



Only 20 Alphabet Letters Left For Next Models!

**CH-47F Program Takes Army Chinooks into 21st Century; Long Future Ahead**

**A**t a recent ceremony in Philadelphia to commemorate the start of the CH-47F modernization program, Jim Caudle, U.S. Army Chinook program manager, said, "The Chinook is a national asset, and it will remain in the U.S. Army providing military and humanitarian service around the world for years to come."

Several hundred Boeing employees who attended the ceremony along with local Congressmen Curt Weldon and Bob Brady greeted Caudle's assessment with applause. The ceremony, with one of two Chinooks designated as prototypes for the CH-47F modernization program, serving

as a backdrop, marked the start of an effort that will return 302 upgraded Chinooks to the U.S. Army by 2013. That means Chinooks should remain in service until at least 2033, more than

seventy years after the first CH-47A reported for duty to the Army Aviation Board, Ft. Rucker, Alabama, in August 1962.

The modernization program will update Army Chinook fuselage structures and "tune" the fuselages to reduce the effects of dynamic component vibration on the aircraft itself and the systems it contains. Each CH-47 also will receive a newly manufactured cockpit, or 41, section, containing a suite of integrated flight control displays that will ensure Chinooks are configured for future "digital battlefield" missions.

Under a separate budget, CH-47F engines will be upgraded to T55-GA-714A standard, providing more power for heavy lift in "high-hot conditions."

The two CH-47F prototypes will begin flight in 2001 after careful disassembly and modernization. That year, the program will begin

low rate initial production, and the first production F-models will rejoin the U.S. Army in 2003 as the program ramps up to a full production rate that will reach 29 Chinooks a year. □



**Boeing employees** gather around one of two Chinooks that will become CH-47F prototypes during a January ceremony marking the start of the U.S. Army modernization program. □



**CH-47F prototypes** are well on their way through the tear-down process as the first step in the upgrade program. □

**Dear Chinook and Sea Knight User:**

**T**he new year began auspiciously for Boeing Philadelphia, with the arrival of two Chinooks slated for modernization as CH-47Fs, the Engineering Manufacturing Development (EMD) prototypes under the Improved Chinook Helicopter (ICH) program.

We already are making excellent progress on these aircraft and have virtually completed disassembly of the fuselages, documenting each step in this process to facilitate restoring these Chinooks to life as F-models.

In two years, those aircraft will begin operational testing and evaluation as we move forward with low-rate initial production leading to modernization of 300 Chinooks in the U.S. Army fleet.

We also believe prospects are good for eventual modernization of the remaining U.S. Army Chinooks, incorporating even more improvements in these rotorcraft than featured in the F-models. If this program goes forward, it is conceivable that Chinooks will remain in U.S. service until the mid-21st century.

And we will continue building CH-47SDs for international customers as long as demand continues.

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**

# “Delta Schooners” Save Historic Lighthouse

by Steve Robertson, SI  
Stockton AASF

Located on the most western portion of the continental United States in close proximity to majestic redwood forests, along the pristine California coastline, stood a sentinel awaiting a well-deserved retirement.

The Cape Mendicino Lighthouse served as a beacon to travelers and fishing boats since 1868. The Cape is known for high winds and severe storms. After a century of service, the lighthouse was decommissioned and replaced by an automated light station managed by the U.S. Coast Guard.

The Cape Mendicino Lighthouse stood idle for many years, awaiting a cutter’s torch. Citizens of nearby Shelter Cove, Calif., hoping to prevent the destruction of a historic landmark, formed a lighthouse preservation society. After years of letter writing, communicating and coordinating with federal, state and local agencies, the committee forged an agreement to move the old structure from Cape Mendicino to Mel Coombs Park in Shelter Cove.

The Cape Mendicino Lighthouse Preservation Society now had a monumental problem -- lifting the lighthouse from the rocky cliffs where it stood to Shelter Cove. After determining civilian contractors would be prohibitively expensive, the Society began a search for an aerial alternative.

The Army National Guard accepted the mission and called on **Co. G, 140th Aviation, the “Delta Schooners,”** to handle the task. A unit Chinook easily lifted the old lighthouse and flew it over water 40 miles to its new home in Shelter Cove.

The mission gave the flight crew a chance to work with civilian riggers on the ground. The lighthouse’s unique shape and size required attachment of special lifting bolts to the lighthouse dome. Chris Kregoski, project coordinator, remarked that the Chinook crew performed the task with no damage to the lighthouse. Jan Porteuse of Shelter Cove said, “The men and aircraft that lifted the lighthouse are heroes to the people of Shelter Cove and will always be welcome in our community.”

After completion of the flight, members of the community gathered around the Chinook for a tour of the aircraft, picture-taking and a lunch with the crew of Shelter Cove’s famous “fish and chips.”

The structure will be refurbished and mounted on a permanent base, so that, once again, the Cape Mendicino Lighthouse will stand watch along Pacific shores. □



**Mission Completed!** The dome of the historic Cape Mendicino Lighthouse perches in Mel Coombs Park after a slingload ride under a “Delta Schooners” Chinook from its old resting place on Cape Mendicino. □

## From the Field...

### Last Flight For “Falcon Six”

Former commander of the 66th Aviation Brigade, Brig. Gen. Errol Van Eaton (r.), known in the air as “Falcon Six,” completed his last flight as a military pilot at the controls of a Chinook from Co. E, 168th Aviation, Washington Army National Guard, at Ft. Lewis, Wash.

CW4 Rick Dominy (l.), known as “Boxcar 25,” congratulated BG Eaton after the mission.

Both Eaton and Dominy have been Army aviators for 30 years, and each has more than 3,000 hours in Chinooks, including tours in Vietnam with the 179th ASHC, “The Shrimpboats,” and the 178th ASHC, “The Boxcars,” respectively. Dominy still has the same call sign he used 28 years ago. □



## Ship Takes a Dive

# Columbia Helicopters Help Rid Oregon of *New Carissa*

by Dan Sweet,  
Columbia Helicopters,  
Inc.

For weeks, it was the ship that wouldn't move, much less sink. The tanker *New Carissa*, grounded on a reef off Coos Bay, Oregon, remained firmly lodged off the beach and for days defied every effort to eliminate the threat of a major oil spill that could contaminate miles of beaches in the Pacific Northwest.

Efforts to eliminate the oil threat quickly determined the need for heavy-lift helicopters, and **Columbia Helicopters, Inc. (CHI)** of Aurora, Oregon, soon joined the ship's salvage team.

A Boeing Vertol 107-II (commercial precursor to the CH-46) joined the operation to ferry supplies to the ship for a Navy demolition crew assigned to ignite and burn off oil still contained in the tanker's broken hull.



When that approach did not solve the problem, CHI sent a Boeing 234 Commercial Chinook to assist with an effort to pump oil out of the ship to tanks on shore. The Chinook carried large, 20,000-pound tanks equipped with heaters to the beach. Salvage workers then pumped heavy crude oil from ship to shore and heated the oil to make it easier to pump into smaller tanks. The BV-107 then carried the smaller tanks away from the beach to a safe processing site.

The *New Carissa* resisted an attempt to tow it out to sea, and bad weather delayed final disposition of the hull, which refused to sink until both naval gunfire and a torpedo fired by a nearby U.S. submarine finished it off. □

**A Columbia Helicopters Boeing 107** flies in support of *New Carissa* salvage operations near Coos Bay, Oregon. □  
**Photo courtesy of Michael Dudash, Coos Bay World**

## From Mercy Mission To Merida VIPs

by John  
Morgenstern,  
Boeing Tech  
Rep

Members of **Cos. B and C, 159th Avn. Regt.**, stopped in Mexico to support Pres. Clinton's recent visit before they headed home after three months of humanitarian service in Central American nations ravaged by Hurricane Mitch last year.

Although away from home for more than 90 days, the Army personnel's can-do attitudes and professionalism made another **HMX-1** Presidential trip a real pleasure.



**A Chinook from the 159th Avn. Regt.** stands by as an HMX-1 VIP helicopter lands at a soccer stadium in Merida, Mexico. □

The Chinooks transported the press, White House staff and Secret Service while operating at the airport near Merida, Mexico, during the six-day visit.

Col. Ron Berube, HMX-1 commanding officer, congratulated the troops involved for completing a flawless and harmonious mission with the Marine Corps, several of whom joined the Chinook crews during their flights.

Once the VIP mission was accomplished,

the men and women of B and C Companies returned to their home bases at Hunter Army Air Field in Savannah, Georgia, and Fort Bragg, North Carolina, for a well- 3 deserved rest. □



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## Pedro Saves Cobra Crew

### Marine SAR Team Plucks Colleagues From Water in Night Rescue

**H**elicopter "Pedro" has added another accolade to its long record of rescue work.

The H-46 Sea Knight has handled search and rescue missions in and around MCAS Cherry Point for several years. In mid-February, a flying accident gave Pedro and his crew another chance to show their stuff.

An AH-1W Super Cobra, on a routine pre-deployment training mission in the area, crashed at night into the water about ten miles from Piney Island near Pamlico Sound.

The Pedro search and rescue team -- Capts. Jeff Bingham and Cliff Porter, pilot and co-pilot, respectively; Sgt. James Crane, crew chief; Sgt. Chris VanEycken, rescue swimmer; and Petty Officer David Clipson, medical technician -- was also on patrol that night and flew quickly to the accident area.

Although they were flying without night-vision goggles, the Pedro crew

arrived on the scene and saw a flare. Rescue swimmer VanEycken rode the rescue hoist into the 54-degree water where the two Cobra crewmen had already floated for about 40 minutes.

Capt. Dennis Derienzo, one of the downed pilots, was severely injured in the crash, and VanEycken quickly strapped him into a Stokes litter. Meanwhile, rotor wash pushed Capt. John Selby, the other pilot, about twenty yards away, but VanEycken got him into the hoist on the second pass. The rescue operation took about 25 minutes as Pedro hovered in the dark.

Petty Officer Clipson, with help from VanEycken and Sgt. Crane, treated both victims for hypothermia.

Pedro pilot Bingham said the mission was a team effort, including maintenance hours put in to keep Pedro ready for flight.

"Last night is what we trained for," Bingham said. "A lot of missions deal with corpses. It's a good feeling to complete a successful mission." □

## Helifor Pilot Passes 20K Hours; Many To Go

**J**eff Briggs, chief pilot at Helifor, the Canadian heli-logging company in British Columbia, has a remarkable log himself. At the end of 1998, Briggs had racked up 20,391 flight hours in helicopters. Counting his fixed wing time, Briggs has flown 20,674 hours.

Briggs began his flying career in 1969 as a private pilot. He joined the Army, served as a helicopter pilot in Vietnam, and completed a CFI rating with Columbia Helicopters, Inc.

In 1974, Briggs joined CHI as a charter pilot, and he taught flight school in the company's Hughes 300s. In 1976, Briggs earned command pilot certification in Vertol 107s.

In 1979, Briggs started flying on temporary assignment with Helifor. His "temp" work has continued for 20 years.

Briggs is only the second pilot associated with CHI to cross the 20,000-hour mark. Command pilot Jerry Koschnick reached that milestone in early 1994, and has accumulated more than 23,000 flight hours in helicopters to date. □



## New Phrog Litho Features Photo By Morgenstern

**B**oeing Tech Rep John Morgenstern, long-time advisor to HMX-1 at Quantico, Virginia, snapped this photograph of an H-46E Sea Knight near the New York downtown heliport during a recent VIP visit.

John's shot now graces a new lithograph containing mission and technical information on the H-46E, as well as a three-view containing aircraft dimensions. □