

TANDEM NOTES

and Phrog Phorum

Vol. 9 Issue 4

Fourth Qtr., 2002

From the field: Power to the people

There are two seasons in Alaska's interior: winter and construction. Due to cold, unreliable weather through the winter months, it is not uncommon for a flurry of construction projects during the warmer months. This year is no different, and a Boeing Vertol from Columbia Helicopters is helping out on one such project.

The Foothills Power Line Project for the Golden Valley Electrical Association is currently underway near Healy, Alaska. Located approximately 100 miles from Fairbanks, and just 12 miles from the entrance to Denali National Park, the project involves the installation of 21 miles of power line towers.

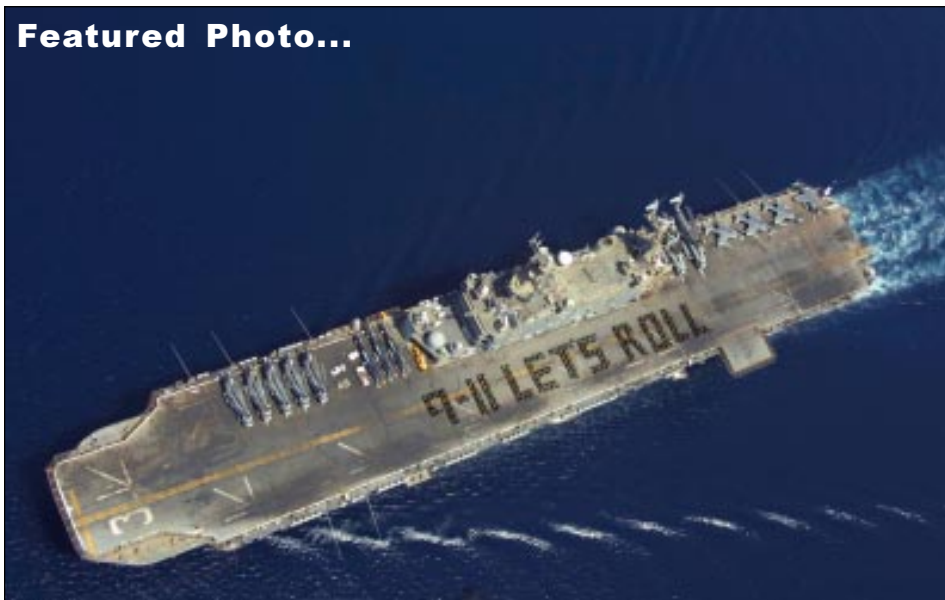
Working through primary contractor Par Electrical Contractors of Las Vegas, Nev., Columbia Helicopters will work on two phases of the project. The first phase, lasting three months, is currently underway with N185CH assisting on the project. This phase involves the installation of pipe pile foundations, which look similar to a section of pipe

sunk into the ground. After they are in the ground, the foundations are then capped with a base that will hold the upright towers. The Vertol will also carry foundation digging equipment along the right of way. The installation of the actual towers will take place during phase two next year. A Boeing 234 Chinook from Columbia will place the towers and cross arms.

New to this project is a means to install the foundations using the Vertol. Due to the relatively light weight of the individual foundations, the aircraft is able to carry up to four of them at once. Because they need to set the foundations in different locations, a tandem set of double hooks is being used. As a result, the pilot is able to release one foundation in each of four locations before returning to the sort yard for another load.

For more information about Columbia Helicopters, visit them on the web at www.colheli.com

Featured Photo...



The above photo, submitted by Darryl McQueary of Boeing Aerospace Support, captures the country's newest credo, "Let's Roll." The quote, made famous by United Flight 93 passenger Todd Beamer, clearly represents the courage displayed by those who perished on Sept. 11. McQueary, who serves as a company field representative for CH-46 Sea Knights, recently spent several weeks abroad in support of U.S. deployed forces and Operation Enduring Freedom, including time aboard USS Belleau Wood (above). He has seen first hand the commitment of our Sailors, Marines, Soldiers and Airmen, and the invaluable contributions of rotorcraft.

Dear Chinook and Sea Knight User

2002 has been an exciting year for the tandem rotor community. We've seen incredible examples of heroism in battlefields and backyards across the globe, from the mountains of Afghanistan to a western Pennsylvania mine shaft. Each year, Chinook and Sea Knight helicopters perform countless missions, which only augment their legendary histories. We've included a two-page photo spread of some of those missions in this year-end issue.

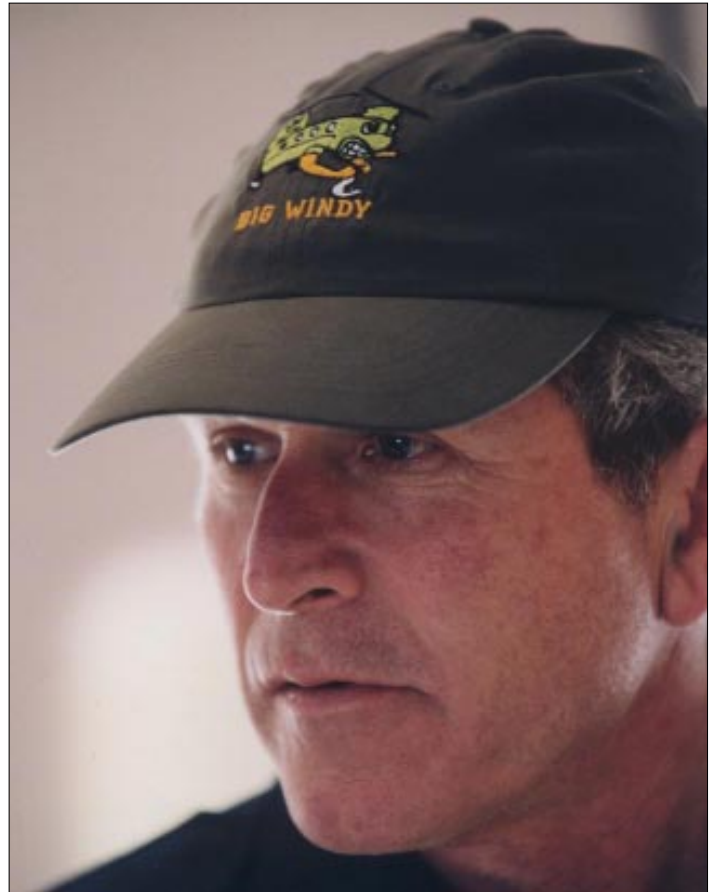
Tandem rotor activity likely will increase as we head into 2003. Burgeoning military efforts in global hot spots certainly will involve Chinooks and Sea Knights. Their performance in the War on Terrorism have made them a crucial component of the United States' war effort, as evidenced by myriad news reports and first-hand accounts.

Things remain busy on the home front as well, as the CH-47F remodernization program officially gets underway. This program, which will upgrade at least 300 of the U.S. Army's Chinooks, will extend the aircraft's service life another 30 years, making the Chinook The Boeing Company's most senior aviation program.

We're always looking for customer-related news, "tales from the field" and photographs, so please submit them to: Jack Satterfield, Boeing Philadelphia, P.O. Box 16858, M/S P30-18, Philadelphia, PA 19142-0858. Ph: (610) 591-8399; Fax: (610) 591-2701, e-mail: john.r.satterfield@boeing.com; or Doug Holmes (same mailing address and FAX number), Ph: (610) 591-4901, e-mail: william.d.holmes@boeing.com. Keep the stories coming and God Bless America!

John Gilbride
Director, Aerospace Support
Boeing Philadelphia

Snapshots: Tandem Rotors post busy 2002





**Back issues of
TANDEM NOTES
can be found online at:**
[http://www.boeing.com/rotorcraft/
military/ch47d/tandemnotes/](http://www.boeing.com/rotorcraft/military/ch47d/tandemnotes/)

From the field: Chinook unit 'hooked' on success

Story and photos courtesy Jim Rasley, CW4
Dallas AASF

The HOOKMASTERS of Company G, 149th Aviation, Grand Prairie, Texas, have had some interesting and challenging opportunities over the past 12 to 24 months.

They were the only Chinooks to participate in five of the JSHIP Operations off the coast of San Diego, Calif., beginning in January 2001 on the USS BonHomme Richard and ending on the USS Peleliu in May 2002.

Other ships utilized were the USS Tarawa, USS Duluth and USS Cleveland. It was fun, very educational, and as CW4 Jay Paschke (the unit SP) said, "very eye opening doing approaches to a moving deck while wearing NVGs out in the middle of nowhere."

All JSHIP operations were self-deployed and involved flying two to three aircraft from Dallas to the west coast and back within a five to six day time span. Not only did they find the aviation duties challenging, but they also found out how easy it is to get lost on a ship.

In June 2002, the HOOKMASTERS deployed eight aircraft to Camp Guernsey, Wyo., (a one-way distance of 875 miles) for Artillery Training. Their primary mission was to support the 1-190th Field Artillery (Mon-



A HOOKMASTERS CH-47D slingloads a blivet onto a shipdeck during a recent training exercise.

tana ARNG) and the 1041st Engineer Company (Wyoming ARNG).

In support of the 190th Field Artillery, they inserted M198 Howitzers, ammunition and the fire teams. For the 1041st Engineers, they hauled MK2 Bridge Boats, Interior Bridge Bays and the Ramp Bridge Bays in round-robin scenarios on time and on target. After all was said and done, the HOOKMASTERS

had flown 300 hours, carried 750 troops, hauled 282 tons of cargo and burned up 100,000 gals of JP8 fuel. Not bad for a few days of excellent training for all concerned and done accident/injury free for both the flight crews and supported unit personnel. It also gave the Texas boys a chance to see how the Chinook works in a 5,000 ft. altitude versus their normal 500 ft. environment.

