

UNCLASSIFIED

ABBREVIATED AVIATION ACCIDENT REPORT (AAAR)								
Source	PRAM							
1. Case Number	1a. Date of Accident	1b. Time	1c. Aircraft Serial Number	2a. Classification			2b. Category	
19820122009	Jan 22 1982	1520	7015009	E				
3. Type of Aircraft	4. Period Of Day	5. No Acft Involved	6. Nearest Installation					
CH47C	DAY	1	48396 - FT HOOD, TX					
7. Accident Location		a. On Post	b. On Airfield	d. TEXAS				
8. Organization Involved in Accident								
Unit	UIC7	UIC6	UIC5	UIC4	UIC3	UIC2	Army Headquarters Element	Station
WCBJD0				WCBJAA	WH3QFF	WAT4FF	W3YBAA	48396
D CO				34SUPBN	6CAVBDE	3 CORPS	FORSCOM	FT HOOD, TX
9. Organization Accountable for Accident								
Unit	UIC7	UIC6	UIC5	UIC4	UIC3	UIC2	Army Headquarters Element	Station
WCBJD0				WCBJAA	WH3QFF	WAT4FF	W3YBAA	48396
D CO				34SUPBN	6CAVBDE	3 CORPS	FORSCOM	FT HOOD, TX
10. Estimated Accident Cost								
a. Total Loss	b. Aircraft Damage		c. Man Hrs		d. Man Hrs Cost		e. Other Mil Damage	
No	\$0		0		\$0		\$0	
f. Civilian Damage		g. Injury		h. Total This Aircraft		i. Total Accident		
\$0		\$0		\$0		\$0		
11. General Data								
a. Mission				S/M	b. Flight Plan		c. Data Recorder	
S - SERVICE					VFR			
02 - TEST								
d. Night Vision		e. Fire		f. Fluid Spillage		g. Field Training		
		NONE		No				
12. Flight Data								
a. Emergency		Duration		Phase of Operation				
		0		A - STARTING ENGINE/RUN-UP				
		AGL	KIAS	Weight		Overgross		
b. Termination		Duration		Phase of Operation				
		AGL	KIAS	Weight		Overgross		
13. Type Event								
01 - Precautionary Landing								

14. Accident Cause Factors		Human Error	Material Failure	Environmental	
		UNKNOWN	DEFINITE	NO	
15. Summary					
AFTER COMPLETING HIT CHECK ON NO. 1 ENGINE, PILOT BEGAN MOVING NO. 2 ENGINE CONDITION LEVER TO FLIGHT. CROSSCHECK OF INSTRUMENTS REVEALED NO 2 ENGINE N1 WAS DECREASING THROUGH 55-50 PERCENT AND PTIT WAS INCREASING PAST 1000 DEGREES C. NO 2 ENGINE CONDITION LEVER WAS POSITIONED TO STOP. NO 2 ENGINE PTIT PEAKED AT 1100 DEGREES C AND THEN DECREASED TO 150 DEGREES C WHEN ENGINE WAS SHUT DOWN. FAILURE OF GAS TURBINE ENGINE, CAUSE UNKNOWN. N1 DECREASING/PTIT INCREASING. SUPPLEMENTAL PRAM WILL FOLLOW.					
16. COMPONENT AND PART FAILURE/MALFUNCTION DATA					
Major Component Information					
a. Nomenclature	b. Type/Design/Series	c. Part Number	d. NSN	e. MFG Code	f. Part Serial No
ENGINE	T55L11D	200102014	2840000000048	91547	LE19427
Part Information					
a. Nomenclature		c. Part Number	d. NSN	e. MFG Code	f. Part Serial No
ENGINE					
g. Cause Failure			Functional Group		
Material	Maintenance	Design	Manufacture	03 - ENGINE/POWER PLANT -	
DEFINITE ROLE	NONE			- -	
Type Failure			Cause Failure		
374 - INTERNAL FAILURE			999 - UNDETERMINED		-
17. ENVIRONMENTAL					
a. General	(1) <input type="checkbox"/> IMC		(2) <input type="checkbox"/> VMC		(3) <input type="checkbox"/> Unknown
b. Environmental Conditions					
1. Weather Conditions			2. Other Conditions		
(a) Hail	<input type="checkbox"/>		(a) Animals	<input type="checkbox"/>	
(b) Sleet	<input type="checkbox"/>		(b) Fowl	<input type="checkbox"/>	
(c) Fog	<input type="checkbox"/>		(c) Surface	<input type="checkbox"/>	
(d) Drizzle	<input type="checkbox"/>		(d) Noise	<input type="checkbox"/>	
(e) Rain	<input type="checkbox"/>		(e) Chemicals	<input type="checkbox"/>	
(f) Snow	<input type="checkbox"/>		(f) Radiation	<input type="checkbox"/>	
(g) Lightning	<input type="checkbox"/>		(g) Glare	<input type="checkbox"/>	
(h) Thunderstorm	<input type="checkbox"/>		(h) FOD	<input type="checkbox"/>	
(i) Gusty Winds	<input type="checkbox"/>		(i) Temperature	<input type="checkbox"/>	
(j) Freezing Rain	<input type="checkbox"/>		(j) Vibration	<input type="checkbox"/>	
(k) Other	<input type="checkbox"/>		(k) Dust	<input type="checkbox"/>	

c. Aircraft Icing		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	d. Turbulence		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
19. MOON ILLUMINATION DATA					
a. Above Horizon		b. Visible		c. Degrees Above Horizon	d. Percent Illumination
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
20. WIRE STRIKE DATA					
a. Wire Strike		b. WSPS Installed		c. WSPS Engaged	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
d. WSPS Cut Wire		e. WSPS Functioned		f. Wires Struck	
<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes		Number wires	0
21. PERSONNEL DATA					
Person # 1		c. Grade		d. Sex	
		W4			
				MP - MAINTENANCE TEST PILOT	
f. SVC		g. UIC		h. Role	
O - OTHER		WCBJD0		U - UNKNOWN	
				<input type="checkbox"/> No <input type="checkbox"/> Yes	
j. Lab Test		k. Hrs Slept 24		l. Hrs Worked 24	
<input type="checkbox"/> Yes <input type="checkbox"/> No					
n. RL		o. FAC		p. Injury	
<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3		<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3		-	
				0	
Person # 2		c. Grade		d. Sex	
		W4			
				PI - PILOT	
f. SVC		g. UIC		h. Role	
O - OTHER		WCBJD0		U - UNKNOWN	
				<input type="checkbox"/> No <input type="checkbox"/> Yes	
j. Lab Test		k. Hrs Slept 24		l. Hrs Worked 24	
<input type="checkbox"/> Yes <input type="checkbox"/> No					
n. RL		o. FAC		p. Injury	
<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3		<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3		-	
				0	
22. IMPACT/PROTECTIVE/ESCAPE/SURVIVAL/RESCUE DATA					
a. Aircraft Space Compromised		b. Escape/Survival Difficulties		c. Protective/Restraint Equip Functioned	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
24. FINDINGS AND RECOMMENDATIONS					
Findings					
Not Reported					
Recommendations					
Not Reported					

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