



Tandem Notes

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He Ain't Heavy; He's My (Step)Brother!

“Big Windy” Shines in “Vulgar Display of Power”



From Giebelstadt, Germany, CW2 Alexander Lutz, of **F Company, 159th Aviation (“Big Windy”)**,

writes:
Gentlemen,

Another first for (Big Windy) and myself, with the only CH-47s in Europe and proud of it.

Here are just some of the pix from our successful CH-53 recovery on Friday, June 4, 1999.

This vulgar display of power is one to be remembered, not just by me or

my crew, but by everyone that saw us on Friday. Have a nice day!

“Big Windy” has been especially busy this spring, handling heavy-lift missions in the Balkans to facilitate the move of KFOR into Kosovo following the end of the bombing campaign in the Balkans. U.S. Army CH-47Ds, as well as British and Italian Chinooks, paved the way for KFOR’s transition to peacekeeping by moving tons of supplies into Macedonia. □

Dear Chinook and Sea Knight User:

Being Philadelphia has been very busy so far this summer, and Tandem Rotor programs account for much of that activity.

Two Engineering Manufacturing Development (EMD) aircraft are providing critical data for establishing the modernization process for the 300 aircraft that will become CH-47Fs through the Improved Cargo Helicopter (ICH) program.

Just as important, planning discussions are already under way that could lead to modernization, involving even more improvements, for the more than 130 U.S. Army CH-47D Chinooks not slated to become F-models. This effort could smooth the transition from Chinooks to the Joint Transport Rotorcraft program, slated for the 2020 time frame, and also keep Chinooks in active service even later than 2033, the notional end-of-service date for the CH-47F as currently scheduled. That constitutes a remarkable service history for the Chinook by any standard.

Also, our first CH-47SD, for the international market, is already in flight test, ready for a rollout this fall.

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 - Aerospace
Support Philadelphia

Chinook Makes Pittsburgh's July 4 A Night To Remember

Pittsburgh's annual Fourth of July fireworks extravaganza was more lively than usual this year, thanks to the work of a Chinook crew from the **"Nomads" of G Company, 104th Aviation, Pennsylvania Army National Guard.**

The Nomads were tasked with opening the night-time show at Pittsburgh's Three Rivers Stadium with a flyover, carrying a 50- by 30-foot American flag suspended on a center hook-mounted cable. Rigging the flag was no easy task, requiring well-balanced counterweights to keep the flag properly displayed below the Chinook in flight.

Crew members CW3 Kevin Dillingham, CW3 Mike Steele, SSG Ed Blantz (who also works at Boeing Philadelphia) and SSG Greg Miller practiced the maneuver in daylight before completing the flight demo after dark.

The Chinook, with "the largest flag ever flown over Pittsburgh," made a dramatic display for a huge audience in the stadium as it flew over the field bathed in the glow of searchlights, a worthy opening act for the fireworks that followed. □



A Chinook from G Company, 104th Aviation, Pennsylvania Army National Guard, practices its Independence Day flight over Three Rivers Stadium in Pittsburgh in preparation for a nighttime fireworks display. □

From the Field..

Chinook Returns To Duty

One Year After Mid-Air Strike

by **Steve Robertson, SI**
Stockton AASF

Last year, a civilian aircraft struck the **"Delta Schooners," G Company, 104th Aviation's** CH-47D 910234 in mid-air while the Chinook was returning to base in Stockton, California. Although the airplane crashed and the pilot died, the Chinook crew guided their crippled helicopter to a safe landing.

After temporary repairs, the Chinook flew home to Stockton, where the Army Aviation Support Facility began the arduous task of making "234" whole again. The AASF team removed and inspected many components, and the Army Aviation/Missile Command in Huntsville, Alabama, conducted a special inspection to ensure the aircraft could fly again.

Aircraft mechanics from LSI Corporation rebuilt the lower right rear fuselage and ramp, both of which sustained heavy damage in the collision, relying on blueprints from Boeing to fabricate replacement frames and sheet metal skin sections.

After a full year of reconstruction as meticulous as that of a fine cabinet maker, maintenance personnel hung "234's" blades again and prepared the aircraft for system and flight tests.

A few bugs had to be worked out of the utility hydraulic system. During the first engine start, the rotor system turned momentarily and then stopped. After maintainers replaced two pumps, the aircraft started, but a hydraulic leak forced another rapid shutdown. Finally, on February 4, almost a year to the day of the midair collision, "234" lifted gracefully off the guard pad and took to the air. More test flights brought the airframe into perfect balance, ensuring smooth-flight.

The return of "234" to operation required the collective cooperation of the Army and civilian personnel nationwide. Without the professional dedication of Army Aviation people, this aircraft could have been sent to the scrap heap. Instead, "234" recently performed with distinction at the National Training Center in Fort Irwin, California. □ (See photo, p. 3)

Fahey Named New President At Columbia Helicopters

Mike Fahey is the new president of **Columbia Helicopters, Inc. (CHI).** Fahey succeeded Roy Simmons, who retired after 33 years with CHI and nearly seven at the company's helm, in mid-April. He is only the third CHI president in the company's 42-year history.

Fahey joined Columbia in 1975 as Director of Finance and became CHI's Executive Vice President in 1997.

Simmons joined CHI as a pilot in 1966 when the company had only eight employees, and advanced into operations management in the mid-1970s, culminating with his appointment as president in 1992. Simmons plans to travel with his wife and enjoy his beach home, children and grandchildren.

CHI, based near Portland, Oregon, is the world's only operator of the Boeing 234 Commercial Chinook and also flies the Boeing Vertol 107 (commercial predecessor of the CH-46). Today, CHI employs 750 people who fly and maintain its commercial helicopter fleet. □



The “Nomads” of G Company, 104th Aviation, recently made short work of placing two 20,000-lb. gazebos near the Airman Leadership School at McGuire, Air Force Base in New Jersey. Moving the gazebos by air saved the Air Force the time and expense of tearing down and rebuilding both structures at the school. □



PFC Abe Jones and SSG Wes Franham inspect the repaired area on CH-47D “234,” assigned to G Company, 140th Aviation, California Army National Guard. The aircraft was damaged last year in a midair collision. □ (See story, p. 2)

“Sugarbears” Lead The Fleet in Readiness

Earlier this spring, the “Sugarbears,” B Company, 4th Battalion, 123rd Aviation Regiment, received recognition for leading the U.S. Army Aviation fleet in superior operational readiness during the 1998 fiscal year.

The Sugarbear’s achievement is all the more impressive considering their operating environment. Temperatures in Alaska range from 50 degrees, Fahrenheit, below zero in winter to more than 95 degrees, Fahrenheit, in summer.

In addition to flying Army missions, B Company supports the State of Alaska and the National Park Service with its CH-47 High Altitude Rescue Team (HART). The HART, staffed with volunteers, handles critical rescue missions at altitudes exceeding 19,000 feet on or near Mount McKinley. The Sugarbears have repeatedly executed some of the most daring and challenging rescues in the nation.

As part of a recent recognition ceremony, B Company received the Boeing Superior Unit Maintenance Award for its outstanding readiness record last year. □



A “Big Windy” Chinook prepares to pluck a CH-53 from its temporary resting place in Germany for a flight to a repair facility. F Company, 159th Aviation, has handled more than its share of aircraft lift missions recently. Big Windy also moved a damaged Apache recently in the Balkans. □



Record-Setting Deployment

“Fighting Griffins” of HMM-266 Set Pace in Balkans



Phrogs from HMM-266 operated from Albania during the squadron’s recent Balkan deployment. The mountain in the background is in Kosovo. □

The U.S. Marine Corps will replace its venerable fleet of CH-46E Sea Knights with V-22 Ospreys over the next few years. But the Sea Knights, affectionately known as “Phrogs” over more than 30 years of service, still handle tough missions with ease.

A case in point is the “Fighting Griffins” of reinforced **Marine Medium Helicopter Squadron 266 (HMM-266 (Rein.))**, recently returned to Marine Corps Air Station New River, North Carolina, from a six-month deployment in the Balkans with the USS Nassau Amphibious Readiness Group. HMM-266 (Rein.) served as the aviation combat element for the Nassau’s Marine Expeditionary Unit (MEU), consisting of a Battalion Landing Team, service support group and headquarters command.

In addition to 12 CH-46Es, the squadron’s reinforcement contained heavy lift, attack and utility helicopters as well as Harrier VTOL airplanes. Throughout its deployment, the squadron trained and pre-

pared for possible contingency operations in Macedonia and Kosovo as the situation there grew steadily more tense.

For 60 days, from the start of NATO action against Serbia until relieved in April by **HMM-365 (Reinf.)** with identical air assets, the Griffins were on stand-by and ready to go.

During that period, the Griffins’ Phrogs flew 75 long-distance sorties, 125 nautical miles or more, day and night, from the Amphibious Group into Cegrane and Skopje, Macedonia. Trips this lengthy are unusual for Marine CH-46s, normally used for ship-to-shore combat assault over shorter distances.

This time, however, the Marines were on a mission of mercy, establishing a humanitarian assistance site in Macedonia to accommodate the influx of Kosovar refugees pouring over the border. In addition to carrying Marines to Macedonia to aid in relief efforts, other Phrogs provided American security mission support in Tirana, Albania.

In total, the Griffins accumulated more than 1,550 flight hours on their Phrogs and stood ready throughout the assignment to handle anything coming their way.

“We were exceptionally proud of our Sea Knights,” said LTC Jeff Marshall, Fighting Griffins commanding officer. “Throughout the deployment, we never had a maintenance-related precautionary landing, and no maintenance recoveries, even on long-range missions.”

“The squadron also scored several firsts,” Marshall continued. “We used tactical satellite links for the first time in CH-46Es, giving us over the horizon (OTH) communications on the longest flights. Our Sea Knights were the first U.S. helicopters in Macedonia after the crisis began. We also kept our Phrogs battle ready, with crew armor installed, despite the weight penalty on long trips. Squadron maintenance worked in two shifts around the clock to support 18-hour-day flight ops.”

According to Marshall, the squadron maintenance department put in outstanding work. Mechanics and system specialists under Major Roy Osborn, the maintenance officer, kept the aircraft in top shape throughout the deployment and worked the hardest in the crisis period. E-mail connectivity from the ship also enabled the squadron to keep in touch with Boeing technical representative Bill Janning, who offered advice on any issues as they arose.

“I’ve been a Phrog driver since 1981,” Marshall concluded, “and I was especially proud of being the Fighting Griffins’ commanding officer in this mission and to see the Sea Knights do so well.”

After rest and refitting, the Griffins were soon ready for their next assignment. □