



Chinook News

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September 2005



Welcome to Chinook News

Jack Dougherty
Director, Chinook Programs

Welcome to the latest edition of Chinook News. I would like to extend my thanks to all for your warm response to this newsletter. This publication is about you and the Chinook. Currently, we are delivering Chinooks on time. Lot 1 was completed in May. Since then, our Philadelphia facility has delivered MH-47G Special Operations Heavy Assault Chinooks for the U.S. Army at a rate of two each month to meet the call for 16 aircraft by the end of the year. Proudly, we are on schedule. What's more, we are progressively improving on the production rate as we move forward.

We are all focused on that job. In fact, a special section in this newsletter is devoted to messages to you from the men and women who build the aircraft. They are exceedingly proud of the job they perform and the aircraft they build. It's also worth noting that among the reasons we are achieving these results on your behalf is because of the involvement of our workers and their participation in Lean manufacturing initiatives in Philadelphia. They are genuinely proud of the work they do every day.



Photo: CPL Jason Hobbs

Chinook News reaches Iraq

Showing off their Chinook News (above photo) from LSA Anaconda, Balad Airbase, Iraq, members of the Ico 4 – 159th AVIM Ft. Bragg, N.C., are (kneeling) PFC John Bell, (standing, left to right) SPC Daniel Moyano, SPC Lenny Higgins, SSG Derrick Holland, SPC Casey Hargrove. Deployed since January 2005, the Quality Control Tech I suggests to others caring for Chinooks, to ensure that the reset teams are performing proper maintenance. "We have come across a lot of reset aircraft with very poor maintenance being performed," states SSG Holland, who offers his e-mail address to anyone about to deploy with questions concerning maintenance. You can reach Derrick at, derrick.holland@us.army.mil. Thanks for the photo and the tips, Derrick!

Another hardworking group is Team Chinook. Its focus is to enhance awareness for the Chinook and to provide a forum where the Cargo PM and Boeing PM can jointly work with other groups involved in the Chinook program to transmit messages of importance about the program.

Annually, this group gathers to inform all appropriate government and industry stakeholders about what is taking place on the program and where they can provide help. The selected forum is used to exchange information on breaking technology and to communicate key messages on important programmatic issues.

Enjoy the latest issue, and remember you are invited to submit stories and photos of Chinooks in action. Share your knowledge in these pages with other Chinook users.

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If you have a story of interest or an article you'd like to submit to Chinook News, please e-mail Tom Marinucci.



7 July 2005 United We Stand

Welcome to Team Chinook



From Colonel William T. Crosby
U.S. Army Project Manager for
Cargo Helicopters

I would like to echo Jack Dougherty's welcome to this latest edition of the Chinook News. We believe that the News is an excellent way to communicate all the great things that are going on in the "Chinook world."

The Office of the Project Manager for Cargo Helicopters has been the first Project Management Office to integrate all life cycle management elements under one roof through its Soldier-Focused Logistics initiative. This initiative paved the way for the Army's new Life Cycle Management Command philosophy and ensures that the PM provides one face to our warfighters and industry. Through SFL and our partnership with Boeing Integrated Defense Systems and other Team Chinook members, we are continuing to transform the way business is done. Through effective teaming and outstanding workforce buy-in, we have driven down procurement cost, stabilized workforces and improved overall system capabilities. As a result, the Cargo Helicopters PMO was nominated in July for the Headquarters, Department of the Army, 2005 Acquisition Excellence Award.

With people as our most important asset, I highly recommend you take a look at the new Chinook News section, "Messages from the Shop Floor." There you can get first-hand insight from the men and women who build our aircraft. The members of our PMO and I congratulate them on the excellent job they perform for our soldiers in the field.

In the coming months we look forward to this year's Team Chinook meeting in Charleston. As a select forum, Team Chinook has been and will continue to be a key way to inform and enhance communication between government and our industry team partners. We also will initiate full-rate production on the new CH-47F. As production ensues, we will begin fielding the CH-47F in the first quarter of FY 2007 to meet our first unit equipped date of May 2007.

In the midst of transformation, we as a team, stand ready to field and support the next generation of cargo helicopter products and processes, and we remain focused on providing our warfighters with the world's best heavy-lift helicopter — The CH-47 Chinook. Enjoy this latest issue and remember our soldiers in the field.

160th SOAR Soldiers receive the Distinguished Flying Cross

By Kelly Ann Tyler, 160th Special Operations Aviation Regiment (Airborne) Public Affairs Office

FORT CAMPBELL, Ky. (USASOC News Service May 3, 2005) — A battalion commander praised his Soldiers during a ceremony at Wilson Theater here April 28, calling them "the finest aviators in the Army."

Seven Distinguished Flying Crosses, as well as 80 other awards, were presented to 66 Soldiers from the 160th Special Operations Aviation Regiment (Airborne) by Lt. Col. Gregory Petrik, commander of the regiment's 2nd Battalion, and Lt. Gen. Philip R. Kensinger Jr., commanding general of the U.S. Army Special Operations Command.

"The American people will never know the true sacrifices that these Soldiers made to accomplish the missions," Petrik said. "These Soldiers, who are the finest aviators in the Army, performed missions that were incredible and made them seem routine."

The DFC recipients were

- Maj. Thomas R. Drew, 41, of Clarksville, Tenn., an MH-60L Black Hawk helicopter pilot and air mission commander during Operation Iraqi Freedom on April 2, 2003.
- Maj. Michael Lewis, 39, of Eugene, Ore., an MH-47E Chinook pilot during Operation Iraqi Freedom on April 2, 2003.
- Chief Warrant Officer Steven A. Lapping, 39, of Laurel, Md., an AH-6 Little Bird helicopter pilot during Operation Iraqi Freedom on April 2, 2003.
- Chief Warrant Officer John Nailor, 38, Mechanicsburg, Pa., an MH-47E Chinook pilot during Operation Iraqi Freedom on April 7, 2003.
- 1st Sgt. John Wade, 34, of Logan, W. Va., an MH-47E Chinook flight engineer during Operation Enduring Freedom on Oct. 19, 2001.
- Staff Sgt. Matthew W. Hubbard, 33, of Butler, Mo., an MH-60L Black Hawk crew chief and gunner during Operation Iraqi Freedom on April 2, 2003.
- Sgt. Jayson R. Sorensen, 26, of Seeley Lake, Mont., an MH-47E Chinook crew chief and machine gunner during Operation Iraqi Freedom on April 7, 2003.

More than 70 Air Medals were presented, six of them with valor devices. Numerous other awards were also presented. All of which were given in support of operations Enduring and Iraqi Freedom at the ceremony.

The Valorous Unit Award was presented to 2nd Battalion for extraordinary heroism in combat. The degree of heroism required for the unit award is the same as that which would warrant award of the Silver Star to an individual.

"The Valorous Unit Award presented to the battalion today is for a five-month period of intense combat operations that the regiment had never experienced before," Petrik said.

"[Elements of the 160th] deployed in early October 2001 and started flying the first missions taking Special Forces teams into Afghanistan shortly thereafter. This ultimately led to the collapse of the Taliban and the defeat of al-Qaida forces."

"Many [awards] were given for missions that remain classified. Except for those who were on them, we may never know the full details about these missions," Petrik said.

"Many of these missions were flown under zero illumination in unforgiving terrain while encountering intense enemy fire that included small arms, rocket-propelled grenades, surface-to-air missiles and anti aircraft artillery. All were done while supporting multiple combined/joint special operations task forces."



More than 80 individual awards were presented during the April 28 ceremony, including three Air Medals (one with "V" device) to Chief Warrant Officer Bernard "Bunky" Litaker. (U.S. Army photo by Kelly Ann Tyler)



U.S. Army Special Operations Command Commanding General, Lt. Gen. Philip R. Kensinger Jr., attaches the Valorous Unit Award streamer to 2nd Battalion, 160th Special Operations Regiment (Airborne) guidon during an April 28 ceremony at Fort Campbell. (U.S. Army photo by Kelly Ann Tyler)

More than 140 DFCs have been presented to members of the 160th SOAR since October 2001. The VUA was also awarded to F and D Companies, 1st Battalion, 160th SOAR, and to Headquarters and Headquarters Company, 160th SOAR because they were part of the 2nd Battalion, 160th SOAR task force during the award period.

The 160th is the Army's only special operations aviation unit. The unit provides rotary wing support to multiservice special operations forces, including Rangers, Special Forces, Navy SEALs, Air Force battlefield airmen and Marine elements. Members of the regiment have been almost continuously deployed in support of the Global War on Terrorism since October 2001.

Special Congratulations from Chinook News

Happy 50th Ft. Rucker!

The Chinook maintains its role as a critical battlefield capability

Countless deployments around the world have earned the Chinook the title of Battlefield Workhorse. Since the Vietnam era, the Chinook has evolved to meet the changing needs of the military, conducting combat assault missions in the Falklands, Kuwait, Afghanistan and Iraq, and more that remain unnamed. Beyond assault, the Chinook's heavy-lift capacity and unmatched ability to operate in high altitudes and harsh environments have expanded its notoriety as a premier search, rescue and disaster relief aircraft. Most recently, the aircraft was widely deployed in the tsunami relief and rescue efforts. Now, the latest model of the Chinook, designated the MH-47G, is being delivered to the elite U.S. Army Special Operations Aviation Regiment.

After the failed Desert One hostage rescue attempt in Iran, the Army established a special operations aviation unit. Organized to execute complex, highly critical missions, Task Force 160 – The Night Stalkers – was created with a focus on secret and sensitive missions. TF-160, now called the 160th Special Operations Aviation Regiment (Airborne), required a helicopter with the capability to meet its multi-mission requirements. In addition to conducting overt and clandestine infiltrations, exfiltrations and assault missions, Special Operations aircrews perform re-supply and sling load operations in any climate or weather. Their assignments also include conducting parachute operations and serving as forward aerial refueling points. Night Stalkers also evacuate casualties and noncombatants and conduct combat search and rescue. In the early 1980s, Boeing produced the first generation of special operations aircraft, the MH-47D and E to meet those needs.

The MH-47 uses an aerial refueling probe (the most obvious Special Operations feature for this aircraft) for in-flight refueling, a fast rope insertion/extraction system, and an external rescue hoist. The aircraft was also equipped to perform extended range missions. By the mid 1990s Boeing completed deliveries of twenty-six MH-47E Special Operations Chinooks to the "Night Stalkers" of the 160th SOAR (ABN).

The MH-47E provided crews with a variety of advanced features to expand mission capability. To improve performance in any weather, the aircraft had a digital cockpit with multifunctional displays and terrain-following, terrain-avoidance radar. This system integrated sensors and displays to manage and view aircraft performance and mission information. The MH-47E-model also contains the refueling probe and long-range 2068-gallon main fuel tanks, providing twice the capacity of the standard CH-47D. With two internal Robertson 800 gallon fuel tanks, the aircraft can complete missions in excess of 500 nm radius without – refuel.

Aircrews of the 160th Special Operations Aviation Regiment are currently receiving the latest version of the Boeing Chinook, designated the MH-47G heavy assault aircraft. This battle ready transport has evolved to complement the mission needs of Special Operations Forces. This aircraft is more versatile, and equipped with a wide range of features designed for duty in Special Operations to include the infiltration of two (2) HMMVs and crews. The MH-47G is the most advanced and versatile heavy-lift helicopter in service.

To enhance mission capability, the MH-47G features improved power, avionics, vibration reduction, and transportability. The aircraft is equipped with a Rockwell-Collins adverse weather capable Common Avionics Architecture System (CAAS) cockpit. This provides an interface between flight crews and aircraft systems. CAAS provides control and display of flight data and system operation for navigation, guidance, flight director, and communication from multifunction displays. The aircraft has a fully – coupled autopilot, integrated multimode radar for nap-of-the-earth and low-level flight operations in the clouds, or in conditions of extremely poor visibility and adverse weather. Improved digital map display, greater situational awareness, mission planning and management capability enable flight crews to conduct missions with pinpoint accuracy. CAAS is migrating to all Army rotorcraft, providing commonality advantages for procurement, maintenance and support and operations. It is notably among the most advanced U.S. Army helicopter systems today, using an Ethernet local area network (LAN) for systems controls and distributed mission processing.

In addition to the capabilities of earlier models, the new MH-47G features several structural upgrades that will improve Chinook operations for the 160th Special Operations Aviation Regiment (Airborne). G-models feature more powerful and efficient T-55-GA-714A engines with full authority digital electronic control. Its improved airframe structure reduces interior vibration. The new G is also equipped with an improved air transportability kit, which simplifies aft pylon removal and cuts the build-up time in half, making strategic deployment a greater option.

Proof of the MH-47's special operations prowess lies not, however, in its capabilities but in its use. In the first six months of the war on terror, focused principally on Afghanistan, Night Stalkers and their Chinooks flew more than 200 combat missions totaling about 2,000 flight hours. Chinooks flew as high as 16,000 feet in adverse weather conditions in the clouds of the Hindu Kush mountains requiring crews to use oxygen systems in flight for as long as 15 hours. More than 70 of these missions, flown in Operation Enduring Freedom's first three months, involved infiltration or removal of special operations troops from behind enemy lines. Needless to say, the unit lived up to its motto, "Night Stalkers Don't Quit," contributing to the hasty collapse of the Taliban regime when its members realized they faced extraordinary U.S. troops who could get to them almost anywhere. Throughout Operation Enduring Freedom, the Night Stalkers maintained a brisk pace with a mission readiness rate in excess of 85 percent.

The global campaign against terrorism clearly will continue for years, perhaps decades. The adversaries of the U.S. and its coalition allies are diverse, capable, and committed. For security and secrecy, they likely will continue to operate from the least accessible areas in the world, and Special Operations forces will take on the burden of finding and destroying these forces. To accomplish these difficult missions, coalition special forces will continue to utilize Special Operations Aviation Chinooks. The 160th SOAR (A) and its larger heavy assault fleet of MH-47Gs have their work cut out for them.



SOA Awards Contract to Allison Advanced Developments Company for the Production of an Infrared Engine Suppressor

By Bradford A. Powell, CW5, USA (RET), PM-TAPO, Ft Eustis, VA

"Hey Lead, You need to turn up your formation lights, I can barely see you!"

(When you fail to see the two glowing engines of a suppressed Chinook in "Trail Formation")

After years of product development and testing with AATD, Ft Eustis, VA; Allison Advanced Developments Co. (AADC), Indianapolis, Indiana; ATTC, Ft Rucker and other DoD agencies, the Product Manager, Technology Applications Program Office (PM-TAPO) has awarded to Rolls Royce Inc, (parent company of AADC) a contract worth over \$18 million dollars for the production of an Engine Exhaust Suppressor for the MH-47 series aircraft. The system known as the Integrated Exhaust Suppressor (IES-47) has been in development and testing for the last six years and began aircraft level testing at ATTC on a Bearcat aircraft approximately one year ago. A total of sixty-five (65) ship-sets and spares shall be procured to outfit the MH-47 fleet.

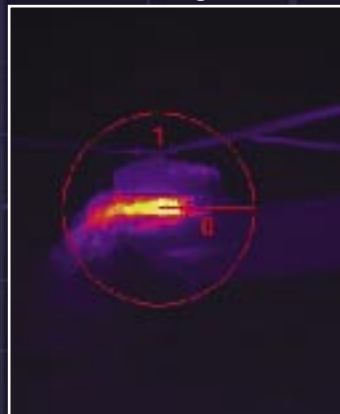
Basic Construction. The IES-47 consists of an INCONEL inner body assembly (first stage assy.) that blocks line-of-sight view of the T55-GA-714A engine turbine blades, provides limited turbine blade and bearing containment and provides mixing of the expelled exhaust gasses. A composite secondary flow assembly is used to shield the hot metal components, enhance gas flow mixing and direct the exhaust gasses away from the aircraft fuselage. The inner body is attached to the engine directly with the secondary duct assembly being held in place by a series of seven (7) adjustable struts which provide alignment of the secondary duct to the inner duct assembly.

Performance Plus. While the actual IES-47 performance figures are classified, it can be said that the performance of the suppressor is "better than expected". Engine inlet losses are well within design requirements and the Chinook exhaust signature that is normally best described in the IR world as "approaching Super Nova levels" has been dramatically reduced. This will have a positive affect on the performance of any IR Defensive suite that is integrated onto the aircraft. Not only will the IES-47 reduce the probability of detection / engagement by threat weapons systems but the effectiveness of flares and IR Jammer systems is significantly improved as the aircraft "J to S Ratios" are now benefiting the aircraft as opposed to always benefiting the threat operator / weapons engagement.

Bottom Line; no "Silver Bullets". The SOA IES-47 program is alive and doing well but it is part of a systems level approach to aircraft detection reduction and total survivability. Coupled with the AN/ALE-47 Countermeasures Dispenser System (CMDSD) and the Advanced IR Countermeasures Munitions (AIIRCM) flare "cocktail" the IES-47 shall provide a marked increase in aircraft survivability. As we integrate advanced IR Jammers onto the platform the IES-47 is vital to ensure that a balanced systems approach is maintained. With the production contract in place for SOA, the Army's SOF fleet will soon have a viable IR signature reduction system. IES-47 is no longer "vapor ware" and is ready for full-scale production. Clearly this is a technology insertion spin-off program from Army SOA that deserves consideration for application to all US Army Chinooks.

We'll get to work on the new position lights straight away!

Un-Suppressed CH/MH-47 Image ▾



▲ IES-47 Installed on "Bearcat Zero"

An artist's dream takes flight

Every artist is, at heart, a visionary. Jang Jung-Hee of Asan, Korea, is no exception. A 43-year-old musician, Jang moved to Asan after a family member gave him a parcel of land to build the studio of his dreams. One day, while contemplating the studio he would someday build, he saw an aircraft that captured his imagination. From that moment, Jang began a quest to build his dream studio in the Chinook's likeness. Now, more than seven years after he first saw the aircraft, Jang is nearing completion of his dream, which today has evolved into the Chinook Café.

Jang knew very little about construction, and even less about the Chinook. Initially, he sought assistance from friends who majored in engineering at a local university, but eventually, he took matters into his own hands. He bought and assembled a Chinook model, then enlarged the scale from the model parts. Good with his hands and a skilled welder, Jang learned quickly.

Building the Chinook burdened Jang financially and emotionally. During the building process, neighboring business owners expressed displeasure with the project. None of this dissuaded Jang because many more people showed interest in the project and often visited the site. On one occasion, soldiers on board a U.S. Army Chinook flying overhead actually mistook Jang's model for a downed aircraft. Thinking it had landed because of an engine failure, they stopped to help.

News spread of Jang's Chinook, and visitors increased. To date, hundreds of U.S. military personnel and their families have visited the café. Frequently, visitors helped Jang with various details on the Chinook. After a Korea Air Force commander visited the site, he invited Jang to his base for a ride in a real Chinook. U.S. military personnel routinely provide Chinook photos and videos. Others offer financial support, but Jang always politely declines, instead requesting materials such as photos to help him further develop the aircraft.

Today, Jang's Chinook stands 36 feet tall and covers about 2,160 square feet of floor space. He built everything — windows, rotors, even the chairs and tables — himself. In the main cockpit area, Jang constructed a small stage equipped with a sound system for live performances and added a widescreen TV.

Many visitors view the Chinook Café as complete, but Jang would like to increase its realism, with wheels and engines topping his wish list.

Jang plans to enlarge the site to include an outdoor stage with audio system, but ultimately he wants to position the Chinook Café as a center for artists and community service. Jang intends to return the kindness showed him by many in the community and has secured a medical team from Seoul National University to visit the area every year to provide medical services for those in need.



Chinook Display Team receives Command approval

Article appeared in Rotohub on 28 April 2005

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The 2005 Chinook Display Team received the final thumbs up from the Commander of the Joint Helicopter Command, Air Vice Marshal Paul Luker, during a visit to RAF Odiham on 21 April 2005. Display Pilot Flight Lieutenant Carl Zarecky put the Chinook HC Mk II through its paces in an impressive routine of wingovers, steep climbs and reverse take-offs.

Flight Lieutenant Zarecky currently serves as a qualified helicopter instructor on the Chinook operational conversion flight of 18 Squadron, based at RAF Odiham. He was deployed on Operation Telic in 2003 and has also seen active service in the Balkans and Northern Ireland. The remainder of his crew are also members of 18 Squadron, all of whom have also seen recent operational service in Iraq.

The Chinook Display returned to the Display Circuit in 2004 after an absence of 10 years. Led by Squadron Leader Dave Morgan, it proved to be an immediate success, winning awards and acclaim throughout the summer. The versatility and maneuverability are expertly shown off during the display and it has thrilled crowds in the UK and abroad.

This year, the Chinook will be displaying at all of the major air shows including the Belgium Heli-days, Royal Netherlands Airshow and Prague Airshow. Airs hows throughout the summer will include RIAT, Waddington, Yeovilton and Biggin Hill and Malta.



The 2005 Chinook Display Team comprises (from left to right, back row) Sergeant Dave Parry (Crewman), Air Vice Marshal Paul Luker (Commander Joint Helicopter Command), Flight Lieutenant Carl Zarecky (Captain), Flight Lieutenant Simon Cooney (Copilot) (front row) Flight Sergeant Jamie Dunkerley (Crewman) and Flight Sergeant Sam Norris (Crewman). Not pictured: Flight Lieutenant Kat Bird (Team Manager).



**Congratulations 18th Squadron
Winner Best of Show RIAT 2005**

Soldiers bring aid to snowbound Afghan villages

By MAJ Michael Myers

Report filed by the 105th Mobile Public Affairs Detachment in Afghanistan.

A safety net of humanitarian aid continues streaming into northeast Afghanistan, which was hit by an unexpectedly heavy snowfall in the past three months.

After years of drought and strife, the government of Afghanistan is stepping forward as the main player in the effort to sustain its people who have been cut off by snow as deep as 20 feet in some places.

World governments and charities are supporting the Afghan government with supplies, security and transportation.

In Zabol province, 2nd Battalion, 35th Infantry Regiment Commander LTC Scott McBride, members of the Afghan Ministry of Rural Development and Reconstruction and representatives from international charities are flying daily missions to gather information about food and fuel stores, medical supplies, the health of villagers and the number of dead.

With this information they form a daily assessment of the disaster some say has claimed more than 500 lives.

McBride said MRRD representatives accompany each mission to lead efforts on the ground.

“All eleven districts have security forces and legitimate governments approved by the provincial government and sanctioned by the central government,” McBride said.

“The people have voted and are coming to trust their government,” he said, emphasizing that the Afghan government, along with the United Nations World Food Programme, UNICEF, USAID and others, is “doing the hard work” of assessing and meeting needs.

When asked what the U.S. provides, McBride said, “We have helicopters.” The Army is also lending a hand in the form of raw muscle.

Soldiers at the 2/35’s forward operating base are unloading trucks as quickly as they arrive, separating 100-pound bags of rice, beans, flour, wheat, salt and sugar and containers of cooking oil into food humanitarian aid packages.

The Soldiers load the FHAPs onto Army Chinooks, which arrive at the FOB every 30 to 45 minutes to take on supplies and rifle squads to provide security and manpower for the drops.



Members of a U.S. Army rifle squad from 25th Infantry Division’s 2nd Battalion, 35th Infantry Regiment, keep watch over humanitarian supplies delivered by helicopter to a village in Zabol province.

Photo: Spc. Claudia K Bullard

It is a grueling day’s work, but military personnel say they are glad to do their part to meet the needs of villagers they have worked all summer to protect.

Flying as many as 17 sorties daily, the helicopter crews and rifle squads are familiar with the sight — tiny villages dispersed among miles of jagged peaks covered in a blanket of deep snow.

At the sound of the rotors, villagers gather on rooftops to wave to pilots and crewmembers. Others labor through the snow to greet the visitors.

“We are in trouble,” said Mohammed Raziq, speaking of the situation in Shamulzai district. He had come with others to carry the supplies to the village. Raziq said no one expected such a heavy snowfall, and many of the animals have died because of the lack of grazing.

One agency sending aid to Zabol province is the WFP, which maintains that severe drought has left the country’s population with an “extremely high prevalence of chronic malnutrition.”

The past summer did not yield a large harvest for Raziq’s village, and now it is impossible for trucks from Pakistan to bring in goods to the local market.

WFP spokesperson Martin Roest said the agency runs a “recurrent winterization program” in Afghanistan, providing food to villages during the winter months. Roest said they “monitor these types of situations continuously.”

McBride called the situation “heartbreaking” but admitted its depth and breadth is difficult to fully comprehend because of the lack of modern communication and the seclusion of the villages.

“We sit down every day with USAID and the MRRD to reassess the situation,” said McBride. “We find out something new every day,” he said, adding that 600 tons of food has been distributed throughout the province so far.

“We are currently meeting with the WPA to get more food,” he said.

No one is sure yet whether the heavy deluge of snow — rain in some areas — marks the end of the drought, but Raziq said, though the snow is “not good,” the Afghans are happy the water level in the village well is rising.

Reserve unit makes ready for points west

By CW4, AV Michael G. Siedler, Aviation Safety Officer

Preparing for deployment the 7th Battalion, 158th Aviation Regiment (Reserve), conducts forward arming and refueling operations during live running fire training at Fort Carson, Colo. This unit comprises a battalion headquarters at Fort Hood, Texas; A Company split between Fort Hood and Fort Carson; and B Company out of Olathe, Kan. Other training exercises the 7th BN are conducting prior to deployment include pylon teardown, during which troops practice rapid relocation operation to transport 16 Chinooks (12 7th BN and 4 Washington Army National Guard aircraft) on C-17s to Operation Enduring Freedom in Afghanistan.



ODIHAM AT 90



The British Royal Air Force 18(B) Squadron at Odiham recently celebrated its 90th anniversary. The squadron, one of three Odiham-based Chinook units, has used its fleet of HC Mk 2 and Mk 2A Chinooks in every major conflict since the aircraft’s arrival in 1981. On 27 May, (from left), Brian Scofield, Chinook field service representative; Jack Dougherty, director, Chinook Programs; Dave Palm, director, Rotorcraft Systems Business Development; Wing Commander Andy Naismith, 18(B) Squadron commanding officer; Mike Tkach, vice president, Army Rotorcraft Systems; and Bob Torgerson, Chinook Business Development, enjoyed an hour-long Chinook flight, during which they witnessed the helicopter’s power and maneuverability. With 40 HC Mk 2 and Mk 2A Chinooks, the RAF is the largest operator of Boeing-built Chinooks outside the United States.

I build Chinooks...

messages from the factory floor



I am very proud to be part of the Chinook assembly line. I work to give you folks a good, strong solid build on every aircraft that passes through. Thank you for the support you give America.

Dave Manny,
Sheet metal assembler



I assemble the landing gear, splice the cockpit and do transmission alignment; I am trying to do the best job for you. God bless you and stay safe.

Frank Mazza
Aircraft mechanic



Keep up the good work. ... We're working hard to build the best aircraft in the world for the best soldiers in the world. Hope you'll be home soon. Let us know how you're doing.

Robert Burrell,
Aircraft assembler



I've been building Chinooks for 40 years! That's like still driving a 65 Mustang. We'll keep them ticking for you.

Ed Gilpin,
Sheet metal mechanic A



With the work we do, the emphasis is on quality in the Chinook. Your safety is our motivation. You are in my prayers.

Gerri Mutlick,
Production engineer



I was a flight engineer with 3/160th SOAR. My message to you is that it's great to still be a part of what you do now that I'm building the Chinooks you fly ... NSDQ!

David Kenderdine,
Aircraft assembler

BOEING EMPLOYEES IN OEF

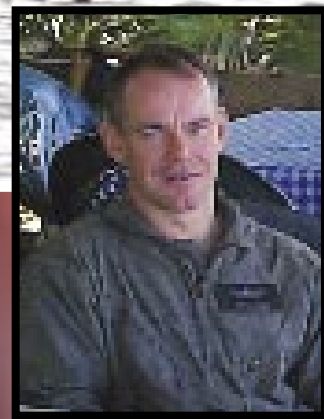


Five Boeing Philadelphia employees supporting Operation Enduring Freedom and Operation Iraqi Freedom pose for a photo while stationed in Qatar. Above (from left), David Sale Jr., U.S. Army (Boeing Army Systems); Paul Norat, U.S. Air Force (Boeing Tandem Rotor Service Engineering); Vernon "Moe" Whitley (Boeing Chinook Field Representative); Ed Blantz, U.S. Army (Boeing Chinook Customer Training); and Gene Dalporto, U.S. Army (Tandem Rotor Reliability- Maintainability, Logistics Support Systems). Thank you for your support and dedication.



Make it float!

This popular photo, depicting Chinook water operation, was taken during a training exercise on Lake Yojoa - Honduras. This display of skill was performed by Pilot CW4 Richard W. Krell, incoming SIP (standardization instructor pilot) for B Co, 1-228th Avn Regt, Soto Canas, Honduras. The accompanying outgoing SIP was CW4 Dave Snow, "SugarBears South" part of the "Wing Warriors" Bn. Together, these talented pilots showcase the versatility of the aircraft.



Transferred to Korea to fly C-12s, Dave Snow was killed on duty while performing a C-12 maintenance test flight in July 2003. Dave was a pilot, a friend and a mentor to many.

Historical review

19th Aviation Company performs first shipboard delivery



USNS Point Cruz loaded with CH-47 helicopters en route to Korea, 1969

On 17 June 1969, the U.S. Navy carrier *USNS Point Cruz* dropped anchor in Inchon Harbor with 16 CH-47 Chinooks on her flight deck. This marked a new era in aviation history as the 19th Aviation Company performed the first shipboard flyaway delivery of helicopters to the Republic of Korea (South Korea).

The first aircraft to land at airbase A-511 (near the city of Pyong Taek, commonly known as Camp Humphrey) was flown by Commanding Officer Maj. Roy A. Crews and the unit's Systems Repair Section platoon leader, CW3 Jimmy Bornheim. As the carrier steamed into the harbor, preparations were underway to make delivery. Maintenance crews accompanying the aircraft had begun to reassemble the aircraft and make them ready for operational missions.

Shortly after arriving in-country, the 19th Aviation Company completed 319 missions, accumulating the impressive record of 67,768 passenger-miles, 47,560 cargo-miles, and 742 flight-hours. This was completed prior to the unit becoming certified as an operational unit. The unit received the first Adjutant General Inspection on 19 August 1969, one day after becoming operational, receiving the rating of excellent. General Order 252, issued by Headquarters, United States Army Pacific (USARPAC), changed the unit designation from 19th Aviation Company (Medium Helicopter) to 19th Aviation Company (Assault Support Helicopter), with an effective date of 15 April 1969.

BOEING

CH-47

CHINOOK
UN ELICOTTERO, TANTE MISSIONI



Anticendio

Trasporto Truppe

Operazioni Speciali

Soccorso e Salvataggio

Missioni Umanitarie/Peacekeeping

Evacuazione Civile



Un alleato per il peacekeeping nel mondo

CHINOOK WORLDWIDE – POSTER FOR THE ITALIAN ARMY AVIATION – 1ST REGIMENT ANTARES