



Twelve Days of Chinook Christmas

On the first day of Christmas, My Company gave to me, a disassembled 47D.

- 2nd day – Two Rotor Heads
- 3rd day – Three Turbine Engines
- 4th day – Four Actuators
- 5th day – Five Transmissions
- 6th day – Six Rotor Blades
- 7th day – Seven First Aid Kits
- 8th day – Eight Gages gaging
- 9th day – Nine Sync-shafts syncing
- 10th day – Ten Cabin Windows
- 11th day – Eleven Crewchiefs Bitching
- 12th day – Twelve Pilots Whining!

Now say it backwards and you have a reassembled 47D!
You are now a proud owner of a real American Helicopter.
Merry Christmas to past and present Hookers!

Andrew P. Manuel
SSG, USA
CH-47D T.I.
GAAF, GERMANY

‘Silent Night’ It Ain’t

SSG Manuel writes from **B Co., 7/159th Aviation Regiment**, “Cold and Snowy! A little note from Germany to say Happy Holidays and Safe Flying, (Frohe Weisse Weihnacht). My name is SSG Andrew P. Manuel, CH-47D Technical Inspector for B Co., 7/159th Avn. Regt. (AVIM) here at Giebelstadt

Army Airfield, Germany. Enclosed is a version of the Twelve Days of Chinook Christmas. Hope you like it.”

Let’s put it this way, Andrew. Don’t quit your day job!

Seriously, Boeing Philadelphia sends best Holiday wishes to all **Tandem Notes/Phrog Phorum** readers! ☐

Dear Chinook and Sea Knight User:

Happy Holidays to All!
The year ending was eventful for us and 1999 holds the same promise.

We announced foreign military sales of Chinooks in Taiwan, Australia and Egypt and will begin modernization of the current Egyptian Chinook fleet.

The Improved Cargo Helicopter (ICH) program is under way, and we will bring the first two aircraft to become newly modernized CH-47Fs into the factory in January.

Our first CH-47SDs are moving ahead, and several international customers have expressed interest, including Finland.

Finally, U.S. Army Chinooks have been key to Central American disaster relief after Hurricane Mitch. The actions of American soldiers there say far more about holiday spirit than words can convey. We dedicate this issue of **Tandem Notes/Phrog Phorum** to them.

As always, send all correspondence to Jack Satterfield, Boeing Philadelphia, P.O. Box 16858, M/S P10-18, Philadelphia, PA 19142-0858. Ph: (610) 591-8399; Fax (610) 591-2701; e-mail:

john.r.satterfield@boeing.com.

Good luck and good flying!

John Gilbride
Director - Global Rotorcraft
Customer Support

Norm Readler currently flies for **Kawasaki Helicopters in Saudi Arabia**, but he's also flown plenty in CH-47Ds and has the photos to prove it.

He took this shot from the left seat of a Chinook in flight 17 nautical miles north northwest of Tuzla airport in Bosnia during his tenure with the U.S. Army.

The Chinooks, flying in support of IFOR peace-keeping in Bosnia, had a chance to examine these fortress ruins and look for the ghosts of former residents from several unique and interesting angles. □



Cyber Chinooks

The unit is soon to be fully equipped, as the last new CH-47D Chinook (one of 13 in the Dutch Air Force with fully integrated digital cockpits) heads from the Boeing factory in Philadelphia to the Netherlands.

So, **298 Squadron of RNLAF Soesterberg** sends greetings and their new website address. You can check out the unit and its aircraft at <http://queese.www.cistron.nl/>.

The squadron's e-mail address is: queese@cistron.nl □

From the Field...

HMT-204 Hits 90,000 Hours

by **L. Smith, Director, Safety and Standardization**

The Marines of **Marine Helicopter Training Squadron 204 (HMT-204)** successfully accomplished flying more than 90,000 mishap-free hours on August 3, 1998.

These hours have been accomplished since May 30, 1980, when the squadron was composited with CH-53s and one of those aircraft experienced a class "A" mishap.

HMT-204 celebrates this impressive milestone without a CH-46 class "A" mishap since its commissioning in 1972. More than 91, 204 CH-46 flight hours have been flown since then.

The squadron is the single providing source for U.S. Marine Corps CH-46E Sea Knight initial and refresher helicopter pilot training in addition to crew chief Fleet Replacement Enlisted Skills Training. In the near future, the unit will transition to the MV-22. □



Flare for Photography

Steve Szabo sent this glowing example of photography from Giebelstadt, Germany, with the salutation, "Thanks for a kick-ass airframe."

Obviously, Steve's capability in Chinook photography isn't just a flash in the pan. Nice work. By the way, those glowing things burned out by the time they hit the ground, didn't they? □

Tandem Rotor Team Supports Presidential Ireland Visit

by John Morgenstern,
Boeing Tech Rep, and Noel Seale,
F Co., 159th Avn. Rgt.

Once again, HMX-1, stationed in Quantico, Virginia, and "Big Windy," Co. F/159 Avn. Regt., stationed in Giebelstadt, Germany, formed a team of Presidential helicopters and six Chinooks to complete missions in support of President Clinton's recent state visit to Ireland.

"Big Windy" is a veteran of work with HMX-1, providing similar support in Amsterdam and Berlin. The unit flew 160 hours over the 13-day deployment while providing helicopter transportation for White House staff, Congressional delegation, Secret Service, and the press to several landing zones in Northern Ireland and the Republic of Ireland.

While in Ireland, the helicopter team visited Shannon, Dublin and Belfast, landing in such well known places as Omagh, Armagh, the Belfast city airport, RAF Aldergrove, and the Ballyunion golf course.

The overall cooperation and professionalism of all participating groups was simply outstanding throughout the entire visit; despite some mighty long days and long nights with little free time for the entire group. All who wished, however, had a chance to try some Guinness while in Ireland.

"Big Windy" commanding officer, Maj. Scott Rutherford, and Army regimental commander Col. Schloesser worked closely with Marine Col. Ron Berube, Presidential helicopter pilot, to coordinate flawless missions in Ireland.

This mission strengthened the relationship among Big Windy, HMX-1, and Air Force-1 proving that interservice cooperation is alive and well. With lifts conducted under day, night, NVG, and IMC conditions into improved and unimproved landing areas, this mission showed the real value and utility of the CH-47D. □

We Get Letters.....

Tandem Notes/Phrog Phorum recently received the following letter from Glen Genest, a model builder in Temple City, California, who obviously likes tandem rotor helicopters:

"Enclosed you will find a picture of the Boeing 234 Commercial Chinook that your information helped to

build....Just to tell you, my next project is a CH-46, also from Columbia Helicopters....Thank you for the information to make this model a pleasure to build, and pleasing to the eye."

We're sure the folks at Columbia will be pleased to see the care Glen took in modeling the 234 in CHI's unique livery. □



'Big Windy' Chinooks fly together over Ireland in support of President Clinton's visit to that nation in mid-1998. Chinooks were vital to the visit's success, moving dozens of dignitaries quickly and efficiently on the trip. □



HMX-1 Presidential helicopter and a 'Big Windy' Chinook from Giebelstadt take off together during the President's visit to Ireland. Chinooks routinely support the President's transport requirements around the world. □ 3



Marines from Helicopter Pedro Win Citation

The Marines of Transport Squadron One (VMR-1) may want to paint orange Coast Guard stripes on their Boeing HH-46 Sea Knights.

For several years, VMR-1 helicopters with the call sign Pedro, air crew and support personnel have flown hundreds of missions from their base at Marine Corps Air Station (MCAS) Cherry Point, North Carolina, in support of nearby U.S. Coast Guard Group, Fort Macon.

Those missions, which involved more than 100 Atlantic rescues, recently earned VMR-1 the Coast Guard Meritorious Unit Commendation.

In the citation awarded to the squadron by the Commander, Coast Guard Atlantic Area, Vice Admiral Roger T. Ruff said, "Pedro was directly responsible for saving lives at sea, as they did when assisting the Fishing Vessel *Doing Time*, which was fishing over 40 nautical miles from shore when it began taking on water.

Pedro launched immediately and rendezvoused with the Coast Guard cutter *Point Bonita*, enroute to the scene. In 20-knot cross winds, Pedro safely hoisted the cutter's pump without diverting the cutter's course or speed and safely delivered it to the crew of the sinking vessel.

Pedro was directly responsible for saving the lives of three mariners who were able to keep up with water intake until *Point Bonita* arrived."



One of three VMR-1 HH-46 Sea Knights flies over a Coast Guard cutter, symbolizing the teamwork between Helicopter Pedro and the Coast Guard on maritime life-saving missions on the Atlantic Coast. □

Over four years, VMR-1 handled more than 100 search and rescue missions where lives were threatened, including rescues from 10 sinking vessels.

The squadron also located 25 overdue ships, responded to 30 emergency locator transmitters, assisted with 33 nighttime rescues using flares, and hoisted 37 people to safety.

The squadron also assisted with the rescue of an Air Force F-15 pilot forced to ditch his aircraft off the North Carolina coast.

The squadron's 119 officers and Marine and Navy enlisted personnel who fly and maintain three Sea Knights and other aircraft provided more than 26,000 readiness hours in support of Coast Guard operations.

Coast Guard Captain Dale Gable, who presented Helicopter Pedro its award, praised VMR-1 for its humanitarian service.

"While the military doesn't have a lot of heroic deeds in peace time, this is one area where heroes are made everyday," Gable said.

VMR-1, formerly known as the Station Operations and Engineering Squadron, provides transportation for Marine units and personnel in and around Camp Lejeune and Cherry Point Marine Corps Air Station (MCAS) as well as search and rescue services for the Coast Guard throughout the mid-Atlantic region. The unit's commander is Lt. Col. Frederic Olson. □