



Tandem Notes

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On the Mooove!

HC-Mk2 Takes Cow-Operation To New Heights

How this story got by us last year remains in question, but it's just too good to ignore despite its slightly dated vintage.

It all started when Woolly the cow sank into a boggy field after giving birth to a calf in the spring of 1998.

Woolly, clearly exhausted by her recent birth experience, could not extract herself from her muddy resting place, and farmer Ken Neal was unable even to pull her free with a tractor.

The slimy sojourn continued for more than six hours until Mr. Neal, whose Berkshire farm is near RAF Odiham, realized the answer to Woolly's dilemma could be hovering nearby.

As luck would have it, one of the base's HC Mk2 Chinooks was at that moment preparing for an external load training flight using cement blocks. But concrete is so boring....and a COW! Now that's a load worth telling the children about!

Within minutes, RAF crewmen were on the scene, sloshing in the mud as they rigged the hapless 800-pound bovine in a harness.

Soon, the Chinook arrived, and Woolly found herself hooked to a 100-foot tether. In seconds, the cow flew more than 40 feet into the sky and serenely scanned the countryside from her vantage point without making a sound or a wiggle.



Even with a full udder, Woolly proved to be an easy hoist for the Chinook, and the HC Mk2, with Wing Commander Andy Pulford at the controls, gently deposited her in a dry field next to her new offspring, who was eager for milk.

"The RAF were magnificent," said Mr. Neal. "We were worried about how Woolly would react but she just soared overhead and enjoyed the bird's eye view."

After gaining a new perspective on the world from her lifting experience, Woolly was heard to comment distinctly. She said, "Moo."

In fact, the cow may have enjoyed the ride so much that she tried for a repeat. Before the day was out, she wandered back into a bog, but this time the tractor extracted her. □

Dear Chinook and Sea Knight User:

As we greet the new year and a new millennium, we naturally think about the future and what it will bring. No one can begin to guess what life will be like in another thousand years or even what the 22nd century has in store for us. Amazing as it sounds, however, babies born this year may very well live to see the arrival of the next century as lifespans lengthen.

I also think it's likely that babies born in 2000 will, if they choose military service careers, fly in Chinooks or a follow-on tandem rotor design.

Despite what you may have read recently about other approaches to the next heavy-lift rotorcraft for U.S. and other military forces, the prospects are excellent that the rotorcraft eventually replacing the CH-47 will feature tandem rotors.

Quite simply, no other heavy-lift approach with the same reliability, efficiency and cost effectiveness has developed. While other lift and propulsion systems will certainly make enormous contributions in future military and civil operations, tandem rotors will, I believe, remain the best alternative for heavy-lift transport.

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

“NOMAD 94” More Power Than Ever

by SSG Ken E. Gillissie
G Co./104th Avn., CTANG

On October 24, 1999, Co. G, Detachment 1, 104th Aviation Regiment, Connecticut Army National Guard regained possession of Aircraft 92-00294. The second CH-47D modified with T55-GA-714A engines.

The first, Aircraft 91-00261, is still undergoing testing to verify the MWO. It will be back in Connecticut towards the end of November.

The crew, CW4 Cooper Hastings, SP, 1LT Vicky Mawaka, ME, and SSG Ken E. Gillissie, SI, returned from Ft. Indian-town Gap, Pennsylvania, where they underwent training conducted by Boeing test pilots Armand Barrieault and Jack Jordan. Tom Mietus, also from Boeing, CW4 Calvin Lane, SP, and CW3 Steve Amsdill, SP, both from the Eastern Army Aviation Training School, provided classroom instruction for the Army crew.

These five Army Aviators will serve as the fielding team for Army's T55-GA-714A program, currently under way at the Army Aviation Support Facility at Windsor Locks, Conn. AMCOM in Huntsville, Alabama, Boeing and Dyna Corp. are modernizing the rest of the “NOMAD” fleet. This will make Co. G Det. 1, the most powerful line unit in the Army's Chinook fleet, with 22 percent more power and 7 percent more fuel efficiency than any other CH-47 unit in U.S. service. In addition, Co. G Chinooks will be able to carry loads up to 16,000 lbs. as far as 150 nautical miles up to a density altitude of 15,000 feet. □

CHI Hits 500K Mark

Columbia Helicopters, Inc., (CHI) has added another milestone to its long list of achievements with tandem rotorcraft.

The company recently compiled more than half a million flight hours with its fleet of Boeing Vertol 107-II and 234 Commercial Chinook helicopters.

CHI crossed the 500K on November 5, 1999, adding more than 92 107 and 23 Chinook hours to its log books. A dozen 107s and three Chinooks flew that day, including aircraft assigned to logging and other operations in the U.S., Canada, Ecuador and Papua New Guinea. □



“Nomad 94” returns home to Windsor Locks after refitting and training at the EATTS at Ft. Indiantown Gap, Pa. □

From the Field...



On July 9, 1999, B Company 214th Aviation Regiment, the “Hillclimbers,” stationed at Wheeler Army Airfield, Hawaii, slingloaded a retired U.S. Navy A-4 Skyhawk from Dillingham Airfield to Kalaloa Airport (formerly Naval Air Station Barbers Point), where it will be used as a static display. The Hillclimbers’ Chinook accomplished the slingload mission with ease, and the Navy Skyhawk is in its new home. The Chinook’s pilots were CW3 Leonard Glowacki and CPT Paul Berg and the crewmembers were SFC Homer Chambers and SGT Larry Mills. The U.S. Army provided the aircraft while the U.S. Marine Corps TRAP team rigged and prepared the aircraft. **See story and additional photo on page 3.** □

U.K. Field Rep

'Scof' Keeps Chinooks Flying in England

By Hal Klopper,
Boeing Mesa

They affectionately call him "Scof." And for good reason. Bryan Scofield, the Boeing Philadelphia representative at the Royal Air Force base at Odiham, England, is a familiar and welcome member of the RAF Chinook team.

Wherever he goes, he is greeted with "Hey, Scof," or nods of approval as he enters more secure areas of the 200-acre RAF Odiham facility about 60 miles west of London.

His job, as he defines it, is to keep the lines of communication open between the RAF and their Boeing counterparts in Philadelphia.

Scof keeps track of all Chinooks at RAF Odiham. Those aircraft are deployed regularly throughout Europe, supporting NATO missions and United Kingdom assignments worldwide as required.

"These are great aircraft and the roles they play in combat, as well as for humanitarian duties, make it critical for me to help keep them finely tuned," he said.



'Scof' regularly briefs RAF technicians on the intricacies of the Chinook, designated HC Mk 2 and 3 in the U.K. The RAF operates the largest fleet of U.S.-built International Chinooks. □

So, when there's a problem to be solved, Scof is on it right away.

"If we have an issue like a part shortage, or a new process that must be implemented, I get to the right people and we get an answer quickly," he said.

But Scof is quick to stress that everything he does depends on a team effort.

"I can't do my job without the support of the RAF and Boeing Philadelphia," he said. "We work and succeed together."

With a dozen years at the base (accumulated in two stints from 1980-86 and since 1993), Scof has made it his business to be known by just about everyone. It's his secret to success, he admits.

"I get more information about what's right and what's wrong just by circulating around the plant than by reading memos or making phone calls," he says. "When they know you, they open up to you, and that allows me to do my job that much better."

"I don't think that I've spent a month total in Philadelphia in all my 30 years with the company," he said. "But I feel like I'm part of the team at home just the same."

"We've just got a little distance between us." □

'Hillclimbers' from Hilo?

'Hawk Meets 'Hook on Trip to Barbers Point

by 1LT Paul Berg,
B Co., 214th Avn. Regt.

Thanks to the combined efforts of The Hawaii Army National Guard and the U.S. Marines, the Hawaii Museum of Flying at Kalaloa Airport, formerly Naval Air Station Barbers Point, will soon have a retired Navy A-4 Skyhawk attack aircraft ready for display.

A Chinook air crew from Wheeler Army Airfield and riggers from the Marine base at Kaneohe teamed up to transport the 7,000-pound warplane to its new home.

The mission involved a flight from Wheeler to Kaneohe to pick up the Marines and several hundred pounds of equipment necessary to slingload the Skyhawk.

Next stop was Dillingham Army Airfield, on Oahu's North Shore, to pick up the old airplane.



An A-4 Navy Skyhawk gets an assist on its final flight from Dillingham Army Airfield to its new home at the Hawaii Museum of Flying at Kalaloa Airport. □

There the Marines prepared the Vietnam-era fixed-winger for its trip across the island.

Rigging the Skyhawk was an interesting evolution for the Marines, who are more used to the single-hook capability of the CH-53 than the triple-hook options of the Chinook. After two unsuccessful configurations, the Marines hitched the Skyhawk to an inverted-Y rig and the Chinook lifted its cargo, the first and only aircraft the crew had carried, for a final flight to its new resting place.

Sergeant First Class Homer Chambers, B Company's flight platoon sergeant, said missions of this sort make wartime joint-service operations far more efficient.

"Cross-service missions such as this one just help enhance us in real-world situations by allowing us to familiarize ourselves with how members of the other services work," Chambers said. □

Phrog Phorum

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“Assassin” and “Rifle” Enjoy Another ‘Phrog Phlight’ Together

By Maj. Stephen H. Kay,
MCAS Miramar

As the evening sun sets, a CH-46E Sea Knight helicopter approaches to land at Marine Corps Air Station Miramar. Such landings are a common occurrence here, but the two pilots are a mite uncommon — one is a lieutenant general, the other a major general.

This is not the first time these two generals have flown together, but it has been a while. The last time was in March 1970 while serving as lieutenants in Quang Tri, Republic of Vietnam. That flight was also in a CH-46.

Needless to say, this Nov. 1, flight is in another time under different conditions, but these two longtime brothers-in-arms still welcome the opportunity to fly under any circumstances.

Obviously, each has a passion for flying — the lieutenant general has amassed more than 6,000 flight hours in 50 different series of aircraft, the major general has almost 5,400 flight hours in numerous aircraft types.

Lt. Gen. Fred McCorkle, Deputy Commandant for Aviation, and Maj. Gen. M. P. DeLong, Commanding General, Third Marine Aircraft Wing, taxi to Marine Medium Helicopter Squadron-161’s flight line area and shut down the aircraft.

They dutifully complete the post-flight checklist, savoring every moment in the cockpit. The generals exit the aircraft in flight gear, pleased with the flight from MCAS Yuma, Ariz., to Miramar.

Lt. Gen. McCorkle is conducting a West Coast tour in his capacity as the Deputy Commandant for Aviation, and visits to MCAS Yuma, Miramar and Camp Pendleton were scheduled.

It is fitting Maj. Gen. DeLong followed Lt. Gen. McCorkle as the Commanding General of the Third Marine Aircraft Wing.

Since being assigned to Marine Medium Helicopter Squadron-262 in Vietnam during 1969 and 1970, the two generals have also both served as the commanding officer of Marine Aviation Weapons and Tactics Squadron-1, MCAS Yuma.

Neither general remembered the details of their last mission together in Viet-

nam, although Maj. Gen. DeLong did recall, “it wasn’t a test hop, it was definitely a combat mission.”

Maj. Gen. DeLong said his flight logbook records indicate that he and Lt. Gen. McCorkle flew more than 16 combat hours together while serving in Vietnam.

Both generals are distinguished and decorated combat veterans. Lt. Gen. McCorkle has flown 1,500-plus combat missions, whereas Maj. Gen. DeLong has flown more than 1,400. This degree of combat aviation experience makes their warrior-like call signs even more appropriate. Lt. Gen. McCorkle’s call sign is “Assassin,” Maj. Gen. DeLong’s is “Rifle.”

If this was their last flight together, it provided both generals an opportunity to reminisce on their first years as young Marine helicopter pilots, serving their country in a foreign land, on the way to becoming two modern-day leaders of the Corps. □



Assassin, Rifle and Phrog: Lt. Gen. Fred McCorkle (left) and Maj. Gen. M. P. DeLong with an HMM-161 CH-46E Sea Knight after flying together for the first time in almost 30 years. Their last flight was in March 1970, while serving as lieutenants with HMM-262 in Vietnam, where they flew more than 16 combat hours together. □

Photo by Sgt. Ted L. Hansen, USMC

Reprinted from MCAS base newspaper.