

Tandem Notes

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Recovery Ops & 50th Anniversary 'Delta Schooners' Star at Edwards

by Steve Robertson, FEI
Stockton AASF

It was on the morning of a beautiful, clear, warm fall day. Thousands of people were gathered to open one of the nation's largest military air shows and to celebrate a historic moment, the 50th anniversary of Chuck Yeager's famous flight to break the sound barrier.

And Co. G, 140th Avn. Rgt., the "Delta Schooners," were there with a Chinook on display.

Edwards Air Force Base, of flight test fame, was the stage for Yeager's re-enactment of his record-breaking flight in an F-15 Strike Eagle. From high above, he radioed to the crowd, "I'm smoking at about 1.35." Seconds later, his sonic boom reached the assemblage on the ground, leading to cheers and applause. This was Chuck Yeager's last official military flight, although he later strapped on a P-51 Mustang for another flight demo.

During the airshow, members of the "Schooners" answered questions about the Chinook's capabilities and many missions performed throughout California. Close to 50,000 people walked through the CH-47D on display.

CW5 William Patterson, aircraft commander, remarked, "This is one of the best airshows I've participated in, the folks visiting the Chinook were just superb." Miller, who coordinated the visit with the Air Force, reported this was a great opportunity to display to the public the benefits of a large cargo helicopter for both the nation and the state. SSG Ron Cremeans, flight engineer, even applied Armor-All to the aircraft tires so the Chinook had a factory-fresh look.



'Schooner' CH-47D at Death Valley National Monument lifting MILVAN from F-16 crash site. See another photo, p. 3. □

Earlier in the month, Co. G performed another important mission for Edwards, transporting a recovery team to an F-16 crash site near Death Valley National Monument.

F-16 composites posed an environmental hazard, but the crash site was accessible only by helicopter.

A Chinook carried 25 people and two 20-ft. MILVAN containers to the crash, easily carrying all over the 11,000-ft. Inyo Mountains. After three days, the recovery crew filled the vans with wreckage, and the Schooners transported them to waiting trucks, dropping them neatly on the flatbeds, to the surprise of the recovery team.

CAPT David Hunt, recovery team leader, said, "The Chinook does missions no other aircraft can do. Co. G makes their job look easy." □

Dear Chinook and Sea Knight User:

As Tandem Notes/Phrog Phorum moves into its fifth year of publication, we in Global Rotorcraft Customer Support remain surprised and pleased by reader response, reflected in the items submitted by operational units around the world.

Many of you will notice that this issue contains an unusually large number of Phrog articles. We think this is a splendid reflection of the loyalty of this Tandem Rotor community sector and urge CH-46 and 107 drivers to keep 'em coming.

Of course, that puts more burden on Chinook units. Given their greater number and larger fleet, it's natural to presume the articles from them would outnumber the Phrogs by a wide margin.

We have a solution, however. If you send us more material, we'll be happy to expand these pages and make necessary room to provide broader coverage of the contributions all Tandem Rotor operators make to peace, security and progress around the globe.

Which leads rather gracefully into our wishes for a happy and healthy holiday season for all.

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

John Gilbride
Director - Global Rotorcraft
Customer Support

Columbia, from p. 4

CHI began flying the 107 in 1969, with the acquisition of three from Pan American Airlines, followed by the purchase of four from New York Airways in 1972. Those aircraft were previously used for commuter transportation between metropolitan airports in the New York area. Columbia acquired four 107s from the government of Thailand in 1976, and the most recent four came from the Swedish armed forces in 1993.

Extraordinary maintenance support, despite remote operating locations, is the foundation of the 400,000-flight hour milestone. Since the objective is keeping the helicopters airborne and the customers' goals met, mechanics perform routine maintenance after every helicopter completes a day of flying.

These mechanics also carry out emergency repairs by quickly swapping components such as engines or transmissions in a matter of hours, allowing aircraft to return to operational service quickly.

In addition, overhaul mechanics at the company's headquarters play a large role in keeping the fleet fit and ready. As a result, CHI has been able to fly 2,000 hours or more each year on most of its 107 fleet. □

F-84Fs Return to McGuire by LTC John Dwyer

After almost 30 years, F-84F "Thunderstreaks" traveled from the deck of an aircraft carrier in New York to McGuire Air Force Base in New Jersey.

This time, however, their "pilots" were the Army aviators from **Co. G, 104th Avn., the "Nomads"** from Ft. Indiantown Gap, Pa., who flew Chinooks and slingloaded the old jets from the Intrepid Sea-Air-Space Museum, berthed on the Hudson River, to the 108th Air Refueling Wing of the New Jersey Air National Guard at McGuire.

After the Korean War-era jets "landed" at their new home, NJANG volunteers began restoration and will display them on the 108th's ramp at McGuire and the National Guard Militia Museum in Sea Girt, NJ. □

HC-5's Role in Flight 801 Rescue Proved Crucial

by JO2 Mark A Kane,
HC-5 PAO

Over a month after the crash of KAL Flight 801, **Helicopter Combat Support Squadron 5 (HC-5)** reflected on the rescue its members provided for 17 of the survivors of the tragic crash. No matter how many of the members involved in the first hours of the rescue "cut it," the squadron's efforts played a major role in preserving many lives.

Hospital Corpsman 2nd Class John Warfield arrived on the scene onboard "Knightrider 11," the first helicopter at the site. "when we first got there, I asked if any other medical people were available and nobody responded," said Warfield. "So I started rapidly evaluating patients and helping the ones that were critical."

At that point, transportation of patients was difficult because of the terrain. "Four or five patients were

brought up the hill to get them to the ambulance," said Capt. Hoa Nguyen, 36th Medical Group Aerospace Medicine Flight commander at Anderson AFB. "Fire hoses were connected to gurneys to pull the patients up the 60-degree incline."

Nguyen and LT Troy Anderson, HC-5 flight surgeon, had arrived on scene shortly after Warfield. Anderson also played a key role during the rescue. "In the beginning, I needed to be on the radio to talk with our pilots," said Anderson. "So I ended up cutting a radio off one of our crewmen's SV-2 (survival vest) to coordinate with everyone. It really made a big difference."

While rescue personnel attempted to transport survivors up the hill, HC-5 crew members in Knightrider 11 began hoisting the patients into the helicopter for the ride to the Naval Hospital. Although the effort was successful, "it was taking 20 to see 'HC-5,' p. 3

From the Field...

HMX-1 Celebrates 50 Years of Service

by John Morgenstern,
Boeing Field Service

Marine Helicopter Squadron One recently celebrated its 50th year of service to the nation. HMX-1 was the first Marine Corps helicopter squadron established. Organized on December 1, 1947, at Quantico, the unit quickly made aviation history by conducting the first ship-to-shore lift. The squadron has been an experimental unit from its inception, tasked with testing and evaluating military helicopters when rotary wing flight was in its infancy through today, as tiltrotors take to the sky.

On the unit's fiftieth anniversary Christmas ornament (shown here), the Capitol Building represents the "Marine One" mission that so notably associates HMX-1 with the Presidential support role. This mission began in 1957 during the seven-minute flight of President Eisenhower across Narragansett Bay in Rhode Island.



The Eagle, Globe and Anchor represent the fact that the unit is Marine Corps all the way even though it receives orders from the Chief of Naval Operations and the White House. Also shown is the Marine Corps Combat and Development Command (MCCDC) crest, showing the unique service HMX-provides in the development of helicopter tactics, techniques and landing force equipment, as well as in student demonstrations and helicopter indoctrination. □

HC-5, from p. 2

25 minutes for each survivor to be hoisted,” said Petty Officer 3rd Class Joshua Faine. Hoisting wasn’t happening quickly enough and “going up the incline for the critical patients we airlifted out wasn’t an option. They were either going to be airlifted out or they weren’t going to get out.”

Faine directed the helicopter’s movements from the ground and found the answer to the horrible dilemma. “When Petty Officer Faine signaled me that he had found a place for us to land it took a load off my shoulders, said Petty Officer 3rd Class Michael Spleen, Knightrider 11 crew chief. “the primary way to do search and rescue is to land if you can possible do so. Considering the terrain, the weather, visibility and the fact that trees were everywhere, we fell into what they call a confined area landing. Faine signaled for us to set it down in that spot, and it became a staging point from then on.”

The staging point Faine picked was about 15 yards from the northern tip of the 747’s wreckage. The landing, performed by LT Clint Cresap, Knightrider 11 co-pilot, plainly and simply saved lives, said Hospital Corpsman 2nd Class Robert Powell. “If we weren’t there the number of patients that survived wouldn’t have been the number it was. You were taking two minutes of flight time to the hospital versus at least 45 minutes to an hour getting out of the woods, to an ambulance and then on to the hospital.”

“HC-5 was the biggest factor in getting these people out,” said CAPT Eric Letonoff, 36th Flight Medicine Clinic. “I guarantee we would have lost more people without HC-5’s involvement. They really made the difference.”

“It wasn’t just us (on-scene helicopter crew members), it was everyone in the squadron,” said Faine. “If it wasn’t for the maintainers back in the squadron, the “birds” wouldn’t have even been able to launch. We probably had ten people around our aircraft getting it ready when we arrived at 3 a.m. As bad as the tragedy was, this was an extremely smooth and successful rescue effort.”

Knowing the squadron played



A ‘Delta Schooner’ Chinook shares the spotlight at recent Edwards AFB air show commemorating Chuck Yeager’s sound barrier-breaking flight 50 years ago with a vintage Lockheed Super Constellation airliner. □



An HC-5 CH-46 flies one of the many rescue missions the unit completed over the devastation left by the crash of a Korean Air Lines 747 that flew into a mountain on Guam. Rescuers credited the unit’s Phrogs and crew members with saving the lives of several Flight 801 survivors who would have perished without quick transport to hospitals on the island. HC-5 is based at Anderson Air Force Base on Guam. □

such a life-saving role in the rescue meant a lot to Powell, but even more meaningful was the sense of closure he experienced days after the crash.

Powell was part of the crew of Knightrider 10, the helicopter that transported an 11-year old girl and her mother (the last survivors found in the wreck) to the hospital. While cleaning up the helicopter he found a Mickey Mouse necklace and knew it must belong to the girl.

Days later, Powell went to Guam Memorial Hospital to return the necklace.

“I didn’t want any attention to be brought to this, but for me it meant closure to the tragedy.” said Powell. “When I got there, I asked her if it was her necklace. She couldn’t speak English, but the smile on her face as she nodded was worth everything to me. She didn’t have to say anything.”

Everyone involved in the rescue and clean-up of KAL Flight 801 can’t have an experience like Powell’s, but maybe his deed could help bring closure to all the souls touched by the tragedy. □



World's High-Time Helo! CHI PHROG CROSSES 50K MILESTONE

by Dan Sweet, CHI

Columbia Helicopters, Inc., of Aurora, Oregon, has added more luster to an already amazing flight record. On November 9, Boeing 107 (the civil version of the CH-46) N6675D, currently registered as C-GHFI and flying for Helifor, the Canadian logging company, completed its 50,000th flight hour.

The 107 is not the helicopter CHI has owned the longest nor is it the oldest aircraft in the CHI fleet. But N6675D has amassed an astonishing log book, equivalent to flying 1,250 40-hour weeks. That's 24 years without a vacation or sick day for a human working stiff, a record few people anywhere could hope to match.

"We're proud that CHI has reached this milestone," said John Gilbride, director – Global Rotorcraft Customer Support, The Boeing Company in Philadelphia. "It's a great testament to CHI's attention to flight safety, maintenance skills and logistical support. We hope also, and certainly believe, that the quality of the helicopter has something to do with this attainment."

Boeing manufactured N6675D in 1962, before many current Phrog operators were born. Columbia Helicopters acquired the rotorcraft on January 10, 1972 from New York Airways, after the 107 had already accumulated 8,620.1 flight hours ferrying airline passengers to and from metropolitan airports.

Kudos to Columbia, and kudos to N6675D! Long may you turn! □



CHI Phrogs are still piping hot after decades of hard service all over the world.

The venerable 107, which preceded the CH-46 has been flying since the late '50s.

Many are far older than today's Phrog pilots!

107s flew for several commercial air carriers and a variety of international customers before their adoption, as CH-46s, for Navy VERTREP and Marine Corps missions. □

Phrogs Keep Humming! Columbia Helicopters' 107s Hit the Big 4-0-0-0-0-0!

by Dan Sweet, CHI

Columbia Helicopters not only flies the world's high-time helicopter, it has also accumulated more than 400,000 flight hours on its fleet of Boeing 107 tandem rotor helicopters.

CHI flies 15 107s, the civil version of the CH-46, in logging, construction, fire-fighting and petroleum exploration – all heavy duty operations. Most of the aircraft work in remote locations where maintenance is, in a word, heroic and performed in some of the most adverse conditions imaginable.

"We consider the 107 to be the backbone of Columbia's fleet," said Roy Simmons, CHI president. "The fact that the company has amassed so many hours on one model of helicopter shows not only our commitment to that helicopter, but is indicative of the quality of the aircraft."

The company reached 400,230.2 hours at the end of July. Split among the 15 107s, the flight hour total breaks down to an average of nearly 27,000 flight hours.

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