'Schooners' Do It Again
Yes Sir, We'll Clean Big Sur

by SFC Steve Robertson, G Co./140th Avn. Rgt., CANG

The Chinooks and aircrews of **G Company, 140th Aviation Regiment, California Army National Guard (CANG)**, recently took another opportunity to perform a community service mission for the state of California.

This time, the location was the rugged Big Sur area on the central coast along the Pacifice Coast Highway.

The Big Sur is a natural wonder, but over the years, several wrecked cars, either stolen or left in accidents, went over the steep cliffs rising by the coastline. The California Highway Patrol investigated these derelicts, but removing the abandoned vehicles was far too difficult and costly, so they remained where they lay, unsightly and rusty reminders of the heavy traffic that speeds through the area.

The cars were more than just ugly, however. Many boaters in the coastal waters would mistake the abandoned cars as new accidents and make unnecessary emergency calls to the Highway Patrol.

California's Fish and Game Department also got in the act and declared the wrecks were environmental hazards.

Still, there seemed to be no inexpensive and convenient way to get rid of the old cars.

Fortunately, Highway Patrol Officer Greg Draper, who flew CH-47Ds during Operation Desert Storm, came up with a neat solution to the problem.

Draper recommended that helicopters could lift the wrecks out of the area. The California Office of Emergency Services agreed, and called in the 'Delta Schooners.' SFC Steve Robertson of G Company completed an initial survey of the coastline and devised a plan to remove the cars.

CANG air assault troops from 1/184th Infantry,

A 'Delta Schooners' Chinook carries one of many hunks of junk away from the picturesque Big Sur landscape on California's Pacific coast. Despite the area's beauty, many cars had been abandoned there. ❏

based in Modesto, were lowered by hoist cable through the Chinook's center rescue hatch to cliff bottoms, where they rigged the old autos to cables for slingloading on the forward cargo hook.

After retrieving the soldiers with the hellhole hoist, the Chinook lifted each vehicle for a short ride to a temporary salvage yard.

The 'Delta Schooners' removed eight wrecks in one day, attracting a large and appreciative audience of highway passers-by as they completed the assignment.

The unusual project led to thanks and commendation for C Company from the California Highway Patrol and resulted in a cleaner and safer Big Sur landscape, now unspoiled by rusty old hunks of abandoned junk. ❏

Dear Chinook and Sea Knight User:

I am pleased to report that Boeing is sponsoring a unique opportunity for members of the Tanden Rotor community to come together and discuss issues of mutual interest.

The first European Chinook Conference will take place April 17-19, 2000, at Soesterberg Air Base, The Netherlands.

The Royal Netherlands Air Force, and 298 Squadron, the most recent member of the international Chinook fraternity, have graciously consented to be hosts for this special event.

I am equally pleased to note that 298 Squadron, which will be celebrating its 50th anniversary of service to the Netherlands, has invited CH-47 users in Europe (and everywhere else, for that matter) to fly an aircraft to Soesterberg and join them for the festivities.

298 Squadron has already received several acceptances, and we are looking forward to a memorable and remarkable display when Chinooks from many nations turn and burn in Soesterberg!

We'll share photos and highlights of this meeting in the next **Tandem Notes**.

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**

Bannenberg Crossing 10,000-Hour Mark

by CW4 James A. Rasley, Dallas AASF

CW4 Jim Bannenberg, , instructor pilot and safety officer at the **Texas Army National Guard's Army Aviation Support Facility in Grand Prairie**, has reached a unique career milestone.

As of year's end, Bannenberg was "just shy of" 10,000 total flight hours, of which 5,540 were in the CH-47 Chinook!

Bannenberg began his Army career in March 1966 as an infantryman. He went "Airborne" just a few months later and completed a combat tour in Vietnam in 1967.

After returning stateside, Bannenberg entered Warrant Officer Candidate/Flight School and became a "Wobbly 1" in June 1968, flying in both the active Army and the National Guard ever since.

In addition to his Chinook time, Bannenberg has flown OH-23s, UH-1s, CH-34s, and other rotorcraft, but the Chinook, which he started flying in March 1969, exactly 31 years ago, is clearly his forte.

Jim became an instructor pilot in 1973 and has worked in this capacity for the Texas ANG ever since. Currently, he is the SP/IP/Safety Officer at the Dallas AASF and for **HHC and G Co., 3/149 AVN**. ❏

Few Chinook pilots can lay claim to logged flight hours comparable to CW4 Jim Bannenberg's total -- 5,540 as of Dec. 31, 1999! ❏

From The Mailbag

A Performance Note

I have a note about some information in the Vol. 6, No. 4 issue of *Tandem Notes*. The "Nomad '94" article makes some pretty peachy claims on performance. As much as I love the -714A engines, there is no way it will carry 16,000 lbs. 160 miles at 15,000 ft. DA.

During the -714A qualification effort we conducted the combat radius demonstration where we took the M198 howitzer 101 nm, set it down, then flew home empty. Based on that data, I see that we could probably take the 16,000-lb. load 150 miles at 4,000 ft./95 deg. F on a one-way trip. At 40,000 lbs., during a separate test event, which is much lighter than we weighed with a 16,000-lb. load, we were unable to get above 9,000 PA because of the CGI.

Great newsletter, by the way. I hope to get some photos for you this spring and summer when we take the X-40A Space Maneuver Vehicle as a sling load to 22,000 ft. and drop it.

> **MAJ Layne B. Merritt**
> **Chief, Flight Test Div. B**
> **U.S. Army Aviation Technical**
>   **Test Center**
> **Fort Rucker, AL**

From the Field...

An Invitation

Just finished reading the Winter 1999-2000 issue of *Tandem Notes* and would like you to consider adding the following information in the next one.

Most active duty and reserve units are not aware of the **Eastern Army Aviation Training Site (EAATS)**. Our most recent addition, the CH-47D Flight Simulator, can offer many units the opportunity to conduct their training here.

EAATS, located at Fort Indiantown Gap, Pa., has just accepted for training the CH-47D 2B31 A Flight Simulator. Three full-time current and qualified IPs, SPs and IEs are available Monday-Friday to conduct Instructor Operator (IO) training and evaluations. Beginning in February, the device is available seven days a week.

We are operational 42 weekends a year and closed on all three-day holiday weekends and federal holidays. If weekend periods are scheduled, the using unit must provide its own IO support.

We are currently contracted for three training periods each day (0930-1130, 1200-1400, and 1415-1615). Instructor Operators trained at other installations will receive a brief check-out and an annual IO evaluation.

Aviators desiring to attend our Instructor Operator Course can coordinate with their unit training officer and enroll through the Army Training Requirements and Resources System (ATRRS).

To schedule flight simulation training periods please contact:

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ASB-Training Coordinator
DSN 491-8686 Ext. 604
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millsga@pa-arng.ngb.army.mil

CW4 Tom Stombaugh
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Cargo Simulator IP
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After duty hours, leave a message on ext. 661. We'll return your call the following duty day.

CW2 Ed Stefanides

Alice Springs Overflow

Australian Chinook Handles Disaster Relief Mission
from the *Centralian Advocate*, Feb. 29

An Australian Defence Force helicopter has provided much-needed relief to flood victims on the South Australian border.

Operating out of Ayers Rock Resort Airport, the Chinook helicopter carried out several food and supply drops to communities in northern South Australia.

The aircraft flew in from the Townsville 5th Aviation Regiment after federal assistance was granted last week.

The efforts of the Australian Defence Force NT Emergency Services and NT Police saw supplies dropped to the people of Pipalyatjara, Nyapary, Kanmpi and Amata communities.

The latest food drops come a week after helicopters were used to supply food throughout Central Australia. ❏

'Easy Money' Preview Shows Off Nose Art

The last surviving ACH-47A Armed Chinook will soon take a place of honor as a permanent display aircraft by the entrance of the U.S. Army's Aviation Program Executive Office headquarters at Redstone Arsenal in Huntsville, Alabama. 'Easy Money' has been fully restored to its wartime appearance, complete with armament and nose art, when it served as one of four specially modified armed Chinooks in the Vietnam War.

The four Chinooks served in what became the 1st Aviation Detachment (Provisional), popularly known as 'Guns A Go Go,' assigned to the 1st Cavalry Division at An Khe in 1967-68. The aircraft all sported unusual names -- 'Birth Control,' 'Stump Jumper,' and 'Co$t of Living,' in addition to 'Easy Money,' and they packed a mean wallop.

The ACH-47A carried an M5 40-mm automatic grenade launcher mounted in a moveable nose turret, two forward-firing M24A 20-mm automatic cannons and 19-round 2.75-inch rocket pods on fixed stub wings attached to either side of the fuselage, four M60 7.62 mm or .50-calibre machine guns on flexible mounts in the fuselage windows on each side, and a ramp-mounted .50-calibre machine gun to protect the aircraft from the rear. About a ton of ammo, stored in the cargo area, fed these weapons.

"Big Windy" Army Aviation Troops Receive Boeing CH-47 Hats

U.S. Army soldiers from F Company, 159th Aviation Regiment, "Big Windy," in Giebelstadt, Germany were recognized and awarded with Boeing CH-47 hats during a customer visit by Boeing Service Engineering on Tuesday, February 29, 2000. "Big Windy" remains as the sole U.S. Army CH-47 unit in USAREUR (United States Army Europe) since the European draw down throughout the 90s. Pictured from left are SGT John Mursch, SPC Michael Hoover, SPC Dave Anderson, SGT Kenneth Lynch, SPC Jonathan Horwath, SPC Freddie Meeka, SGT Kevin Voldarski, SGT Daniel Snyder, 1LT Stephen Courreges, and Boeing Service Engineer Vernon "Moe" Whitley. ❏

'Stump Jumper' was the first ACH-47A to come to grief, victim of a ground taxi accident in 1966 at Vung Tan.

'Co$t of Living' was lost at Bong Son in 1967, a victim of its own efficiency, when a 20-mm gun mount broke and the cannon shot off the aircraft's rotor blades. All eight crewmen on board lost their lives in this accident.

North Vietnamese ground fire forced 'Birth Control' to the ground at Hue Citadel in February 1968, and a mortar attack destroyed the aircraft after 'Easy Money' picked up her crew in a heroic rescue under fire that damaged 'Money' and wounded several people on board.

Since the last ACH-47A was not permitted to fly single-aircraft missions, 'Easy Money' spent the remainder of the war as a maintenance trainer at Vung Tau. After returning stateside in 1972, airframe corrosion precluded modernization, so the aircraft became a sheet metal trainer at Ft. Eustis, Virginia. There 'Money' remained until the Army's Chinook Program Management Office acquired the aircraft in 1998, and restoration began in 1999.

'Easy Money' will be dedicated in its new role as Aviation PEO's official 'greeter' in ceremonies on May 1, 2000.

"We'll feature 'Easy Money' in its entirety in the next *Tandem Notes.* ❏

Forbes Magazine Seeks Lawn-Mowing Helicopter

No, Robert Ripley doesn't work here, but 'Believe It or Not,' a staffer at *Forbes* magazine recently called looking for a photo of a Chinook "cutting the grass at a football stadium." Seems someone had convinced the folks at *Forbes* lawn-mowing was one of the CH-47's major missions. We politely explained that we were fresh out of grass-cutting photographs but would happily supply one the next time the grounds keepers at Ebbetts Field want to trim the outfield! ❏

Kossler Award Winner

'Roadrunners,' 'Pedro' Take Top AHS Honors

The Boeing Company in Philadel-phia recently nominated the 108 enlisted Marines, 16 Marine officers, six U.S. Navy Sailors and civilian employees of **Marine Transport Squadron One, Search and Rescue Detachment, Marine Corps Air Station, Cherry Point, North Carolina** for the American Helicopter Society's 1999 Captain William J. Kossler, USCG, Award.

At press time, AHS officials notified us that VMR-1 is this year's Kossler Award winner!

The award covers the VMR-1's lifesaving activities throughout 1999, with particular focus on the heroic achievements in aerial flight involving the Boeing HH-46D Sea Knight helicopter, and the exceptional dedication to duty of its maintenance and support personnel Sept. 16-19, 1999, the aftermath of Hurricane Floyd.

During 1999, the "Roadrunners" flew more than 4,200 flight hours, bringing the total for class "A" mishap-free flight to an extraordinary 168,028.3 hours.

In addition, VMR-1 Search and Rescue crews provide year-round, 24-hour a day SAR coverage for the Marine Corps and the communities of eastern North Carolina. VMR-1 SAR crews, flying with the callsign "Pedrop," flew hundreds of hours on SAR missions during the year, making the unit the most utilized SAR unit in the Marine Corps and the U. S. Navy for the ninth consecutive year.

HURRICANE FLOYD

On September 15, 1999, Hurricane Floyd struck the Carolina Coast with punishing winds and devastating rains. The eye of the storm passed the Cherry Point area at approximately 4:30 a.m. on Sept. 16, 1999 and the hurricane force winds did not subside until noon.

The first calls for helicopter rescue were received at 12:30 p.m.. At 12:40 p.m., the first of the standby "Pedro" HH-46D aircraft launched and proceeded to Tarboro, NC to render assistance.

During the eighty-two hours from Thursday to Sunday, Sept. 19, VMR-1 aircraft flew 56 flights and 110.2 hours. VMR-1 HH-46 Pedro crews recovered 399 people and saved countless lives, flew 62.8 hours, compiling 50 sorties, and delivered 14,655 pounds of food, water, and medical supplies.

Squadron maintenance crews maintained VMR-1 aircraft at an unprecedented 100 percent mission ready state. Maintenance included twenty-three 10 hour, 25 hour, and 14 day inspections.

This distinguished rescue operation resulted in the award of 23 Air Medals for conspicuous service by squadron members as well as the prestigious Navy Unit Commendation to VMR-1.

In addition, four Sailors and Marines of the squadron have been nominated for the Navy and Marine Corps Medal, one of the Armed Forces' highest decorations for valor during peacetime.

Marine Transport Squadron One, Search and Rescue Detachment, has made Callsign Pedro synonymous with exceptional public service and expert rotary wing search and rescue operations for many years, but its performance after the ravages of Hurricane Floyd in 1999 demonstrated clearly and forcefully that no rotary wing operational unit is more deserving of the American Helicopter Society's Captain William J. Kossler, USCG, Award for extraordinary service to the public in connection with rotary wing flight. ❏

A new 1/12 scale CH-46 model now graces the **MCAS Miramar Officer's Club**, thanks to The Boeing Company, which funded the model. The aircraft is painted in **HMM-165**'s markings and was presented by John Valovich, Boeing technical representative at Miramar, who coordinated the request for the model. ❏