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TO: COL. A. B. LUSTER

BOEING VERTOL NO. 8-5300-1028 DATED AUGUST 12, 1977

RE A/C 124, 295TH AVIATION CO. INCIDENT

EXAMINATION THUS FAR OF INITIAL COMPONENTS SENT TO CORPUS DID NOT DISCLOSE A MECHANISM THAT WOULD INDUCE CIRCUMSTANCES OF A/C 12⁴~~5~~. THIS IS WHY ADDITIONAL COMPONENTS ARE BEING REQUESTED. WE ARE INVESTIGATING POSSIBILITY OF ROTOR/ AIRFRAME INSTABILITIES ALONG LINES OF GROUND RESONANCE PHENOMENON NOT PREVIOUSLY EXPERIENCED IN CHINOOKS. WE HAVE REQUESTED CORPUS LIST BE SUPPLEMENTED AND THIS IS IN PROCESS OF BEING TRANSMITTED.

IN ADDITION, THE FOLLOWING MISHAP REPORT HAS BEEN TRANSMITTED TO ALL CUSTOMERS. AIRCRAFT NO. 69-17118, (B633), 271ST AVIATION CO. KOREA. AIRCRAFT HAD COMPLETED MOC (MAINTENANCE OPERATION CHECK) FLIGHT AND WAS SITTING ON END OF RUNWAY. PILOTS WERE CONDUCTING ENGINE CHECK, AND WERE LIGHT ON THE GEAR, WHEN TWO THUMPS WERE HEARD AND IMMEDIATELY THE AIRCRAFT WENT INTO A SHUFFLE. THE PILOTS SHUT DOWN AND PULLED BOTH FIRE HANDLES.

THE AFT PYLON WAS FOUND TO BE DISPLACED FROM ITS NORMAL POSITION ON THE AIRFRAME BUT HAD NOT COMPLETELY SEPARATED. THERE WAS EVIDENCE OF ROTOR BLADE INTERMESHING. THERE WERE NO REPORTS OF ANY INJURIES.

AIRCRAFT MAY BE CONSIDERED A STRIKE AT THIS TIME. BOB ORR DISPATCHED TO PARTICIPATE IN INVESTIGATION.

C. W. Holgate
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