



Tandem Notes

Vol. 7

Second Quarter 2000

No. 2

‘Operation Palliser’

RAF HC Mk 2 Chinooks Handle Rescue On Final Sierra Leone Mission



One of four RAF HC Mk2 Chinooks deployed to Sierra Leone for Operation Palliser fires its flare dispenser during a flight. The Chinooks carried M134 miniguns and flare/chaff dispensers to counter ground fire from rebel forces during the three-month UN peacekeeping mission. □

by Patrick Allen,
Defence Helicopters

On Saturday, July 15, two No. 7 Squadron Royal Air Force (RAF) HC Mk2 Chinooks armed with mini Gatling guns, along with a British and Nigerian, Ghanaian and Indian rescue force, came under heavy Revolutionary United Front (RUF) ground fire on a mission to secure the United Nations garrison at Kailahun, Sierra Leone.

The mission successfully rescued the one remaining British UN observer, Major Andrew Harrison, who had been taken hostage by RUF rebels along with 11 other UN observers in early May. He was released after 11 days into the hands of the 200-strong Indian UN garrison at Kailahun, which then came under siege by the RUF.

During the rescue mission, a fierce firefight erupted in which the RAF Chinooks came under heavy ground fire, but the helicopters picked up Major Harrison and the Indian UN soldiers.

The No. 7 Squadron Chinooks had remained in Sierra Leone to assist the

British Training Unit, which had been sent out to train the Sierra Leone Army (SLA). With the conclusion of this rescue mission, the Chinooks, the last British helicopters in the region, returned home by the end of July.

This final mission capped a record-setting deployment to Sierra Leone, in which Chinooks added new luster to their distinguished operational record during “Operation Palliser.”

After deploying in May with just six hours’ notice, four Chinooks safely completed their longest-ever mission, a 3,000-mile flight from their base in Odiham to Freetown, Sierra Leone’s capital.

One aircraft even flew an extra 500 miles, having been recalled for the mission from an exercise in northern Scotland. The Chinooks carried extra fuel tanks while flying along the coasts of western Europe and Africa, with stops in France, Portugal, the Canary Islands and Senegal.

See **Sierra Leone**, p. 2

Dear Chinook and Sea Knight User:

This issue of *Tandem Notes/Phrog Phorum*, the largest ever published, focuses almost entirely on operational stories, which is as it should be.

What our customers in the Tandem Rotor community do **with** Chinooks and Sea Knights is far more important than what we do **to** and **for** them.

Your operational capabilities are the best evidence of the long-term value of these aircraft and the best argument for their continued availability around the world.

U.S. Army Chinooks certainly will be available for many decades. The CH-47F Engineering and Manufacturing Development program is progressing well, ensuring Chinooks will fly at least through 2033. There is little doubt, moreover, that Chinooks not currently slated for F-model modernization will go through an update in the future, extending Chinook service life even further. The same modernization options will, of course, be available for our international users in the years ahead.

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

Sierra Leone, cont. from p. 1

When they arrived in Freetown, the HC Mk 2s immediately began flights around the clock in support of British and UN peacekeeping forces in the war-ravaged West African country.

They quickly transported soldiers and equipment for the First Battalion, Parachute Regiment, one of the first units to arrive in Sierra Leone, to Freetown's Lungi Airport, where the battalion provided security until relieved by 42 Commando, Royal Marines, whom the Chinooks also carried to the airport.

The helicopters also completed reconnaissance flights after clashes between U.N. and rebel forces, flying over battlefields to seek out partisan groups not yet contained by UN troops. During these flights, crews donned body armor despite

the intense heat and carried miniguns for protection against ground fire.

In addition to military missions, the Chinooks transported hundreds of European and American civilians from Freetown to safe evacuation points far from combat zones. In their first two weeks of deployment alone, the four HC Mk2s had completed 200 missions totaling 350 flight hours.

About 20 air crewmen and 65 maintenance technicians, led by RAF Wing Commander Martin Sharp, conducted the deployment, which senior British officers have already termed crucial to every aspect of Britain's U.N. support and peacekeeping mission in Sierra Leone. □

An RAF HC Mk2 Chinook flies low over Sierra Leone with M134 miniguns at the ready. British Chinooks flew through heavy ground fire on several missions. □



More Bosnia Stuff!

Boeing Lifts Boeing

An AH-64A Apache from the 3rd Armored Cavalry Regiment gets a lift back to base after a hard landing in Bosnia Herzegovina, courtesy of a Chinook from "Big Windy," F Company, 159th Aviation Regiment, stationed at Camp Able Sentry, Macedonia. □

CHI Cools Los Alamos BBQ

Boeing Vertol 107s operated by **Columbia Helicopters, Inc. (CHI)** were instrumental in recent aerial firefighting that quelled the wildfire threat near the Los Alamos Nuclear Laboratories in New Mexico. □

From the Field..

"Big Windy (FWD)" Lends a Lift

by CPT Seth Green, F Co./ 159 Avn (FWD) Operations Officer
Photos by CPT Paul Tieszen, Camp Able Sentry Public Affairs Officer

The soldiers of F Co./ 159 Aviation (FWD), "Big Windy," recently lent a helping hand to the people of Blatec, Macedonia.

Suffering from a lack of a decent water supply, people from the small town in Eastern Macedonia requested some divine CH-47D intervention to help solve their problem.

Town engineers designed and built a 50-foot water filter weighing more than nine tons to collect and purify water from the mountains outside the town, but moving it to an almost inaccessible hillside posed a seemingly insurmountable problem.

Their prayers were answered when Task Force Falcon dispatched one of its 47's operating in Kosovo to pluck the tower from the town soccer field and make an aerial delivery to its new home.

The crew that planned and executed the mission were CW2 Ann Lockwood, CW2 Glenn Siegrist, SSG Joe

Kaufman, SSG Dan Snyder, and SGT Eric Cervantes. Among the many challenges they had to overcome were rigging of the unique load, its asymmetrical weight distribution, flight at near max gross weight for the altitude and temperature, and precision maneuvering to safely place the tower on a cement pad barely larger than its base. To top it all off, engineers built the pad on an exposed ridgeline just to make sure the crew also could deal with some gusty winds!

All involved rose to the occasion and the aircraft didn't disappoint. It was the event of the year for the small town and everyone came out to watch, cheering as the helicopter heaved their creation to a hover and whisked it away. After depositing their oversized cargo, the crew returned to a hero's welcome by the mayor, townspeople, and village children – all delighted by the ease with which their dream had come true.

"The entire crew was happy to lend a helping hand and we'd gladly do it again in a heartbeat," said flight engineer Dan Snyder.

The mission was just one of many keeping the detachment busy in the Balkans and another feather in the cap of the only CH-47D unit in U.S. Army Europe. From Ireland to Tunisia to Kosovo, the company keeps on proving that no place is too far, nor load too great for "Big Windy". □

Photos, p. 3

2

Tanks A Lot, Big Windy!



“Big Windy (FWD)” air crew and riggers prepare for a challenging lift--a new water tank for the town of Blatec, Macedonia (left), and up it goes! (right) See story, p. 2. (Photos by CPT Paul Tieszen, Camp Able Sentry PAO)

FUN in the Balkans

by CW3 Ron Humphries
Battalion SP, 5-158th Avn.,
Giebelstadt, Germany

Between flying 60 hours in the last six weeks in support of peace-keeping operations in Kosovo, and training my guys and gals on flying the HUD in the CH-47D, I found a little time



to carve a likeness of my favorite aircraft out of a hunk of wood. The fuselage and fore and aft pylons are one solid piece of wood. The engine is a mop handle and the wheels are from a broom handle. The rotors were cut from a piece of plexiglass and painted by a friend of mine, CW3 Randy Stewart. The project took about three weeks and is going to be hung under a sign identifying the **Big Windy (F Co. 159th Aviation Regiment)** area at Camp Able Sentry, Macedonia.

Our mission here takes full advantage of the versatility of the Chinook. We do missions that pretty much cover everything from A to Z. □

FUN in Honduras, Too

by CW3 Rodney Swanson
Maintenance Officer,
B Co., 1-228th Avn.

The news of the “**Sugarbears**” demise is greatly exaggerated. We moved to Honduras from Panama in June '99. We are starting an aggressive training program to get all the pilots and crewmembers current/qualified in our varied mission load.



The photo shows us qualifying in water landings. We flew in Venezuela for the floods and have conducted numerous anti-drug missions. We might not be the biggest, but we do some fantastic missions! □

First with Mods!

The “**Nomads**” of 1st and 2nd Platoons, G Co./ 104th Avn., Army National Guard in Penn. and Conn., were the first Chinook unit, active or reserve, to field three new modifications--ARC-220 HF radios, 714 engines with FADEC and Robertson fuel systems. □

Tester of the Year

Maj. Layne Merritt, experimental test pilot with the Aviation Technical Test Center (ATTC) at Fort Rucker, Ala., was recently named the Army’s Military Tester of the Year.



Maj. Layne Merritt receives Military Tester of the Year award from Hon. Walt Hollis, the Undersecretary of the Army for Operational Research. □

As one of only a few dozen experimental test pilots in the Army, Merritt has pushed the edge of the envelope on the CH-47 Chinook helicopter on several occasions, according to Army Test and Evaluation Command (AETC) officials.

Merritt says his job is to ensure warfighters get the aircraft they need to successfully complete their missions.

AETC is headquartered in Alexandria, Va. □

‘Guns A Go Go’ Gallery

“A tribute to the mighty ACH-47A, and the crews who lived and died with her.”



Photo by Frank White



On May 1, 2000, veterans of the U.S. Army's ACH-47A Armed Chinook unit gathered at the Army Aviation & Missile Command at Redstone Arsenal in Huntsville, Ala., for the dedication of "Easy Money," the last remaining "Guns A Go Go" restored to its Vietnam-era splendor. The aircraft, product of years of hard work by volunteers, will remain on permanent display outside the Army Aviation Program Executive Office building as a memorial to unit members who lost their lives in Vietnam. Ceremonies included the first-ever reunion of Guns A Go Go veterans at the Huntsville American Legion Hall. At the dedication, speakers included Army Aviation PEO MG Jim Snider and Army Aviator CW3 Robert Hicks, whose father was among those unit members killed in action in Vietnam. One participant said the event "resulted in MANY reports of inner healing" that "turned into the biggest days in some of our lives." □ 4

Deployment Diary

From Reno to Reykjavic by Chinook!

by 1LT Kris Kirland
DET 1, CO G, 140TH AVIATION
NVARNG, RENO

I was working in my office on January 25 when I received an email message requesting CH-47D helicopter support for a NATO exercise in Iceland.

The wheels began turning, and I realized what a great training opportunity this would be for the unit. The logistics of sending a unit, its personnel and equipment overseas with only four months to prepare were daunting to say the least. The first request called for four Chinooks to travel by ship from the East Coast with about 20 or 30 people to fly to Iceland.

Logistics was the key to successful mission accomplishment. Because shipboard transport is complicated, we aimed for either self-deployment or Air Force C-5A shipment. The planners at Joint Forces Command, JFCOM, secured a C-5A Galaxy from the 105th Air Wing New York ANG to transport two CH-47s and our personnel to and from Iceland.

We reacted daily to new information from National Guard Bureau, NGB, and JFCOM. The C-5 was officially scheduled a month before our June 3 deployment date.

I called the 39 deployment soldiers together and said "Success is measured by your dedication and your ability to adapt and overcome to changing situations, so execute this mission as I know you can."

Det 1, Co G, 140th began preparations for its first ever C-5A overseas deployment. Everyone would have to pull together and work as a team to make this a success. I knew all were up to the challenge, even though there were a few groans at first.

Comments such as "Yeah right, we're going to Iceland" and "You have got to be kidding, right?" echoed throughout the AASF. As the departure date came near, the tune changed from questions to get it done.

We contacted units from the Texas and Hawaii ARNG, JFCOM, NGB and the Navy to get specialized maintenance stands and tools vital to deployment. The stands, tools and equipment arrived exactly one day early.

The unit departed from Reno/Tahoe International airport on June 3 for a short flight to Travis AFB in California,



A Det 1 Chinook lifts fertilizer bags into replenish one of Iceland's national parks during Operation Northern Neighbor. □

then on to NAS Keflavik, Iceland.

We had to make the short hop to Travis to load a 2000-lb. portable crane. As a result, the C-5 wasn't able to take on enough fuel to get us off the ground in Reno and to Iceland in the 90-degree heat.

The flight to Keflavik took just over 8.5 hours. It was almost an unreal sensation to have actually accomplished the first part of the mission. We were loaded, on our way and beneath our feet in the cargo bay were two Chinooks!

When we touched down at NAS Keflavik, cold air blasted through the C-5 as the massive forward loading ramp opened. Fifty-degree temperatures and 40 mph winds were a striking contrast to Reno weather. Everyone felt the effects of what had already become a long week.

The advance party had arrived two days earlier and was waiting for us. They began rebuilding our two aircraft. Now we faced crunch time, with just three days to reassemble, inspect and test fly both aircraft in gale force winds, 40-degree temperatures and rain.

Our temporary hangar could have housed two Chinook companies. The 56th Rescue Squadron and a KC-135 unit also used it, but we were glad to have the space out of the wind and rain.

The time change was hard to handle. Our arrival time was around 0800 in the morning, but we were still on West Coast time, seven hours earlier.

The aircraft soon resembled helicopters again, instead of bizarre low-rider convertibles. Maintenance soldiers were responsible for the daunting task of reinstalling aft pylons, forward and aft transmissions, cowlings, drive shafts, hydraulic lines, electrical lines, antennas and flight controls.

During shipment all six blades, the forward and aft transmissions and all the cowlings are secured inside each aircraft. The aft pylon rides in a specialized stand secured on the C-5 load deck. Our teams worked eight, ten, sometimes twelve hour shifts to put everything back together.

CW4 Tom Delaney, maintenance OIC, and NCOIC SFC Doug Kraff developed the tear-down and build-up plans, using a rotational team concept for each aircraft. Teams worked on specific functional areas until the aircraft were ready to fly. Eight California Army National Guard soldiers assisted and were easily integrated into our operation.

Our first aircraft left the ground at on June 6 with pilots CW4 Tom Delaney, 1LT Kris Kirkland and flight engineer SSG Brian Soule on board.

We were all concerned about the weather. The forecast called for gale force winds and rain. The weather for the test flight began to break somewhat, but we still had to contend with 30-knot winds.

See Iceland, p. 6



A Chinook's ramp provides a fine platform for viewing Icelandic countryside. □

Iceland, from page 5

We flew the second aircraft the next day and completed our mission's deployment phase.

The Icelandic Defense Force commander, Rear Admiral Archizel, visited the soldiers during rebuild and was impressed with Det 1's mission support work. It was time to gear up for mission support.

Our mission in Iceland involved two scenarios, Operation Cooperative Safeguard 2000 and Northern Neighbor 2000.

We kicked off the week of flying by supporting Northern Neighbor, an external lift mission for the Icelandic national park agency. Mission locations were scattered throughout the island and primarily consisted of lifting 600 kg (1300 lb) bags of fertilizer and 800 kg (1600 lb) bags of crushed lava. These materials were used to rebuild the vegetation and trail systems in several parks.

The scenery during these missions was absolutely breathtaking. A formation flight up the southern coast on June 8 began the mission, and as sunlight broke through the overcast we glimpsed at spectacular views of one of the islands many glaciers, Svinafellsjokull.

These scenes repeated themselves over and over during the mission. From glaciers extending across the horizon, jagged snow-capped peaks, innumerable waterfalls small and large, to small greenbelts filled with Icelandic horses, it

was some of the most beautiful scenery we had ever seen.

One mission in central Iceland required an external lift of two deep-cycle repeater batteries. Previous attempts had failed because of weather and other complications. The insertion point was a 5,200-foot pinnacle that was just two meters wide and five to ten meters long, with 2,000 to 3,000 foot drops to the valley below. CW4 Ken Harrison, CW2 Matt Jonkey, SFC Scott Ellis, SSG Brian Soule, SGT Doug Service and SPC Eric Hansen rigged a sling, and with outstanding skill and crew coordination, placed the 900-pound batteries precisely on target. CW2 Jonkey remarked "All I could see on one side of the aircraft was a small patch of rock and snow and on the other side a 2,000 foot drop to the valley!"

Cooperative Safeguard was a multinational NATO mission involving Latvia, Estonia, Russia, Poland, Denmark, Iceland and the U.S. The mission focus was a search and rescue response to a simulated cruise ship accident just off-shore.

Our aircraft were tasked with patient transport and external lift missions. We operated in an exercise area just north of the Iceland's capital, Reykjavik. At any one time, there were five helicopters, fifteen ships and boats, numerous vehicles and hundreds of personnel working in an exercise area of only five square miles.

Coordination and communication were very confusing the first day of

the exercise. With U.S., Russian and Icelandic pilots, and an Icelandic controller, we were very busy in the cockpits. The Russians airdropped a field hospital from an IL-76 transport aircraft, and one of our Chinooks was tasked with moving the 10,000-pound hospital to its designated location.

The language barrier was difficult to overcome, but with interpreters we accomplished the lift mission. The Icelanders and Navy personnel were extremely satisfied with all the missions accomplished.

The unit completed seven mission assignments and 42.5 mishap-free flight hours in six days.

After six intensive days of flying, it was time for the maintenance personnel to gear up for the trip home. We had two and a half days to prepare our aircraft and equipment for C-5 transport back home.

All teams again worked as diligently as they had during the deployment phase, and the aircraft were prepped and ready for loading a full day ahead of schedule. The load-out went without incident, and we departed NAS Keflavik for Reno on June 15.

Of course, as luck would have it, the weather was clear and sunny, with temperatures climbing into the lower 60s, on the day we left. The flight took just over 8.5 hours and was quiet.

The detachment's personnel had accomplished what seemed to be an insurmountable task and deserved the rest they enjoyed during the flight.

We completed recovery and aircraft rebuild on June 22, and settled back into our normal routine at Reno/Stead Army Aviation Facility.

The deployment was certainly a test of both capabilities and experience for unit members. Everyone came together and worked as a team to accomplish a common goal.

The experience will long live in my memory as one of the toughest and most mentally draining, yet exciting and fulfilling, missions in which I have had the pleasure to be involved.

We were successful because of the hard work and dedication above and beyond standard by all personnel either directly or indirectly involved in our deployment to Iceland. I am proud to be the commander of such a fine group of soldiers who are willing to do what it takes to accomplish the mission and complete it in a manner well above par. □

See another photo, p. 7 6



A VEEP and His Model

Vice President Al Gore (center, holding model) displays a CH-47D model after a nighttime ride with the “Nomads” of G Co./ 104th Avn., Pennsylvania Army National Guard.

Gore flew with the Nomads, which allocated two ships to the mission, on May 5. The Nomads picked up Gore in Morgantown, West Virginia, carried him and an official party on a visit to Nemaocolin in Western Pennsylvania, and returned him to Morgantown.

On completion of the mission, unit members presented the Vice President with a Chinook desk-top model as a memento of his flight. □

Parsons Leads Chinook Programs

New Director Focuses on Customers

Peter S. (Pete) Parsons became director, Chinook Programs at The Boeing Company in Philadelphia in March and has been on the run ever since.

“It’s a pleasure to head up the longest-running continuous production program at Boeing,” said Parsons, “and a real challenge to meet the complex requirements of our customers.”

After serving nine years in the U.S. Navy, Parsons joined The Boeing Company in 1988 in Huntsville, Alabama, working on the Space Station Program. In 1995, he became program manager for the Avenger and Bradley-Linebacker Army Air Defense programs in Huntsville.

In 1997, Parsons was assigned as the program manager for the U.S. Air Force AGM-130/GBU-15 programs at Boeing North American, Inc. in Duluth, Georgia. In 1999, he became the Duluth site manager in addition to his AGM-130/GBU-15 duties, and then moved to Philadelphia.

Parsons has a BS in mechanical engineering from the United States Naval Academy. “On cruises I became quite familiar with Boeing Tandem Rotor capabilities since I frequently saw CH-46 Sea Knights in operation at sea,” said Parsons. “I’m learning quickly to appreciate equally the phenomenal capabilities of the Chinook.”

After graduation in 1979, Pete attended Navy nuclear power training, then completed three Mediterranean Sea deployments on board USS Nimitz and USS Mississippi as a Nuclear Engineer and Weapons Officer. He completed an MS in mechanical engineering from Old

Dominion University in Norfolk, Virginia, and received an MBA in 1995 from Vanderbilt University in Nashville, Tenn.

“As Chinook program director, my responsibility is to build a team that consistently delivers aircraft to our customers that meet all cost, schedule and quality expectations,” said Parsons. “Obviously, we haven’t always met that goal, but I’m confident that my Chinook

program colleagues will deliver full value to the Tandem Rotor community in the future.”

Although he’s only been on the job four months, Parsons has been making the rounds, meeting with U.S. Army customers and attending the recent Chinook Users Conference in the Netherlands.

“The Chinook is clearly the best heavy-lift helicopter in the world,” Parsons said. “I’m proud to be affiliated with it and look forward to meeting all our customers as we improve our product and expand our markets.” □



One of two Nevada Army National Guard Chinooks drops a load of fertilizer in an Icelandic national park while on deployment in June. □



'Phrogologist' Comment

Phrogs Bat 1000 on VIP Missions

John Morgenstern, Boeing customer representative (AKA 'Phrogologist') with HMX-1 at Quantico, Virginia, recently wrote:

Perhaps by providing a few photos of the Boeing CH-46 aircraft assigned to HMX-1 in support of the presidential mission, the *Phrog Phorum* can mention the effort that Marines make to keep our venerable aircraft safe for the varied VIP missions assigned to this squadron. I spent 80 to 100 days a year away from home on deployments with these fine machines, and now, in my 32nd year as the Boeing rep of HMX-1, I am proud to let it be



A typical H-46 mission in New York. Landing on Wall Street Pier in support of the Presidential mission.

known that we haven't missed a mission yet!

The seven Boeing customer reps (Phrogologists) have a combined experience of more than 100 years and continue to support the backbone of the Marines and Navy, the H-46 Sea Knight, from California to North Carolina and from Guam to Virginia.

Keep the Tandem Notes coming. They are appreciated by all customers.

John Morgenstern

Two Boeing products line up proudly in support of a President trip to Maxwell Air Force Base, Alabama. The President has two Boeing 747s, designated Air Force One when he's on board, at his disposal. When the President rides in an HMX-1 Sea Knight, its call sign becomes Marine One. However he flies, the President obviously flies in high style, thanks to the excellent maintenance and service of HMX-1 technical personnel and air crews, not to mention long-time Phrogologist John Morgenstern.. □

The perfect way to see the U.S.A.-- aboard a Boeing Sea Knight. Photo of two HMX-1 Phrogs during VIP mission in New York area in March 2000. □

