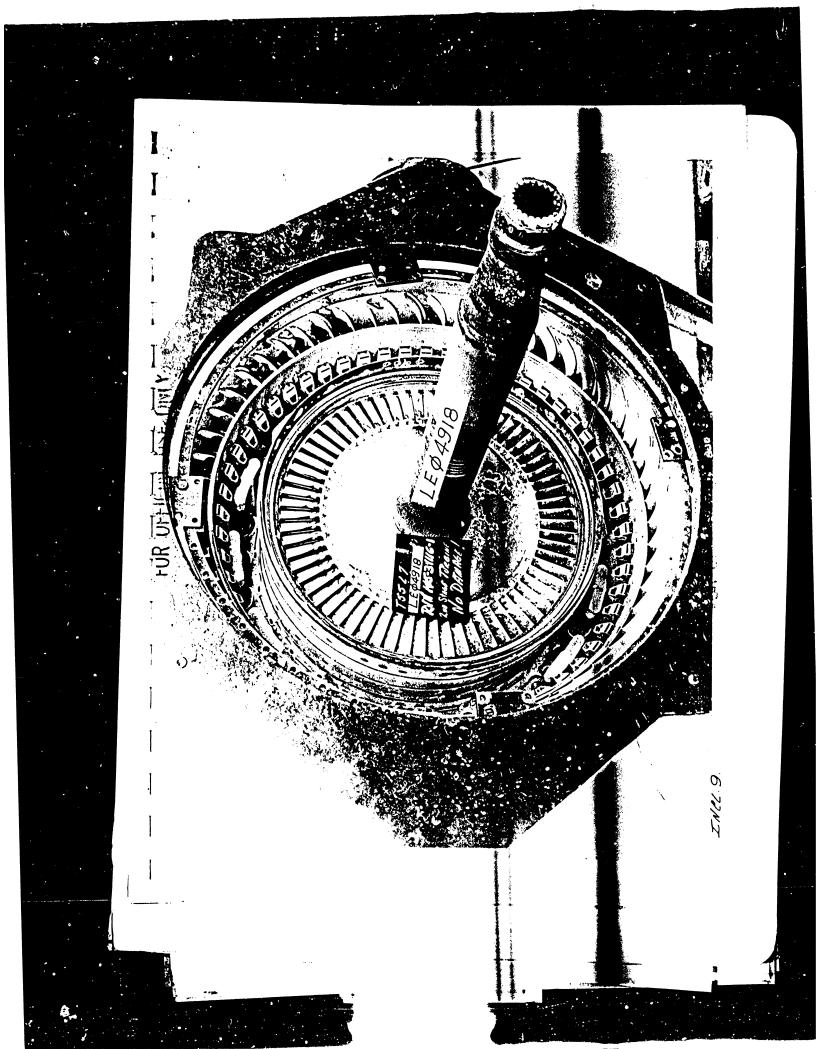




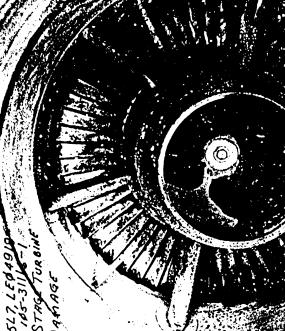








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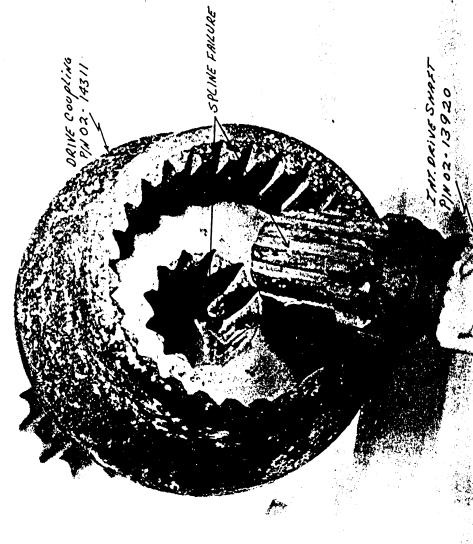
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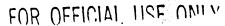
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DEPARTMENT OF THE ARMY

U.S. ARMY AERONAUTICAL DEPOT MAINTENANCE CENTER

CORPUS CHRISTI, TEXAS 78419

Chemical-Metallurgical Division Laboratory Report Number 71MX178 19 August 1971

SUBJECT:

RVN Log Number 105-31116 T55-L7 Engine, S/N LE04198 Failure of Fuel Control

Drive Shaft Coupling, P/N 02-14311 Internal Drive Shaft, P/N 02-13920

HISTORY:

The subject engine was reported to have failed in flight: The magnesium and aluminum components of the engine were destroyed in the post crash fire. Teardown analysis of the remaining components disclosed the failure of the splined coupling between the internal drive shaft and drive shaft coupling of the fuel control. The total time for this engine was reported to be 1368 hours and the time since overhaul was 172 hours. The TT and TSO for the fuel

control are unknown.

OBJECTIVE:

To determine the mode and cause of the fuel control coupling

ANALYSIS:

- 1. The damage to the male splines on the internal drive shaft and the female splines on the drive shaft coupling occurred by abrasive wear (Sce Incl 14 and Incl 15). This is a form of progressive or time dependent damage in which time is a function of coupling design and the torque transmitted by the coupling. This coupling is located in the fuel system and is not lubricated. The damage to both the male and female splines is typical of spline failures in unlubricated splines or the splines in couplings where the lubricating system has failed.
- 2. The cause of the coupling failure cannot be determined because of fire damage and the absence of positive information on the materials and specified properties of the splines. The failure was probably initiated by either fretting corrosion or the introduction of a foreign abrasive material into the coupling. In either case, abrasive wear would occur at an increasing rate until one of the splines (the male splines on the internal drive shaft) failed. The acceleration of the wear rate results from the retention of wear particles in the coupling.

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Chemical-Metallurgical Division Laboratory Report Number 71NX178 19 August 1971 Page 2

3. Metallographic examination of sections through the plines indicated that both splines had received surface hardening treatments. The male splines on the internal drive shaft appeared to be carturized AISI 9310 (AMS 6260) or a similar carburizing steel. Microhardness measurements indicate some decarburization about 0.001 inches at the surface but below that, a hardness which is substantially the same across the diameter of the shaft, about RC 40. The female splines in the drive shaft coupling appear to be nitrided AMS 6470 or a similar nitriding steel. Microhardness measurement on a section of the coupling indicates the coupling was probably nitrided nitralloy. The average hardness of the surface is RC 54 and the average hardness of the core was RC 30. The loss of hardness in both components was caused by overtempering and decarburization during the post crash fire.

RECOMMENDATION:

No history of failures or impending failures in this coupling is available. The total operating time and time since overhaul for the fuel control are unknown and probably can not be determined with certainity. Because the failure of the internal drive shaft splines can result in engine failure, the effect of operating time on wear damage in this coupling should be evaluated. This evaluation should include the removal and inspection of the drive shaft coupling and internal drive shaft from 10 or more high time fuel controls with known operating times. Any splines showing a preceptable wear depth should be submitted to the laboratory for metallurgical evaluation.

W. H. ROBERTS METALLURGIST

E. E. JUEIG, CHIP

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Incl 13 Pg 2 of 2

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5.	control shop. 5. In view of the above request that the work specifications be reviewed to insure that all T-55 fuel controls received at ARADMAC are inspected 100% for excessive wear of the intermediate drive shaft and drive coupling.		
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