



U.S. Tandem Rotor Helicopter Evolution

CH-47 Chinook

CH-46 Sea Knight

CH-21 Shawnee

CH-25 Mule

Chinook – The Legacy of Tandem Rotor Helicopters



Compiled by Nick Van Valkenburgh
Cargo Helicopters Project Manager's Office
November 11, 2012

the
CHINOOK
HELICOPTER



DELIVERING FIVE
DECADES OF DOMINANCE
WORLDWIDE



legacy [**leg-uh-see**] (noun)

What something is remembered for or what has been left behind that is remembered, revered or has influenced current events and the present day.ⁱ

DEDICATION

The first flight of the CH-47 took place on 21 September 1961 - just 28 years after a tandem rotor helicopter flew for the first time. Over the past half-century, the history of the Chinook has been written by the courage and dedication of the aircrew, maintenance and support personnel that have operated the aircraft in war and peace. Credit must also go to Frank Piasecki for his pioneering work in the creation of tandem rotor helicopters and The Boeing Company for the design and manufacture of a timeless aircraft – the Chinook. The men and women who have flown and supported the Chinook deserve all the praise for what the aircraft has been able to provide to the troops in the field and to those in need. This history is dedicated to all those who have been privileged to have been part of the CH-47 community since that first flight just over fifty years ago.

INTRODUCTION

The history of the CH-47 has been documented many times by many people. This version is an attempt to compile inputs from as many sources as possible yet provide a compelling, single source of information on the history of tandem rotor helicopters and the development and use of the world's finest heavy-lift helicopter. It covers the early days of helicopter development and more than fifty-years of Chinook support to armed services worldwide as well as the civilian uses of the aircraft and some historical trivia. Where appropriate, the source of specific information or quotes will be provided in endnotes. Many of the hundreds of articles, books and websites used to draft this history often refer to each other and this makes the original source of information difficult to determine. When there is general agreement about a particular topic, the information presented will be a consensus from multiple sources. Photographs have been assembled from a variety of sources. One of the primary historical references is the 1989 Aerofax Minigraph *Boeing Helicopters CH-47 Chinook* by David Anderton and Jay Miller. Other invaluable resources are Mark Morgan's www.chinook-helicopter.com website *CH-47 Chinook Helicopter*, the www.aviastar.org website *All the World's Rotorcraft* as well as Wikipedia articles and unit histories. Boeing News released a 75th Anniversary booklet called *Boeing on the Delaware-A Heritage of Service* which has outstanding information on the early days of tandem helicopters. The Vietnam Helicopters Pilots Association's *Vietnam Helicopter History* and the Army Air Crews' website are absolutely essential sources of information regarding the Chinook in wartime. Donn Olsen, the G-8 CH-47 Distribution Manager, Tony Cruz from Boeing and Joe Baugher's web site have provided detailed tail number information on every aircraft which has been compiled into a separate database [part of which is at Appendix A] that was used for much of the disposition data in this document. Line drawings by Joe Sewell from *CH-47 Chinook in Action* by Wayne Mutza are used with permission and courtesy of Squadron/Signal Publications, Carrollton, TX. Thanks to Mark Marcus for his beautifully designed 50th anniversary posters and to all those professionals in the Cargo Helicopters PMO who took the time to review this information and provide suggestions and corrections.

Nick Van Valkenburgh, Veteran's Day 2012, Redstone Arsenal, Alabama

Early Rotorcraft Development



DaVinci Helical Air Screw

As early as 400BC, rotary wing concepts can be traced to Chinese writings describing wooden toys with a propeller probably inspired by the auto rotating seeds of trees like the maple or sycamore. In the late 15th century, Leonardo DaVinci's famous Helical Air Screw was an experimental design and his drawings show other designs as well. [It is interesting to note that a scale model built in modern times from the original DaVinci plans did not successfully raise itself in flight]. From that time on, many designs were developed but the lack of a suitable power source and an incomplete understanding of the nature of lift delayed construction of an actual flying model. At the end of the 19th century, the internal combustion engine provided the power source for early rotorcraft development.ⁱⁱ



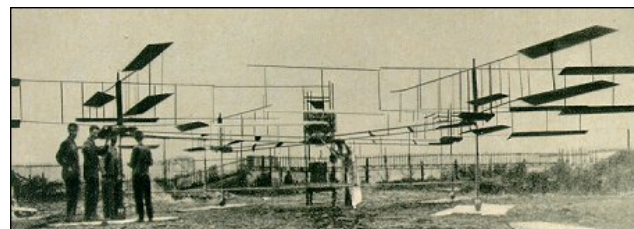
Viscomte Gustave de Ponton d'Amecourt – 1863^{iii iv}

French aviation pioneer d'Amecourt is credited with coining the term "helicopteres" (after the Greek words *helix* (spiral) and *pteron* (wing)) in an 1863 monograph. Inspired by d'Amecourt's work, Jules Verne wrote a science-fiction novel published in 1886 called *Robur le conquerant* (Clipper of the Clouds) where the hero cruised the skies in a giant helicopter called the *Albatross*. D'Amecourt designed and built a steam powered coaxial rotary-wing model which did not fly but is still on exhibit in the French Aeronautical Museum.



Breguet-Richet Gyroplane – 1907^{v vi vii}

The French brothers Jacques and Louis Breguet along with Professor Charles Richet are generally credited with developing the earliest successful rotary-wing aircraft which "flew" to the lofty elevation of about 2 ft on either 24 August or 29 September 1907 while being steadied by four assistants. The aircraft, Gyroplane No. 1, was actually an open frame device, with four-four blade rotors with one pair of diagonally opposed rotors rotating in a clockwise direction and the other pair moving anti-clockwise. It was neither controllable nor steerable but it was the first time that a rotary-wing device had lifted itself and a pilot into the air. Breguet and Richet followed with a second gyroplane design with two rotors and a fixed wing which successfully flew to an altitude of about 15ft but was wrecked on landing. Breguet later focused on fixed wing aircraft almost exclusively until the 1930's^{viii} when the "Gyroplane Laboratoire" would arguably become the world's first successful helicopter. Louis Breguet would become one of the



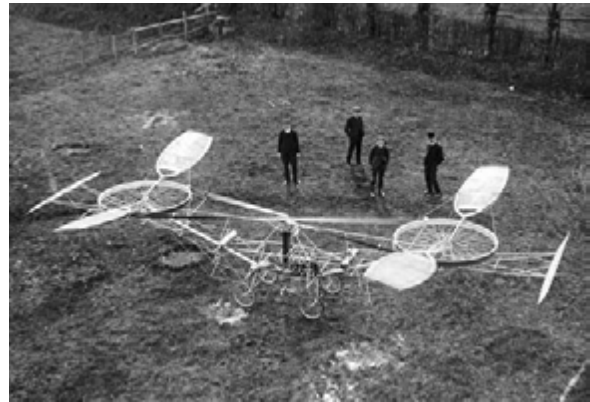
Early Rotorcraft Development

most famous European aviators, airplane designers and industrialists who produced thousands of aircraft for Allied forces in WWI and founded the commercial airline, Air France.

Note: The term “gyroplane” (or gyrocopter or autogyro) was used to describe any rotary wing aircraft in the early days of aviation but technically an autogyro has a non-powered, free spinning rotor that turns due to the passage of air upwards and a separate propeller that provides forward thrust.^{ix} A helicopter uses engine driven rotor blades.

Cornu Helicopter – 1907^{x xi xii}

Like the Wright Brothers, Paul Cornu was a bicycle maker and engineer. A Frenchman, he designed and flew the first true rotary wing aircraft free of tie-down ropes on 13 November 1907. This aircraft had counter-rotating 20-foot tandem rotors and rose to about 1ft on its first 20-second flight. This first helicopter was not maneuverable and was abandoned after a few flights. Cornu continued to develop many technical concepts related to rotary-wing flight but did not produce any further aircraft.



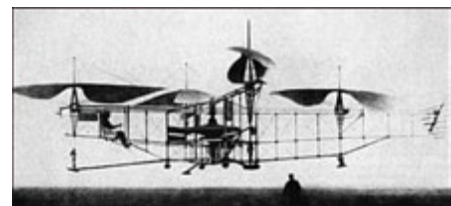
Berliner-Williams Helicopter – 1908^{xiii}

The first helicopter built and flown in the United States was developed by Emile Berliner and built by John Newton Williams. It was a counter-rotating, co-axial test rig powered by a 36 horsepower engine. It is reported that it lifted Williams to a height of about 3 feet. Berliner went on to build other helicopters in the 1920s but none were ever put into production. The Berliner Helicopter No. 5 is now part of the Smithsonian Air and Space Museum collection and is on display at the Collage Park Air Museum in Maryland.



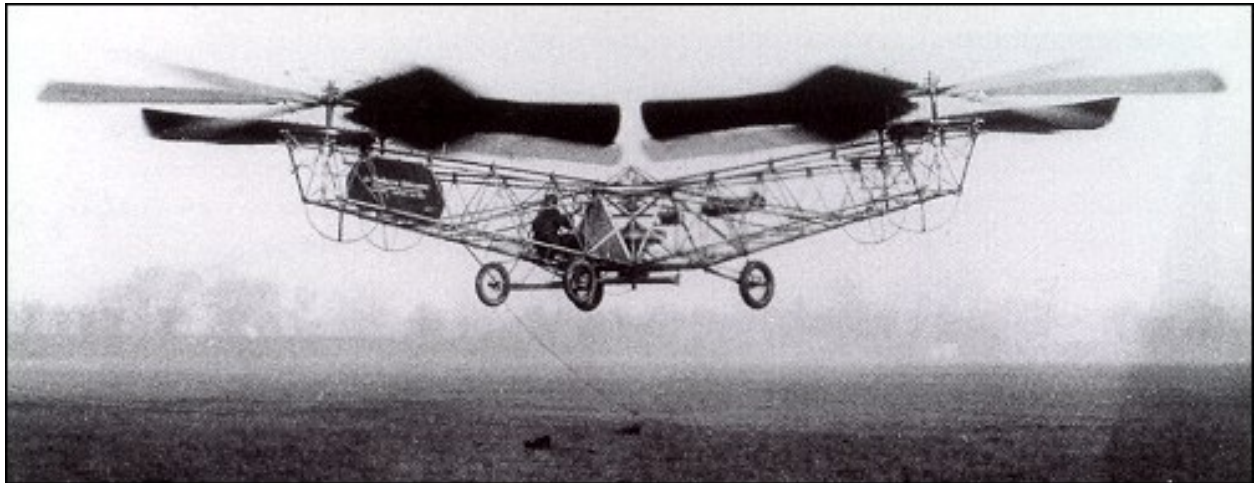
Etienne Oehmichen – 1921^{xiv}

Another Frenchman, Etienne Oehmichen completed his first successful helicopter flight in 1921 and in 1922 developed an aircraft with small vertically mounted rotors and large horizontal rotors. The smaller rotors led to the later development of the tail rotor. In May 1924, he was the first to fly a circular course of about one kilometer. He also experimented with his helicopter design attached to a blimp called “Helicosta” for additional lift. Oehmichen was also a biologist specializing in the function of insect wings, particularly dragonflies, which led to further research in the construction of flexible rotor blades.



Early Rotorcraft Development

De Bothezat Helicopter – First Army Helicopter – 1922 ^{xv xvi}



Dr. George de Bothezat was a university professor who fled the Russian Revolution, came to the United States as a scientist and mathematician and wrote one of the first scientific papers on the aerodynamics of rotary wing flight. In 1921, he received a classified contract from the Army to design and construct an experimental helicopter. De Bothezat and his assistant, Ivan Jerome, built the "Flying Octopus" at McCook field in Dayton, Ohio. It had four six-bladed 20' rotors at each end of a cross shaped truss and two small steering propellers (which were later removed). Each rotor had variable pitch blades which provided individual collective control. There was an additional small rotor over the engine which provided some amount of lift but was designed to cool the 180hp engine. The Army's first helicopter flight took place on 18 December 1922 with COL Thurman Bane at the controls. The flight lasted less than two minutes and achieved an altitude of six feet. More than a hundred subsequent flights were made over the next two years. With a more powerful engine, the helicopter proved to be very stable but required a favorable wind to achieve forward flight and never reached an altitude of more than about 30 feet. After spending nearly \$200,000 on the aircraft (quite a sum at that time), the Army cancelled the project because the helicopter was "underpowered, unresponsive, mechanically complex and had pilot workload that was too high".

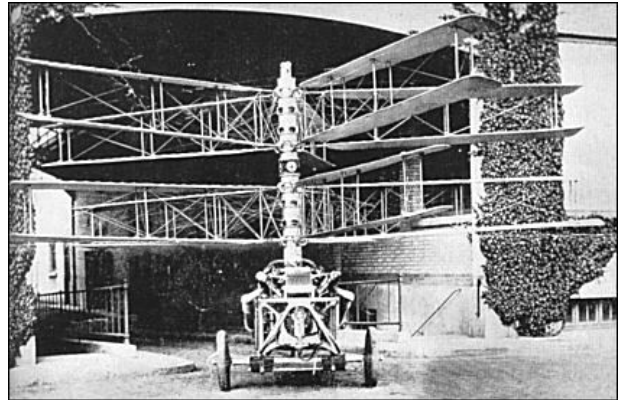


George De Bothezat with COL Thurman Bane

Early Rotorcraft Development

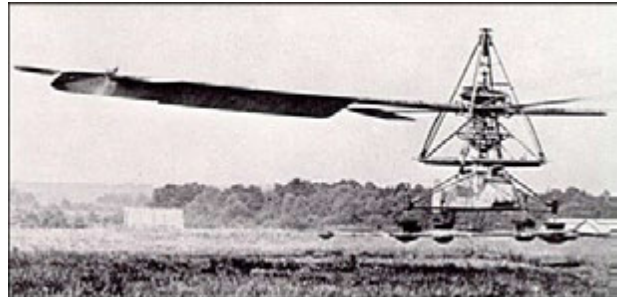
Pescara Helicopter No. 3 – 1924 ^{xvii}

Raul Pateras Pescara was an Argentinian lawyer and inventor who specialized in seaplanes and helicopters. He even worked with Gustave Eiffel (yes, that Eiffel) on wind tunnel research. Pescara built coaxial helicopters starting in 1919 and on 18 April 1924, he set a new world record of covering one-half mile in four minutes at an “altitude” of about 6 feet. His helicopter used a co-axial rotor system, each with twin rotors with four pairs of blades arranged like a biplane’s wings. The pitch of the 16 lifting surfaces could be altered in flight by warping them. Pescara’s No. 3 machine was the first credible use of cyclic and collective pitch control and the rotor hub could be tilted slightly to achieve a forward airspeed of about 8mph. His helicopter also was the first to demonstrate autorotation as a way of recovering from engine failure.



Brennan Helicopter – 1924 ^{xviii}

In England, Louis Brennan experimented with a large (59ft) single rotor helicopter from 1919 to 1926. Propellers were mounted at the tip of the rotor to provide torqueless rotation. Free flights were conducted in May 1924 but stability and control were poor and the maximum altitude achieved was only about 7 feet. The helicopter crashed in 1926.



Florine Helicopter – 1926 ^{xix xx}

It was not until April 1933 that the first twin tandem rotor aircraft actually flew. Nicolas Florine, a Russian-born engineer living in Belgium, designed and flew a tandem rotor aircraft which had co-rotating rotors that did not counter-rotate but were tilted slightly in opposite directions to counter torque. In October, 1933, Florine achieved an unofficial world flight record for helicopters of just under 10 minutes at an altitude of about 15ft.

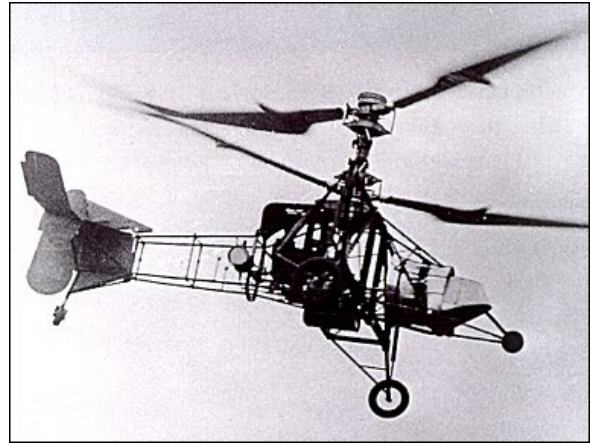


Florine’s designs suffered setbacks and work was discontinued into the pre-WWII years and his machines were destroyed during the war.

Early Rotorcraft Development

Breguet-Dorand Gyroplane Laboratoire – 1933 ^{xxi xxii}

The Breguet Gyroplane first flew in 1933 but was heavily damaged during testing and resumed flights in June of 1935. The aircraft used a pair of co-axial, counter-rotating, 2 blade metal rotors whose blades had an airfoil section. One rotor shaft turned inside the other, each rotor cancelling out the torque created by the other. For the first time, cyclic pitch control for lateral and longitudinal movement and collective pitch for movement in the vertical plane were used. By the end of tests in 1936, it had remained in the air for more than one hour and it demonstrated good controllability and even an engine-off landing using auto-rotation. The single prototype continued experimental work up to the start of WWII but was destroyed during the war.



Focke-Wulf Fw 61 – 1936 ^{xxiii xxiv xxv xxvi}

The Fw-61 made its first flight lasting 28 seconds on 26 June 1936. The Fw 61, designed by Professor Heinrich Focke, was a Fw 44 trainer fuselage that had a single, radial engine which drove twin, counter rotating blades mounted laterally on outriggers to the left and right of the fuselage. The small propeller on the engine provided airflow to cool the engine during low speed or hover. The Fw 61 set a number of world records in 1937-39 for altitude (over 11,000ft), distance flown (143mi) and speed (76mph). According to one source, “the helicopter could be flown by any pilot after a one hour briefing.” Ms. Hanna Reitsch, a noted female pilot of the day flew Fw 61 demonstrations *inside* the large Deutschlandhalle indoor sports stadium in Berlin every evening during February 1938. Only two Fw 61/Fa 61 prototypes were built but Focke formed a new company, Focke-Achgelis (hence the new designation Fa 61) which went on to develop the Fa 223 *Drache* (Dragon), the first production helicopter and Fa 266 transport helicopters. Only 20 of the Fa 223 aircraft were built. One of the later versions of the Fa 223 (v14) was captured by the British and became the first helicopter to fly across the English Channel on 6 September 1945 when it was flown to England for testing at RAF Beaulieu.



Focke-Wulf Fw 61



Focke-Achgelis Fa 223

Early Rotorcraft Development

Single Rotor Design – VS-300 and R-4 – 1939 ^{xxvii} ^{xxviii}

Although Focke-Achgelis and Breguet-Dorland demonstrated the earliest helicopter flights in the late 1930's, they were still prototype lateral and co-axial twin-rotor machines that never led to a production aircraft. In the United States, a Russian immigrant named Igor Sikorsky would pioneer the development and production of what came to be considered the "standard" helicopter configuration – a main rotor and a tail rotor for anti-torque. Prior to his helicopter work, he was responsible as the founder of Sikorsky Aircraft Corporation for the development of the first Pan American flying boats. In the late 1930's, Sikorsky was the Engineering Manager of the Vought-Sikorsky division of United Aircraft Corporation and designed and built the VS-300 which made its first tethered flight on 14 September 1939. The VS-300 introduced the concept of a single engine to power both the main and tail rotor and by May of 1941 surpassed the world endurance record held by the Fa 61 by staying aloft for one hr and 32 min. In the meantime, Sikorsky was working on the world's first production helicopter, the R-4 "Hoverfly", which would become the only U.S. military helicopter to be used operationally in WWII. Sikorsky's pioneering single rotor configuration would become the most widely used helicopter design to this day.



Single Rotor Design – R-5 and R-6 - 1943

The first Sikorsky R-5 "Horse" prototype flew in August 1943. It carried a crew of 1 and 1 passenger. It was followed in 1946 by the slightly larger (four seat) S-51 model as the first commercial helicopter built by Sikorsky. The aircraft was also produced by Westland Aircraft under license in Great Britain as the WS-51 Dragonfly.



The Sikorsky R-6 prototype first flew in October of 1943 and was a refined version of the R-4. The two-seat production aircraft were delivered in 1946 and formed the first helicopter squadron in the Navy. After some engine difficulties, the R-6 "Hoverfly II" was gradually replaced by the more reliable R-5/R-51.



Early Rotorcraft Development

Dual Rotor Design - Haviland Platt and Laurence LePage XR-1

1941 xxix xxx

In 1938, Haviland Platt and Laurence LePage formed the Platt-LePage Aircraft Company. LaPage traveled to Germany to meet with the Focke-Wulf designers of the Fw 61 but broke off talks as the relationship between the US and Germany deteriorated. Platt-LePage proceeded to design their own lateral rotor helicopter in response to the U.S. Air Corps competition for Rotary Wing Aircraft with a layout quite similar to the Fw-61. (Platt also had witnessed Hannah Reitch's demonstration flights of the Fw 61 in Germany). Competing with Sikorsky's single rotor design, Platt-LePage's XR-1 won the contract in July 1940 and had its first flight in May of 1941. The XR-1 was a two seat aircraft. It had a single 450hp engine and transmitted power to the rotors with a transmission that included a differential similar to that in a car. A young engineer on the Platt/LePage project criticized this design and after a crash landing due to a failure of the differential, the engineer resigned. His name was Frank Piasecki. The XR-1 was repaired and continued flying trials. In 1943, the aircraft crashed again. A second prototype, XR-1A, was built and resumed flying qualification trials in 1943 but crashed in October 1944 and was scrapped. Meanwhile, the original XR-1 was rebuilt and resumed flying trials but continued to have flight control problems. After years of test flights, the Air Corps eventually cancelled the contract with Platt-LePage at the end of WWII. The XR-1A was purchased as scrap and rebuilt and later purchased by Frank Piasecki who grounded the aircraft but used the airframe in a planned tilt-rotor project. The XR-1 was donated to the Smithsonian Air and Space Museum where it is currently stored in "remarkable condition" at the Paul Garber Restoration and Storage Facility at Suitland, Maryland. The aircraft will eventually be moved to the new Steven F. Udvar-Hazy Center near Washington Dulles International Airport.



Early Rotorcraft Development

The Early, Single Rotor Days of Frank Piasecki ^{xxxv} ^{xxxvi} ^{xxxvii} ^{xxxviii} ^{xxxix}

^{xxxv}

While Sikorsky's single-rotor helicopters were successful in their limited military service in WWII, they were restricted in payload and had serious center-of-gravity limits. A twin-rotor system could solve these problems but the lateral-rotor configuration of the Platt-LePage XR-1 had significant control problems. Frank Piasecki was on the Platt-LePage XR-1 team and gained significant insight into the design issues. He noticed that the XR-1 seemed to perform better when flying sideways and realized that if he eliminated the outriggers supporting the rotors, the helicopter could carry a larger payload. Just as Igor Sikorsky was the pioneer in single-rotor helicopter design, Frank Piasecki was largely responsible for the tandem, twin-rotor helicopter that eventually led to the Chinook but he got his start with single-rotors.

At the age of 21, Piasecki and classmate from the University of Pennsylvania, Howard Venzie formed the PV Engineering Forum in 1940. Their first helicopter design, PV-1, was far ahead of its time – a single rotor, ducted fan, no tail rotor (NOTAR) design to demonstrate a unique anti-torque system. The aircraft was not built because the technology (namely turbine engines) wasn't available to support the design. Their second design, PV-2, was a conventional single-rotor/tail rotor single seat helicopter that first flew on 11 April 1943. "It included a new Franklin aircraft engine, a fuselage from an old single-place Curtiss-Wright pusher plane, a main clutch from a Studebaker, an oil scavenge pump from a Packard, an oil cooler made of an automobile heater radiator, a wing tank from a Piper Cub and the right angle drive from an Evinrude outboard motor. To save weight of a starting system, Forum members rigged the engine to start with a pull rope, much like a lawn mower."^{xxxvi}

Although the design of the PV-2 attempted to incorporate existing equipment, there was still a need for some original construction. "Each [rotor] blade was fashioned around a steel tube with spruce beams bonded to the fore and aft faces. The leading edge was formed by running a jack plane ground to the proper shape along the length of wood. The aft blade was constructed by gluing bass ribs to the aft surface of spruce and covering them with a spruce and plywood trailing edge. Thin birch plywood was then glued across the spar to fair the leading and trailing edges together, and finally all was covered with a light fabric known as balloon cloth, then doped"^{xxxvii}. The PV-2 incorporated full cyclic rotor control and dynamically balanced blades and was the second successful helicopter (after the Sikorsky R-4) to fly in the US. Piasecki was the test pilot, who taught himself to fly the PV-2 with only 14 hours of previous flying time in a fixed wing aircraft.^{xxxviii} The successful demonstrations of the PV-2 allowed Piasecki to approach the US Navy with a proposal for a large tandem-rotor helicopter, the PV-3. Frank Piasecki was 24 years old^{xxxix}.



Piasecki PV-1 Design



Piasecki PV-2

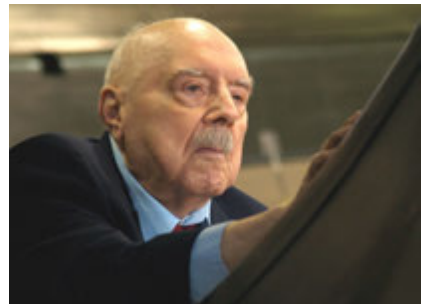
Early Rotorcraft Development

FRANK NICHOLAS PIASECKI (1919-2008)^{xi xli xlii xliii xliiv xlv xlvi}



Frank Piasecki was one of the original pioneers of the US helicopter industry and the father of the tandem helicopter design. “He’s the father of Boeing Rotorcraft. We would not be where we are without his mind and entrepreneurial skills,” said J. Patrick Donnelly, Boeing’s director of advanced rotorcraft in an October 2007 interview. Piasecki was born in Lansdowne, Pennsylvania on 24 October, 1919, the only son of Polish immigrants Nikodem and Emilia Piasecki. He graduated from Overbrook High School in Philadelphia, studied mechanical engineering at the University of Pennsylvania and received his BS degree in Aeronautical Engineering from the Guggenheim School of Aeronautics of New York University in 1940 at the age of 21. That same year, along with other young engineers from the University of Pennsylvania, he founded the design firm PV Engineering Forum. [The V in PV was Harold Venzie, Piasecki’s former classmate at the University of Pennsylvania.] Piasecki

kept his first company name vague “because if you used the word ‘helicopter’, people thought you were nuts.” He also worked as a designer for Platt-LePage Aircraft Corporation and later as an aero dynamist for Edward G. Budd Manufacturing Company. After successfully developing the PV-2 helicopter, he actively promoted it by flying demonstrations and even landing it at a gas station and telling the attendant to “fill ‘er up and don’t forget to clean the windshield”. At PV Engineering Forum, he designed and built the world’s first tandem rotor helicopter, the XHRP-1 in 1945. In 1946, the company was renamed Piasecki Helicopter Corporation and continued development of tandem rotor systems with the HUP, H-21 and H-16 – the first twin turbine helicopter. He was the holder of the first helicopters pilot’s license in the US. In 1956, after a bitter dispute with the Board of Directors and major investors Laurence Rockefeller and Felix Dupont, Jr, Piasecki resigned as the chairman. Piasecki Helicopter became Vertol Aircraft Corporation which was sold to Boeing in 1960 and became Boeing Vertol and eventually Boeing Rotorcraft Systems. Piasecki and his original founders formed the Piasecki Aircraft Corporation in Essington, Pennsylvania to continue research work on advanced VTOL aircraft technologies such as Vectored Thrust Ducted Propeller (VTDP). During his 67 year career, Frank Piasecki was awarded 24 patents as well as being honored with the National Medal of Technology, the Smithsonian National Air and Space Museum Lifetime Achievement Award and membership in the National Aviation Hall of Fame. He was an accomplished violinist and gifted amateur photographer. Frank Nicholas Piasecki died at his home in Haverford, Pennsylvania on 11 February 2008. He is survived by his wife, Vivian and seven children. His son John is the current President and CEO of Piasecki Aviation Corporation.



Early Rotorcraft Development

Dual-rotor Helicopters ^{xlvi} ^{xlvi}

The physical differences between single and dual-rotor helicopters are obvious. On a single rotor system, the tail rotor is added to counteract the torque of the single main rotor. Dual rotors are counter-rotating and do not require a separate rotor to counterbalance torque and therefore, all power is available for lift. (Tail rotors consume up to 15% of available power on single main rotor helicopters). There are four types of counter rotating, dual-rotor helicopters – tandem, coaxial, intermeshing and transverse (or lateral).

Coaxial rotors are rotors mounted one above the other on the same shaft and turning in opposite directions. Example: Kamov Ka-27 Helix.



Intermeshing rotors are a set of two rotors turning in opposite direction with each rotor mast mounted on the helicopter on a slight angle to the other. Example: Kaman HH-43 Huskie.



Transverse or lateral rotors are mounted on the ends of wings or outriggers, perpendicular to the body of the aircraft. This configuration is found on the first viable helicopter, the Focke-Wulf Fw 61 as well as the V-22 Osprey.



Tandem rotors are mounted one behind the other and all rotor power contributes to lift. This configuration improves hovering precision and permits takeoffs and landings regardless of wind direction and rear ramp access on any terrain: Example: CH-47.

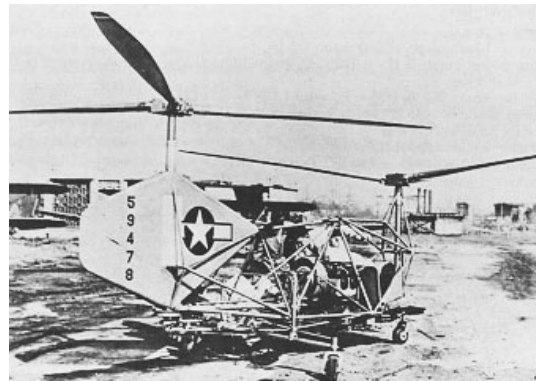


Most dual-rotor helicopters are tandem rotor systems. One of the big advantages of the tandem rotor system is the much larger center of gravity range and lack of an anti-torque rotor which means that all engine power can be applied to lift. The major disadvantage is a more complex transmission system and control system. Control systems achieve yaw by applying opposite left and right cyclic to each rotor, essentially pulling both ends of the aircraft in opposite directions. Pitch is accomplished by applying opposite collective to each rotor, effectively tilting the aircraft forward or back. Tandem rotor helicopters use the term “thrust control” to describe the collective pitch control (which is used in the same way any other collective). Using lateral cyclic and pedal input, both rotor systems are tilted to one side, allowing the aircraft to fly sideways. Tilting only one rotor system allows the aircraft to pivot around its nose (or tail). Tilting each rotor system in opposite directions allows the aircraft to pivot around the center of the aircraft. Tandem rotor helicopters operated in forward flight by using differential collective pitch – increasing pitch in the aft rotor system more than the forward system. Hovering is accomplished by matching pitch between the two counter-rotating rotor systems.

Development of Tandem Rotor Helicopters

Rotorcraft XR-11 "Dragonfly" – 1947 ^{xlix}

The XR-11 was a two-seat tandem rotor helicopter built in 1947 for the US Army Air Corps by the Rotorcraft Corporation in Glendale, California. It was powered by a 100hp engine and is the only tandem rotor helicopter to have flown with rigid blades. It was later designated XH-11 and the project was cancelled.



McCulloch MC-4/YH-30/Jovair 4E – 1951 ¹

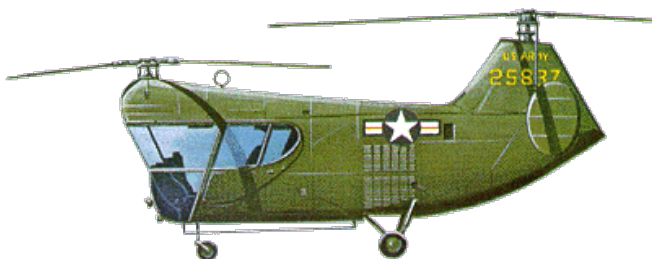
The MC-4 was the first tandem-rotor helicopter to be certificated for commercial use in the US. Development was started in 1946 on the JOV-3 by the Helicopter Engineering and Research Corporation headed by Drago Jovanovich and F. Koslowski who were formerly with the Piasecki Company. Jovanovich and Koslowski moved to the McCulloch Motors Corporation in 1949 and continued development of the prototype MC-4 which flew for the first time in 1951. They built similar YH-30's and XHUM-1's for evaluation by the US Army and Navy but no orders were received because the helicopters were considered to be underpowered and the aircraft were surplused in 1953. Jovanovich formed his own company, Jovair Corporation, and developed a 4 seat version known as the Sedan 4E which received type approval from the FAA in 1963. A turbocharged version and an agricultural version were also built.



MC-4



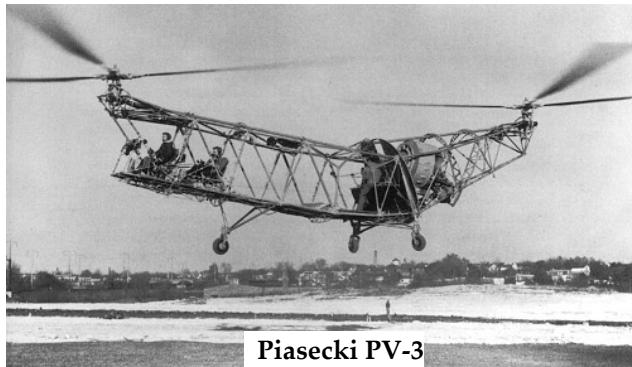
YH-30



Jovair Sedan 4E

Development of Tandem Rotor Helicopters

Piasecki PV-3/HRP-1/HRP-2 “Rescuer” (“Harp”) – 1945 ^{li} ^{liii} ^{liiii}



Piasecki PV-3

Following the successful demonstration of the PV-2, PV Engineering Forum was awarded a development contract in January 1944 for a completely new design of helicopter for the US Navy which had a basic requirement to carry an 1800 pound payload. The prototype aircraft, PV-3, was at that time, the world’s largest helicopter, with room for 8 passengers and two crew. This “Dogship” (dogs were often used as guinea pigs in testing aircraft), incorporated lessons learned from the PV-2 as well as Piasecki’s experience with the XR-1 program. The tandem configuration was not universally accepted but Piasecki’s design which raised the aft rotor above the plane of the forward rotor eliminated anticipated destabilizing downwash from the forward to aft rotor systems. The Navy designated PV-3, which remained a company prototype, flew for the first time on 7 March 1945 and was powered by a 600hp Pratt & Whitney engine. Two refined prototype versions were produced in 1946 and designated XHRP-1 and by mid 1947, production began on a total production of 38 HRP-1 (Marine Corps, Navy and Coast Guard) “Rescuer” (aka Harp) helicopters which could carry 8 passengers or 2000 lbs of cargo. HRP-1s served through the mid 1950’s. Its distinctive shape quickly earned the nickname “Flying Banana” which carried over to all the subsequent Piasecki tandem designs. An improved version with all metal skin was developed as the HRP-2 and five were delivered to the Coast Guard in 1948.

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Piasecki HRP-1



Piasecki HRP-2

Specifications [HRP-1] ^{liv}

Crew: 2
Capacity: 8 passengers or 2000 lbs of cargo
Engine: P&W R-1340 – 600hp
Length: 48ft
Main Rotor Diameter: 41ft
Height: 14 ft 10 in
Weight Empty: 5,041 lb
Loaded Weight: 6,900
Max Speed: 103mph

Cruising Speed: 86mph
Ceiling with normal load: 10,400ft

Variants [Number Produced]

PV-3 – Prototype [1]
XHRP-1 – two additional PV-3 prototypes [2]
HRP-1 – Production articles [35]
HRP-1G – Coast Guard variant [3]
HRP-2 – Metal skinned [5]

Development of Tandem Rotor Helicopters

Piasecki XHJP-1/ HUP-1/2/3/4/H-25 “Retriever” (“Mule”) – 1949

lv lvi



Piasecki HUP-1

H-25A “Mules” were delivered by the end of production in July 1954. HUP-1 was the original Navy designation and subsequent upgrades were initially called HUP-2, 2S and 3 which were later designated as H-25B and H-25C in 1962. The Army transferred 50 of its H-25As back to the Navy in 1955 and the balance of the Mules were withdrawn from Army service in 1958. The Navy and Marine Corps continued to fly the aircraft until 1964.

Specifications [HUP-1]

Crew: 2

Capacity: 4 passengers

Engine: Continental R975-42 – 550hp

Length: 56ft 11in

Main Rotor Diameter: 35ft

Height: 12 ft 6 in

Weight Empty: 4,100lb

Loaded Weight: 5,750lb

Max Takeoff Weight: 6,100lb

Max Speed: 108mph

Cruising Speed: 84mph

Ceiling with normal load: 10,200ft

In 1945, the Navy issued requirements for a compact utility/rescue helicopter to operate from aircraft carriers, battleships and cruisers. Piasecki’s XHJP-1 tandem design won in a side-by-side flight mission evaluation and became the HUP-1 in production. The HUP was the first helicopter to perform a loop (unintentionally) during a demonstration flight. It carried a crew of two and four-five passengers or three litter patients. A total of 269 HUPs and 70 Army



Piasecki H-25

Variants [number produced]^{lvii}

XHJP-1 (PV-14) – Initial prototype [1]

XHUP-1 – First two prototypes [2]

HUP-1 – First Production Model - 525hp engine [26]

HUP-2 – Improved Version – 550hp engine and autopilot [later designated H-25B] [193]

HUP-2S – Anti-submarine warfare version, modified with dunking sonar [included in HUP-2]

HUP-3 – Utility transport for US Navy – 550hp engine [later designated H-25C] [50]

H-25 Mule – Army transport with strengthened floors, large doors and power-boosted controls. [70]

Development of Tandem Rotor Helicopters

Piasecki PD-22/H-21 “Workhorse”/”Shawnee” – 1952 ^{lviii lix lx lxi}

The H-21 was originally developed by Piasecki as an Arctic rescue helicopter for the US Air Force using the configuration of the HRP-2. It first flew in April 1952. The Air Force initially ordered 32 H-21A Search and Rescue aircraft and 163 of the more powerful H-21B transport versions. The Air Force H-21A and B helicopters were called “Workhorse” but were commonly referred to as “Flying Bananas”. The US Army ordered the H-21C and called it the “Shawnee” in keeping with the naming of helicopters after Native American tribes. The H-21C had a sling load capability of 4,000lb. In 1953, the Air Force set two world records in the H-21 – 146.7mph and 22,110 feet altitude and in 1956, an Army H-21C made the first non-stop transcontinental flight across the US with in-flight refueling from a US Army U-1 Otter. The flight took 37 hours. A total of 707 H-21s were produced between 1954 and 1959 including 150 for use by West Germany, Canada, France, Sweden and Japan. Production by Boeing Vertol ended in 1956.



Piasecki H-21A



CH-21A and UH-1

32 US Army CH-21s were first deployed to Vietnam on the USNS *Core* on 11 December 1961 with the 8th and 57th Transportation Companies^{lxii}. The CH-21 was the test aircraft for many new helicopter operations in combat and became the Army’s prime troop transport. On 2 January 1962, Army CH-21 Shawnees airlifted 1000 Republic of Vietnam (RVN) troops in one of the first airmobile operations in Army Aviation. From the initial thirty-two CH-21 Shawnees, three more companies were added for a total of 130 aircraft in country. Originally unarmed and unarmored, the CH-21 aircraft added armor and 7.62mm or 50cal machine guns for self defense. The shooting down of a CH-21C [56-02084] Shawnee in Kontum Province near the Laotian-Vietnamese border



CH-21 Shawnees arriving in Vietnam

on July 15, 1962 resulted in the first Army casualties of the Vietnam War. Another 13 aircraft would be lost by the time the underpowered, twin-piston-engine Shawnees were replaced in 1964 with the turbine-powered UH-1 “Hueys” as troop transports. Shawnee crews and their counterparts in the Hueys were the pioneers for the development of air assault tactics in the Vietnam War. The veteran aircraft did not receive the proper credit for its role in the development of the air mobility concept. By late 1965, most CH-21 helicopters were withdrawn from the active Army and Air Force inventory.



H-21 Presidential Aircraft

Development of Tandem Rotor Helicopters



CH-21 in Vietnam [Copyrighted Photo by Hans Halberstadt]

Specifications [CH-21C]

Crew: 3-5

Capacity: 20 troops or 12 litters

Length: 52ft 6in

Height: 15 ft 9 in

Max Takeoff Weight: 15,200lb

Cruising Speed: 101mph

Weight Empty: 4,100lb

Engine: Wright R-1820 -1425hp

Main Rotor Diameter: 44ft

Loaded Weight: 15,200

Max Speed: 125mph

Ceiling with normal load: 7,750ft

Variants [number produced]

XH-21 – first prototype [1]

YH-21 Workhorse – USAF SAF version [18]

H-21A Workhorse – same as YH-21 with 1250hp engine – redesignated CH-21A in 1962 [38]

H-21B Workhorse – same as H-21A with 1425hp engine – redesignated CH-21B in 1962 [183]

SH-21B Workhorse – rescue conversion of H-21B – redesignated HH-21B in 1962

H-21C Shawnee – US Army version of H-21B – redesignated CH-21C in 1962 [464]

XH-21D Shawnee – Two H-21Cs with turbine engines – one with two GE T58 turboshaft engines married to a common transfer case and another with two T-53 engines. The T-53 variant became the basis for the design of the Vertol 107 (CH-46).

Model 42A – Civilian conversion of eight RCAF H-21s for civilian use

Model 44A – 19 Passenger commercial version for Swedish Air Force [9] and Swedish Navy [2] and test aircraft for Japan Self Defense Forces

Model 44B - 15 passenger commercial version

Model 44C – 8 passenger executive version

Development of Tandem Rotor Helicopters

Piasecki PV-15/ YH-16/ YH-16A "Transporter" - 1953 ^{lxiii} ^{lxiv} ^{lxv}



YH-16 with H-21 hovering in background and HUP in foreground

Development of the YH-16 was initiated by Piasecki in response to an Air Force requirement for a long range Rescue helicopter to pick up bomber crews. First flight was on 23 October, 1953 and it was the largest helicopter in the world at that time. With a rotor diameter of 82 feet and a fuselage equal in size to a DC-4 transport aircraft, it could carry 40 passengers or 14,000lbs of cargo. A tall landing gear version was planned to allow detachable pods or external loads. The YH-16 was powered by two Pratt & Whitney R2180 engines and the second prototype (YH-16A) was equipped with two Allison T-38 turbo shaft engines and set an unofficial world speed record of 167mph. A third design, the 69-passenger YH-16B, was planned to be built with two Allison T-56 turbo shaft engines but the crash of the YH-16A on a test flight in December 1955 led to the cancellation of the entire program.

Specifications [YH-16A]

Crew: 3
Capacity: 40 troops or 32 litters
Engine: Allison YT-38 - 1800hp each
Length: 78ft
Main Rotor Diameter: 82ft
Height: 25ft
Weight Empty: 22,506lb
Max Takeoff Weight: 33,577lb
Max Speed: 146mph
Ceiling with normal load: 19,100ft
Cruising Speed: 140mph

Variants [number produced]

YH-16 – prototype with reciprocating engines [1] 50-01269
YH-16A – prototype with turbine engines [1] 50-01270
YH-16B - proposed conversion of the YH-16 with turbine engines – not built

Development of Tandem Rotor Helicopters

Vertol 107 & 114- 1958 ^{lxvi}

The Korean War proved the utility and versatility of the helicopter but by the mid-1950s, the limits of reciprocating engine helicopters were being felt by all the services. The shift to turbine engine technology was as much a revolution for helicopters as it was for fixed-wing aircraft.

Shortly after the formation of Vertol Aircraft Corporation in March of 1956 (without Frank



Piasecki), the company initiated a design study for a twin-turbine helicopter that had the characteristics that they thought the Army, Navy and Air Force *should* want. Vertol's Chief of Preliminary Design, Thomas Pepper, talked with Army experts in all fields of air mobility and learned that what the Army really wanted was an aircraft that could replace a two and one-half ton truck and carry whatever that truck could carry or tow. There was less agreement from the Army on the actual design. The Vertol design team continued to perform detailed interviews of Army, Navy, Marine Corps and NACA (later NASA) personnel to establish the design features the Army-proposed medium lift helicopter had to have to meet mission objectives. As the questionnaire circulated, several needs became clear:

- The ability to almost indiscriminately load personnel and cargo (extraordinary center of gravity range)
- A requirement for rear loading
- High location for the engines to reduce the possibility of FOD while also reducing the effects of noise and exhaust heat on ground personnel
- The ability to live and be maintained with the troops in the field (maintenance to be accomplished without having to unload cargo)
- Amphibious capability
- A simple rotor, drive and control system
- Suitability for aircraft carrier operations
- Design adaptability permitting the accommodation of alternate or upgraded engines
- Minimum downwash velocity

The Vertol design team developed about 300 different configurations for the proposed helicopter and concluded that the tandem rotor layout was the only configuration that could support the helicopter's mission and objectives for the following reasons:

- It produced a helicopter of minimum size for given payloads
- It gave the maximum utilization of available airframe volume
- It allowed the greatest possible center of gravity range
- It produced a low downwash velocity near the ground
- It provided a design with suitable control under adverse weather conditions (an important consideration during hover and low speed flight).

Development of Tandem Rotor Helicopters

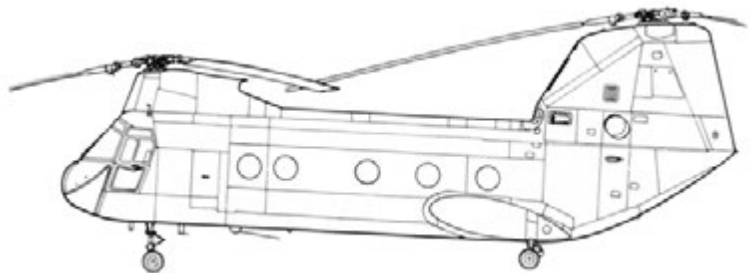


Vertol Model 107 First Prototype – (Stiffening panel in place of forward door)

On 22 July, 1957, Vertol made a formal presentation to the Chief of Army Aviation for a three-step development effort for the Model 107 helicopter:

- Construction of a prototype to serve as a technology demonstrator based on the H-25 and H-21 and using a pair of engines loaned by the Army.
- Extrapolate the knowledge gained from the Model 107 Technology Demonstrator and use that data to design new rotors and drives.
- Move ahead with the preliminary design of a new Army medium transport helicopter, designated the Model 107-1

Using company funds, Vertol started in May 1957 on the first Model 107 prototype [N-74060] which was rolled out on 31 March, 1958 and first flown on 22 April, 1958. This prototype was designated as the YHC-1. Vertol received an initial contract for ten Model 107 aircraft (designated as YHC-1A). The Army considered the YHC-1A to be too heavy for the assault role and too light for the transport role so the Army requested a larger version and Vertol began design of the Model 107-1 which the Army designated V-114. Because of limited resources when five V-114s (now designated YHC-1B) were ordered, only three of the YHC-1As were built. Roll-out of the first aircraft [58-05514] was in July 1959 and the first flight was on 27 August. They were externally identical to the Model 107 prototype but significantly upgraded with more powerful engines, and a smaller cargo compartment. The YHC-1A was designed to carry 23 troops and a three-man crew.



Development of Tandem Rotor Helicopters

CH-46 Sea Knight/Vertol 107- 1962 ^{lxvii}

The YHC-1A would be improved and eventually adopted by the US Navy and Marines as the CH-46 Sea Knight. It first flew in August of 1962. Between 1964 and 1990, over 600 CH-46A/D models were delivered to the Marines and were promptly nicknamed "Frogs". Some updated CH-46E models remain in service with the Marine Corps and are being replaced by the Boeing V-22 Osprey. The Navy stopped using the aircraft in 2004. Often confused with the CH-47, the CH-46 is somewhat smaller (44'7" vs. 50'9" fuselage length, 51' vs. 60' rotor diameter and maximum gross weight (CH-46E) is 24,300lbs vs. 50,000lbs (CH-47D). The most obvious visual differences are the single forward landing gear and the stub wings or sponsons on the aft fuselage. Oddly enough, the F Model was the last production version but along with earlier aircraft was upgraded to E Model standards (T58-GE-16 engines) in the 1980s.



CH-46D Sea Knight



CH-46E Sea Knight

Additional versions of the aircraft were built as Model 107-IIIs for commercial use in the US and Canada and for the military forces of Canada, Japan, Sweden, Thailand and Saudi Arabia.



CH-46F Sea Knight

Development of Tandem Rotor Helicopters

The photo at the right is often thought to show a CH-47 but actually is a V-107-II owned by Columbia Helicopters. The aircraft was towing a 220 ton hover barge during a 1982 test on the North Slope of Alaska on a 600 foot long line. The telephoto lens used to take the photo makes it appear as though the helicopter is closer to the ice than it actually is.

Specifications [CH-46E]^{lxviii}

Crew: 2

Capacity: 25 troops or 15 litters

Engine: Two T-58-GE-16B – 1,870shp

Length Rotors Turning: 84'3"/25.70m

Length Fuselage: 45'9"/13.92m

Main Rotor Diameter: 51ft

Height: 15 ft 9 in/4.92m

Weight Empty: 15,537lb/7,048kg

Max Gross Weight: 24,300lb/11,023kg

Max Speed: 143kts/265km/h

Cruising Speed: 134kts/248 km/h

Service Ceiling: 14,000ft/4,267m

Fuel Capacity: 660gal/2,498ltrs

Variants [number produced]

V-107/II – Commercial version [17]

KV-107/II and IIA – Kawasaki of Japan produced version/also sold to Saudi Arabia

CH-46A – USMC assault/utility medium transport version powered by two GE T58-GE-8B turboshaft 1,250shp engines [160]

CH-46D – Powered by two GE T58-10 turboshaft 1,200 shp engines [266]

CH-47F – Powered by two GE T58-10 turboshaft 1,200 shp engines [174]

CH-46E – Powered by two GE T58-16 turboshaft 1,870 engines [275 upgrades from A, D, F models]

HH-46D – US Navy SAR version, upgraded from A models with external rescue hoist and Doppler Radar

HH-46E – Marine SAR version, upgraded from CH-46E [3]

UH-46A – Navy transport version of CH-46A [24]

UH-46D – Upgraded Navy transport version [10 plus 5 upgraded UH-46]



Technology Demonstrators

Model 227/237 – circa 1966

The photo below shows models of two Boeing proposed designs for a Heavy Lift Helicopter sitting next to a model of a CH-47. Information on these projects is limited. The photo indicates that both helicopters were at least twice the size of the Chinook. The 237 was similar to the Model 297 which had a 60ft rotor diameter.



Model 297 “Chinook Crane” – late 1960s

This was another Boeing design concept for a flying crane with 20-30 ton capability that was equipped with three turbine engines. It featured a kneeling landing gear, external double hoist, rearward facing loadmaster station (like the CH-54 Tarhe). This was a large aircraft with the aft rotor 27ft from the ground. This was one of several conceptual designs by Boeing for heavy-lift helicopters, none of which were ever developed.^{lxix}



Model 298

Boeing design for a larger heavy-lift helicopter for both civilian and military use with up to 100 passenger capacity.

Model 299

Another design concept that apparently did not make the drawing board but would have been capable of hauling cargo up to 78,000lbs over long distances

Technology Demonstrators

BV347 – 1970 ^{lxx}

One of the most interesting “conversions” of the Chinook was the B347 which was developed by Vertol and the Army to test advanced technology concepts. It started as an A Model (65-07992) and was modified with a fuselage stretched 110 inches, retractable landing gear, a four blade rotor system (with 62'4" blades) and an aft pylon extended upwards by 30 inches. The most obvious change was the addition of a hydraulically actuated, variable incidence wing mounted on the top center of the fuselage. Another unusual feature was the addition of a retractable gondola that descended from the forward cabin area and allowed a rear-facing pilot to control the aircraft. The BV347 was fitted with Lycoming T55-L11 engines (which would become standard on the C Model). The aircraft first flew on 27 May 1970 and subsequently went through an extensive test program. Issues that were identified in the initial test flights were corrected and additional testing was conducted in August of 1971 and April 1972. Comments from the Defense Technical Information Center test reports: “Level flight performance and out-of-ground-effect hover performance were significantly improved over that of the CH-47C helicopter. The excellent static longitudinal stability characteristics enhanced the mission capability of the aircraft. The steering and glide-path modes of the automatic flight path control system worked satisfactorily and reduced the pilot workload in instrument flight conditions. Cockpit noise and vibration characteristics were noticeably improved over those of the CH-47C.” One of the conclusions of the test indicated: “Within the scope of this test, the increased accelerated flight capability and improved level flight performance achieved with the addition of the wing to the Model 347 helicopter are gained at the expense of increased weight and complexity.” After the tests were conducted, the BV347 prototype was transferred to the Army Aviation Museum at Fort Rucker, AL where it is currently on display.



Technology Demonstrators

XCH-62 (Model 301) – 1975 ^{lxxi lxxii lxxiii}

The XCH-62 was a prototype “flying crane” heavy lift helicopter developed by Boeing after winning a proposal competition with Sikorsky and their proposed S-73. It was the largest helicopter ever built in the western world. The single aircraft [73-22012] program was cancelled in 1975 with the prototype approximately 90% complete and before the initial flight could take place. Built to straddle and carry heavy loads, particularly containers, up to 40,000lbs, the aircraft was designed to have a maximum gross weight of 118,000lbs and was equipped with three turbine engines. The rotor diameter was 92ft. The aircraft had a retractable, rear facing cargo-operator’s cockpit.

A proposal in 1983 by NASA and DARPA to complete the aircraft was not funded and the partially completed aircraft was displayed outdoors until 2005 at the US Army Aviation Museum at Ft. Rucker, AL alongside the Model 347. In December 2005, the aircraft was “de-accessioned” (intentionally destroyed – see photo) due to extensive corrosion. Steve Maxham, director of the museum, made the following comment about the destruction of the aircraft:

"The operative reason for this item being de-accessioned is that it was never an aircraft. It never flew. It was essentially an incomplete concept model, the shell of an idea. The contract for production was halted mid-way through the project. It was never structurally completed. It was never mechanically completed. It was never electrically harnessed. There was only one rotor head produced, the second was not. There were only blades made for the one head. There were no drive train components. The upper structures both fore and aft were never manufactured. The interior was never completed. In no way, shape, or form did it qualify as an aircraft, historic or otherwise."

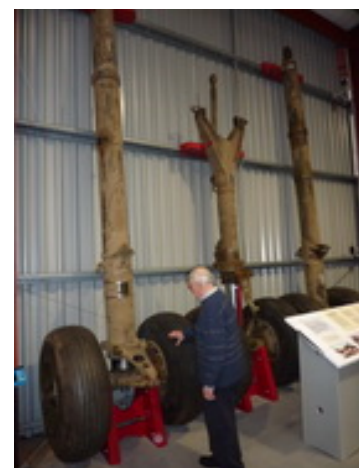
Several components such as the landing gear were salvaged and are now on display at the Helicopter Museum in Weston-on-Mare in England. The photo at the right of the 18ft landing gear gives some idea of the scale of the aircraft. A civilian version of the aircraft was proposed by Boeing Vertol as BV-307 – almost twice the size of a CH-47D.



XCH-62 on display next to B347 at Ft Rucker



XCH-62 undergoing "de-accessioning"

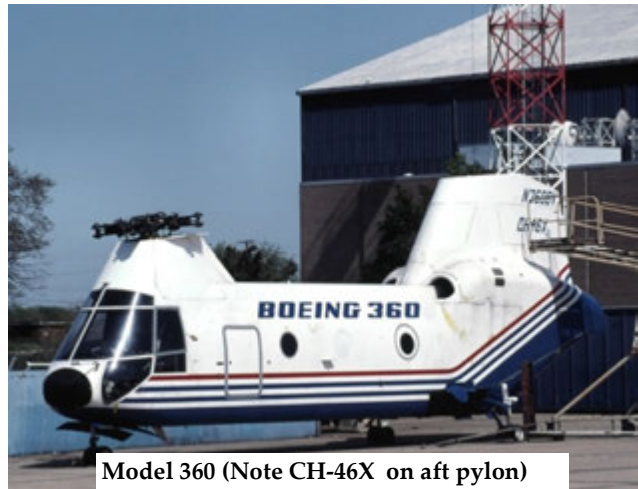


XCH-62 Landing Gear

Technology Demonstrators

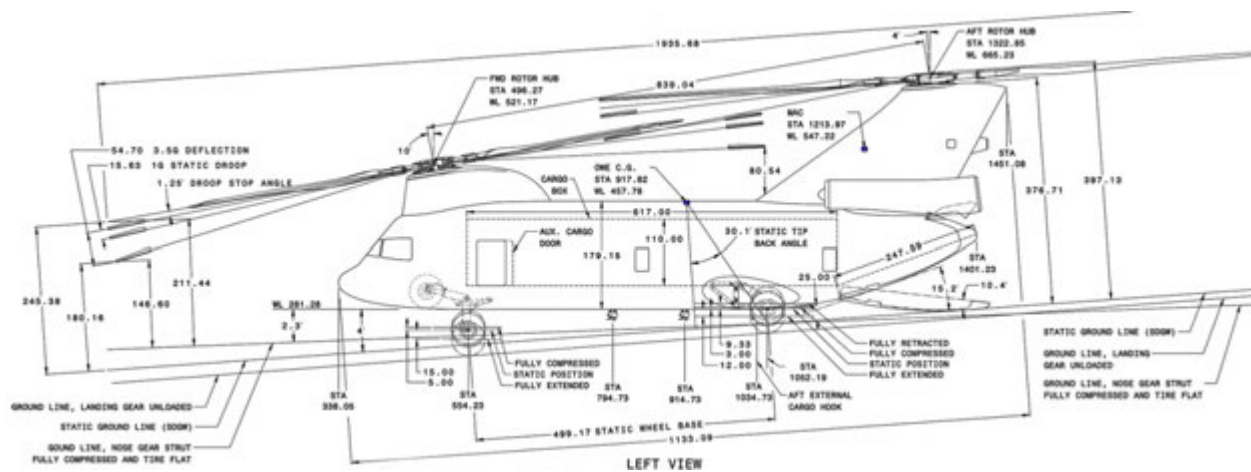
BV-360 – 1987 lxxiv lxxv lxxvi

Boeing privately funded construction of the Model 360 as an Advanced Technology Demonstrator featuring composite materials used in both structural and dynamic components – the rotor heads were constructed almost entirely of fiberglass and graphite composites and many of the transmission and control systems components were made with those composites such as the rotor shafts and swashplates. The basic fuselage structure is graphite frames and longerons. The exterior has a Nomex core surfaced with a Kevlar woven mesh with graphite reinforcement at the panel edges. Panels are attached by a combination of cold bonding and metallic fasteners. The BV-360 also featured a glass cockpit with six multifunction displays, digital automatic flight control system, retractable landing gear and fuel stored in crashworthy cells beneath the cabin floor. The floor is formed separately and includes the fuel tanks and cargo handling system - it is suspended on sprung counterweights to isolate it from vibration. The aircraft also had some “stealth” technology with completely enclosed engines and a quiet four-blade rotor system. It was slightly (1 foot) larger than the CH-46 with a maximum gross takeoff weight of 30,500lbs and a top speed of 200knots/230mph. Its first flight was on 10 June 1987 and only one was built and registered as N360BV. Also called the CH-46X, the aircraft had 123 flight hours when it was withdrawn from use in 1989 because of pylon cracks. The aircraft is currently (2010) on display at the American Helicopter Museum in West Chester, PA.



Technology Demonstrators

Advanced Tandem Rotor Helicopter (ATRH) - 2006



The ATRH was one of two designs (the other was a Quad Tilt Rotor) from the Boeing Phantom Works in response to the 2005 Joint Heavy Lift Concept Design and Analysis program. The helicopter is a much larger version (almost twice as long) of the CH-47 with a cargo compartment as long as the complete fuselage of the current Chinook (51ft) and 92ft diameter rotors. As of March 2011, no further development has taken place on this design. *Historical Note:* In 1978, Boeing proposed a commercial variant of the Chinook called BV-307. This aircraft resembles the ATRH in size and layout. Very little additional information is available but it was said to be designed to seat 225 passengers. ^{lxvii}

CH-47A Prototypes - 1961

Model 114/YHC-1B lxxviii lxxix lxxx

On 25 June 1958, the Army issued an invitation for a General Management Proposal for the US Army Medium Transport Helicopter. Five companies submitted proposals for what was known as Weapon System SS471L – Bell, Kaman, McDonnell, Sikorsky and Boeing Vertol. Boeing's proposal offered several engine options – three engine Lycoming T-55 L3 (1,250shp each), four GE T64-GE8s (1,250shp each) or two GE T64-GE2 (2650shp each). Based on the T-55 configuration, the performance was expected to gross 33,703 pounds, have a maximum speed of 150kts and have four bladed, 59ft rotors. On 4 March, 1959, the Joint Army/AF Source Selection Board recommended that the Army select Boeing Vertol to produce the medium-transport helicopter. Because of Army funding problems, the Air Force was asked to negotiate a development contract for the new aircraft (now designated as Model 114) and in June 1959, Vertol received a contract for approximately \$19 million to pay for engineering, tooling, five airframes, a mock-up and initial testing of the Model 114 which were designated YHC-1Bs. The aircraft was to be powered by only two Lycoming T-55-L5 turbo shaft engines rated at 1,940shp each and three bladed rotors (the four bladed rotors proved unnecessary due to reductions in design gross weight). Overall fuselage length was 51 ft. Mission requirements in the Aircraft Detail Specification called for a maximum gross weight of 33,000lbs

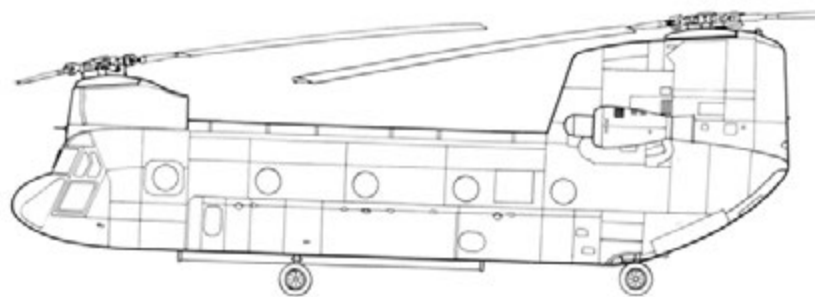
On 16 November, 1959, Vertol and Boeing announced that they were negotiating the acquisition of Vertol by Boeing and in March, 1960, Vertol became a division of Boeing. In 1962, an expansion was begun on 290 acres of land in Ridley Township and was called the Engineering and Dynamics Center which would grow to include a wind tunnel, engineering lab, rotor blade fabrication plant, transmission assembly facility and a whirl tower. In 1965, Boeing Vertol built an Assembly Center on 112 acres of land adjacent to the Engineering and Dynamics Center. The original Vertol Springfield plant was closed in December of 1971.

The initial contract for five YHC-1B prototype aircraft was modified to add five production standard aircraft (designated HC-1B). In FY 1961, Vertol received a second production contract for an additional 18 HC-1Bs. All YHC and HC-1B aircraft were subsequently redesignated YCH-47A and CH-47A. None of the prototypes were deployed operationally and only one complete aircraft (59-04984) remains and is undergoing restoration at the Army Transportation Museum at Fort Eustis, VA.

CH-47A Prototypes - 1961



Build 001 (B001), the first YHC-1B [59-04982] was rolled out on 28 April 1961 after several delays due to transmission design. On 12 July, 1961, the aircraft was involved in a major accident. As the aircraft was running up on the ramp, the decoupling device in the combining gearbox failed, dephasing the two rotors and causing them to strike each other. Total damage was done to the rotor system and the fore and aft pylons suffered extensive structural damage. Repairs were completed in November but the aircraft never flew. The Category I 50-hour preliminary flight approval test run was completed on 21 December and a release was issued for flight testing at the full design power of 4,400 shaft horsepower military rating. It was bailed to Vertol as a test bed and was used for endurance testing and later transferred to Aberdeen Proving Grounds where it was used for ballistic tests.



CH-47A Prototypes - 1961



The second prototype, [59-04983] was finished in June and was the first Chinook to fly – first a hover on 21 September 1961 piloted by Vertol test pilot Leonard LaVassar and its first official flight on 19 October from the Vertol Flight Test Facility at Philadelphia Airport. This aircraft was bailed to Vertol for test purposes and eventually delivered to the Army in 1964. It was later used as a training device at Fort Eustis, VA in the 67U maintenance course and traded to SECO Aviation/Anthony Aviation in 1992 who registered the aircraft as N97645. In 2000, the aircraft was cut up and the cockpit section was used by CAE to build a Chinook simulator for the RAF.



CH-47A Prototypes - 1961



The third prototype [59-04984] was also used for flight development until its delivery to the Army on 17 January 1964. It became the flying test bed for the CH-47B design and first flew in that configuration with Lycoming T55-L-7C engines rated at 2,850 shaft horsepower on 9 September 1966. It was used as a training device in the 67U maintenance course at Fort Eustis, VA then was traded to the same civilian company in 1992 as 59-04983 and was registered as N94368. 59-04984 was re-acquired by the Army Transportation Museum at Fort Eustis, VA in 2000 and is currently (2012) undergoing restoration.



CH-47A Prototypes - 1961



The fourth prototype [59-04985] was used for joint AF/Army adverse weather and extreme temperature testing at Eglin AFB from 6 June through 4 September 1962. The aircraft was tested in the Climatic Laboratory at temperatures of 70°F, 0°F, -25°F, -45°F, -65°F, and 125°F. The test schedule included a normal ten-week cycle at the above temperatures, 1 two-week anti-icing test at 70°F to -10°F and a special one-week rotor blade re-evaluation at temperatures from -65°F to 125°F. The report on the extreme high and low temperature testing describes the test procedures, present selected instrumentation data, discusses the deficiencies uncovered, and makes recommendations to the Program Manager for their correction. Tests of extreme low temperature effects on the YHC-IB helicopter determined that it was not operationally suitable at temperatures below 0°F. Limited testing at extreme high temperature (approximately 125°F) revealed a serious APU operating deficiency. No further information is available on the disposition of this aircraft.



CH-47A Prototypes - 1961



The last prototype [59-04986] was delivered 29 August 1963 and after being used for flight development work at Boeing, it was transferred to Fort Eustis and used as a sheet-metal training aid. 59-04986 was transferred to a private individual/organization (Air-Mech-Strike Study Group) in Waverly Hill, Georgia and underwent limited restoration. As of February 2006, the aft pylon for this aircraft was seen at Fort Indiantown Gap, Pennsylvania in the Defense Material Reutilization Office (DMRO) area about to be disposed of as scrap. The fuselage of the aircraft, minus the aft pylon, rotor heads and engines remains on display in Georgia.



The sixth YHC-1B was built as a static test aircraft that was not intended to fly, and was not assigned a serial number and was tested to destruction.

NOTE: In July 1962, the DoD designated the YHC-1B aircraft as YCH-47A and the subsequent production aircraft HC-1B were designated CH-47A. In keeping with the Army practice of naming helicopters after Native American tribes (which was made official by Army Regulation 70-28 in 1969), "Chinook" is the name of a once prosperous tribe from the Columbia River area of Oregon.

CH-47A Early Production Aircraft - 1962



The first “production” aircraft HC-1B/CH-47A [60-03448 – B007] was the first of five ordered under the expansion of the original contract for the prototype aircraft and was delivered to the Army on 8 Feb 1963. It was designated as a JCH-47A [J for Joint] as a result of the Air Force and Army cooperation in developing the aircraft.] That summer, it was sent to Edwards Air Force Base for testing and then moved to North Dakota for cold weather tests in 1965. The photo at the right shows the aircraft with an



airframe mounted lifting crane for removal and replacement of engines and blades. 60-03448 was later assigned to Fort Eustis, VA where it was used as a training device. No information is available on its final disposition

CH-47A Early Production Aircraft - 1962

60-03449 was the 8th aircraft built and after Phase F testing by the Army was allocated to the Fort Eustis maintenance training program as a Category C training device where it remained until 1975 when it was placed in storage at the Military Aircraft Storage and Disposition Center (MASDC) at Davis-Monthan AFB, AZ. [MASDC is now called the Air Force Aerospace Maintenance and Regeneration Center - AMARC]. In



CH-47As in storage at MASDC

September 1992, 60-03449 was the last airframe to be inducted into the CH-47D program where it was converted to 92-00309. [A total of 30 A models were stored at MASDC during the 1975-1988 time frame [one aircraft went in/out/in again] and were all eventually inducted into the D model program.]

B009 was 60-03450 was the first CH-47A delivered to Fort Rucker, AL on 16 August 1962. On 19 March 1965, the aircraft and crew of three were lost in an accident near Hartford, AL when an aft rotor blade failed. The aircraft had been loaded to its maximum gross weight for testing.



60-03450

CH-47A Early Production Aircraft - 1962



60-03451 Cockpit

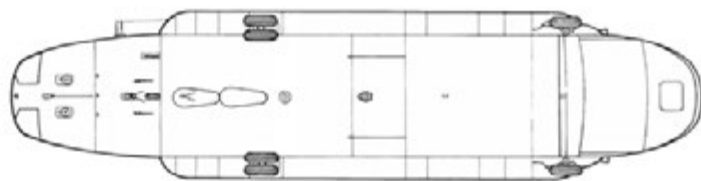
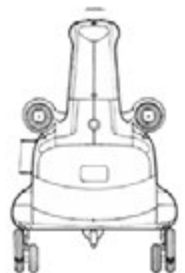
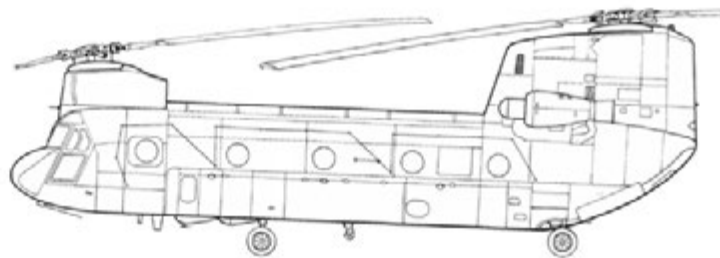
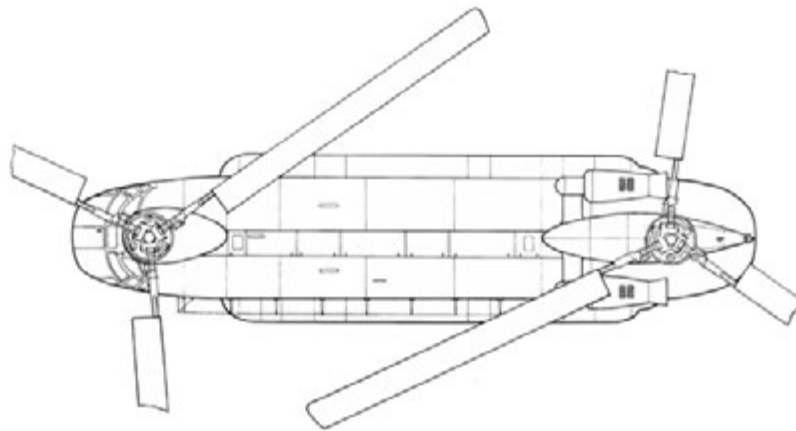
The last of the original five production aircraft is 60-03451 which was delivered to the Army on 8 December 1962. In 1978, 60-03451 was transferred to the Army Aviation Museum at Fort Rucker, AL where it is on display as one of the few surviving CH-47A models and only one of two with dual aft landing gear (61-02408 is the other one). There are no flyable CH-47A models.



60-03451 on display at Ft Rucker

In addition to 60-03451, the following A model aircraft are on display as of November 2010: 61-02408 (Fort Campbell), ACH-47A 64-13149 (Redstone), 65-08025 (Khe Sahn, Vietnam), 66-00086 (Ho Chi Mihn City, Vietnam). 59-04984 has been undergoing restoration at Fort Eustis, VA. The fuselage of 59-04986 minus the aft pylon, rotors, engines and cockpit instruments is on display in Waverly Hill, GA.

CH-47A – 1963



CH-47A line drawings from *CH-47 Chinook in Action* by Wayne Mutza, courtesy of Squadron/Signal Publications, Carrollton, TX.

CH-47A - 1963



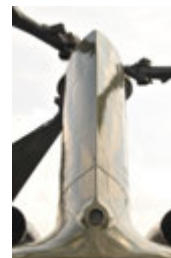
The first CH-47A aircraft was delivered to an Army unit at Ft Rucker , AL on 16 August 1962. Other operational units began receiving their aircraft in April 1963 and the first Chinooks deployed to Vietnam in July 1965 when all the aircraft from the 228th Assault Support Helicopter Battalion, 1st Cavalry Division (Airmobile), including 57 CH-47A helicopters, were preserved and shipped aboard the carrier USS Boxer. The trip

took 25 days and the aircraft were flown from the carrier directly to their new operating location at An Khe. Within days of arriving in country, Chinooks were flying missions in support of the Vietnamese Army. On one of these early missions (18 Sep 65), SP5 Larry Truesdale, Flight Engineer on 63-07908 from C Company, 228th Assault Support Helicopter Battalion was killed by ground fire and became the first CH-47 crew member casualty of the war.



The production CH-47A was powered initially by Lycoming T55-L-5 engines rated at 2200 shp (1,640 kW) but then replaced with the T55-L-7 rated at 2650shp (1,980 kW) engines or T55-L-7C engines rated at 2,850shp . The CH-47A had a maximum gross weight of 33,000 pounds. Four aircraft were converted to ACH-47A gunship configuration (see “Guns-a-go-go” below).

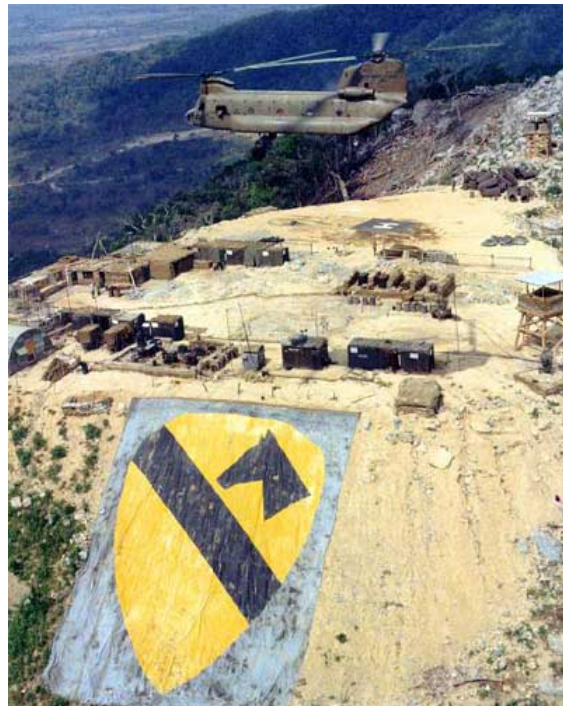
A through C models were built with a single, center hook. Distinctive A model features: Aft pylon tapers to a point on the A model but is flattened on all subsequent models. Lower fuselage strakes were added to B model and later aircraft



CH-47A – 1963

Specifications

Crew: 3 (5 in Vietnam)
Capacity: 33 troops or 24 litters
Engine: Initially, two Lycoming T55-L-5 – 2,200shp/1641kW and later models T55-L7 2,400shp/1790kW
Length Rotors Turning: 98'1"/25.70m
Length Fuselage: 50'9"/13.92m
Main Rotor Diameter: 59ft
Height: 18ft6in/5.6m
Weight Empty: 15,537lb/7,048kg
Design Gross Weight: 24,300lb/11,023kg
Max Gross Weight: 33,000lb/14,969kg
Max Speed: 143kts/265km/h
Cruising Speed: 134kts/248 km/h
Service Ceiling: 14,000ft/4,267m
Fuel Capacity: 660gal/2,498ltrs



The CH-47A in Vietnam

A remarkable but little known fact is that of the 349 production A models, 314 served in the Vietnam War. Of the 34 that were not deployed to Vietnam, 23 were the earliest 60- and 61- tail numbers and four were lost to accidents before the war started. This means that more than 98% of the available A models had combat experience! And judging from the combat incidents reports from the Vietnam War, virtually every aircraft was damaged by at least small arms fire during its deployment. A total of 79 US Army A models were lost in the Vietnam War (45 to accidents and 34 to enemy action). More than 100 Army crew members were killed in these aircraft losses. An additional 75 A models were transferred to the Vietnam Air Force (VNAF). Six of these VNAF Chinooks were lost in accidents and the rest were either destroyed or captured by the North Vietnamese Army (NVA) by the end of the war. Three of the captured aircraft are still on display in Hanoi, Ho Chi Minh City and Khe Sahn. One of the captured A models is on display in a Chinese Air Museum. Overall, of the 314 CH-47A aircraft that provided support to the Vietnam War, only 160 survived.



CH-47A - 1963

Disposition (Updated November 2012)

Total Delivered: 355 (6 prototype and 349 production aircraft) Note: Delivery Dates are the dates that the aircraft was accepted by the Army – *not necessarily in the order they were built*. Prototype aircraft were often bailed to Boeing for extended testing prior to “delivery” to the Army.

Prototype Aircraft – 6 [First Prototype Delivery to Army 26 April 1962 – 59-/Last Delivery to Army 24 April 1964 (B002 – 59-04983)]

Tested to Destruction – 2 [59-04982/B001 and B006]

Museum Exhibits – 2 [Fort Eustis (59-04984) & Waverly Hills, GA (59-04986 fuselage)]

Salvage/Attritted – 2 [59-04983 cockpit section used for RAF simulator; 59-04985 no details available]

Production Aircraft – 349 [First Delivery to Army 8 Feb 1963 (60-13448)/Last Delivery to Army 12 May 1967 (66-19097)].

Converted to D Model – 164

Converted to D Prototype – 1 (65-08008)

Converted to BC-347 – 1 (65-07992)

Converted to MH-47D – 6

Lost to Accidents – 59 (45 in Vietnam, 11 in US, 1 in Korea and 2 in Germany)

Lost to Enemy Action – 34 (Vietnam)

Transferred to VNAF/Lost to Accidents – 6

Transferred to VNAF/Lost to Enemy Action – 35

Transferred to VNAF/Captured by NVA – 34 [3 on display in Vietnam, 1 in China]

Tested to Destruction - 3

Sold to Thailand – 2

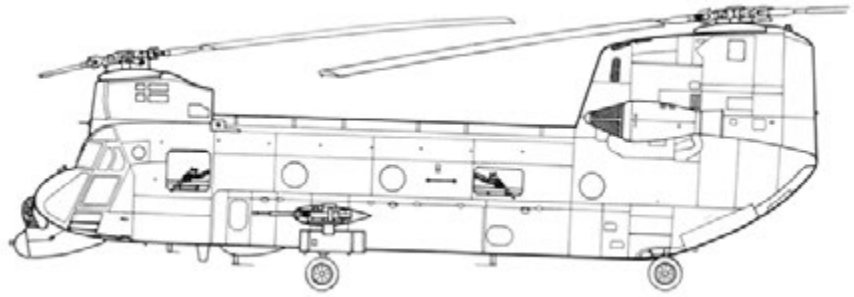
Sold to UK – 1

Attritted/Salvage - 4

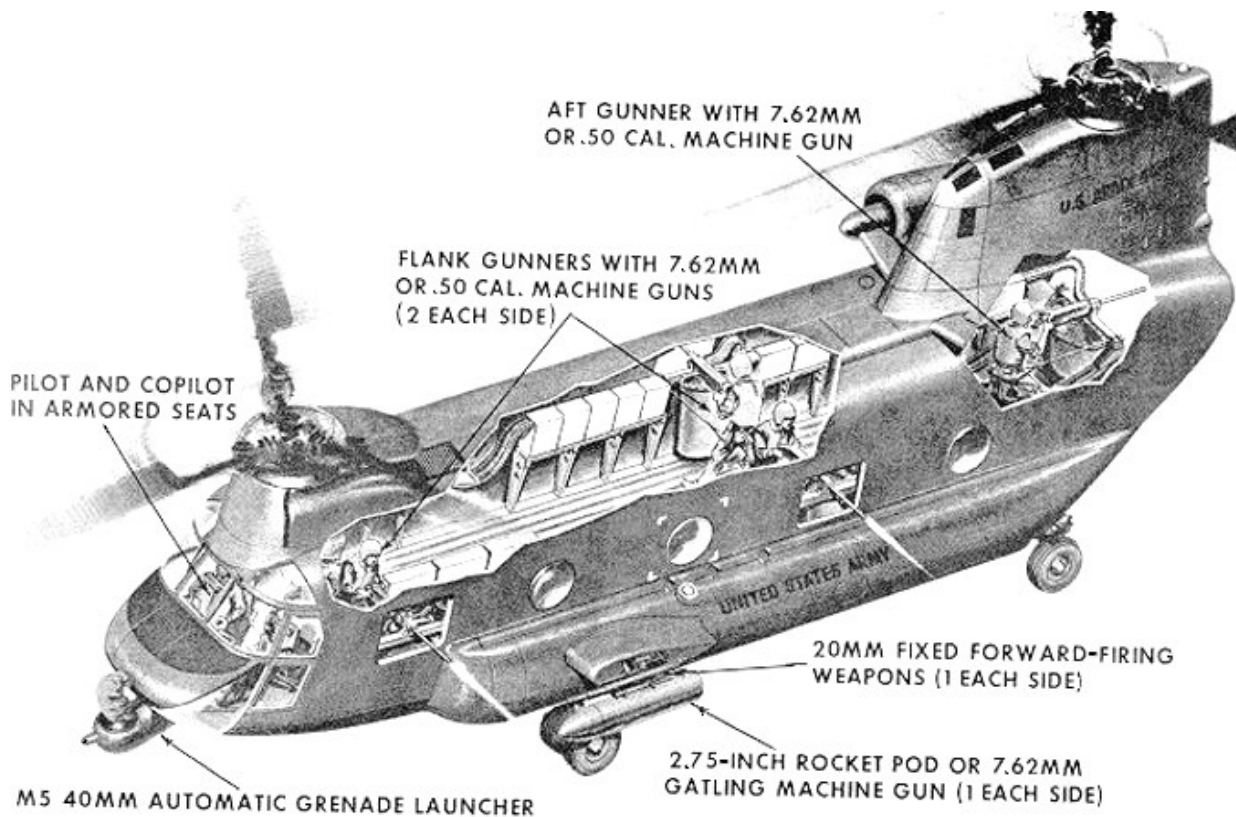
US Museum Exhibits – 4 (59-04984 Ft Eustis; 61-02408 Fort Campbell; 60-03451 Fort Rucker; 64-13149 “Easy Money” Redstone Arsenal;)



ACH-47A – 1965



Originally known as the Armed/Armored CH-47A (or A/ACH-47A) (officially designated ACH-47A by the US Army—Attack Cargo Helicopter—and unofficially "Guns A Go-Go"), four CH-47A helicopters were converted to gunships by Boeing Vertol and first flew in November 1965. The aircraft and their nicknames were as follows: 64-13145 "Co\$t of Living", 64-13149 "Easy Money", 64-13151 "Stump Jumper", and 64-13154, "Birth Control". The ACH-47A carried five M60D 7.62x51 mm machine guns or M2HB .50 caliber machine guns, two M24A1 20 mm cannons, two XM159B/XM159C 19-Tube 2.75" rocket launchers or sometimes two M18/M18A1 7.62x51 mm gun pods, and a single M75 40 mm grenade launcher in the nose.



ACH-47A - 1965



64-13145
"Co\$ of Living"



64-13151
"Stump Jumper"



64-13154
"Birth Control"



ACH-47A – 1965



Initially, three of the AC-47A aircraft deployed to Vung Tau, Vietnam in June 1966, designated as the 53rd Aviation Detachment (Provisional), 1st Cavalry Division. The fourth aircraft, “Co\$ of Living” remained in the US for testing. After the loss of “Stump Jumper” in a taxiing accident in August 1966, “Co\$ of Living” deployed to Vietnam to join the remaining Chinook gunships. In December 1966, the unit was redesignated as 1st Aviation Detachment (Provisional) and attached to the 1st Cavalry Division’s 228th Aviation Support Helicopter Battalion at An Khe. On 5 May 1967, “Co\$ of Living” was lost when one of its M-24A 20mm cannon mounting pins came loose during a gun run, allowing the weapon to rotate upward and fire into the forward rotor blades. The damage to the blades caused the aircraft to crash with the loss of all eight crew members. The remaining two aircraft, “Birth Control” and “Easy Money” flew successful operational missions together for almost a year. On 22 February 1968, during the Tet Offensive, “Birth Control” was hit by ground fire and forced to autorotate to a landing near the Citadel of Hue. “Easy Money” came in and rescued the crew of “Birth Control” and was able to survive multiple small arms hits. The North Vietnamese Army subsequently fired mortar rounds at the grounded “Birth Control”, completely destroying the aircraft. The sole remaining gunship, “Easy Money” was taken out of action since the AC-47A tactics required them to operate in pairs. The aircraft, 64-13149, has been restored and is on display at Redstone Arsenal, in Huntsville, Alabama.



CH-47B - 1967



67-18472 in Vietnam

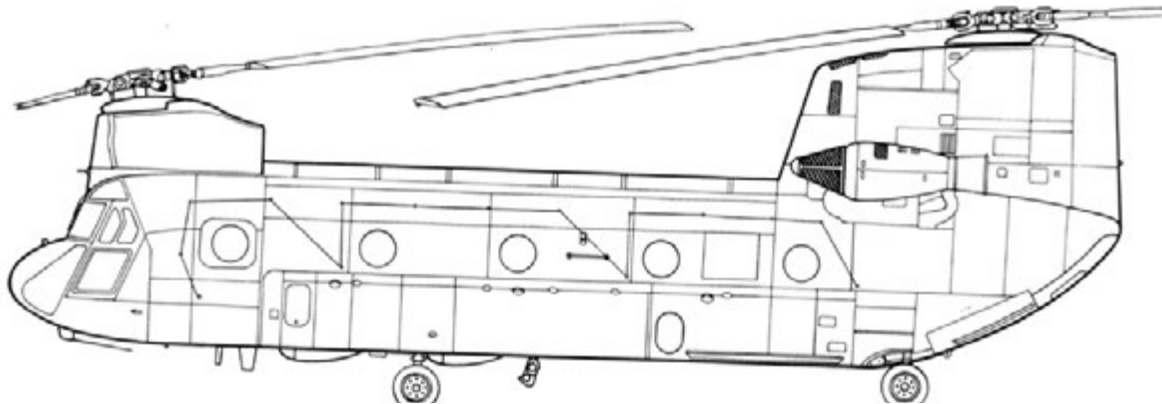
The CH-47B was powered by two Allied Signal Engines T55-L-7C, 2850shp (2,130 kW) engines. The third prototype A Model (59-04984) was modified with the new engines and used as a B model test aircraft and first flew on 9 September 1966. The first B models were delivered in 1967 and deliveries

stopped in 1968 as the C model started production. The B Model featured a blunted rear rotor pylon, new rotor blades with increased span and cambered leading edges, strakes along the rear fuselage to improve directional stability in cruising flight and spoilers on the forward pylon. It retained the single hook of the A Model. B models deployed to Vietnam immediately after delivery began. One B Model [68-19138] was loaned to NASA and was later returned to the Army and converted to a D Model. Two B models were used for Presidential transport. All surviving remaining B models were converted to Ds.



66-19138 (NASA 737)

CH-47B - 1967



CH-47B line drawing from *CH-47 Chinook in Action* by Wayne Mutza, courtesy of Squadron/Signal Publications, Carrollton, TX.

Specifications

Crew: 3
Capacity: 33 troops or 24 litters
Engine: Two Lycoming T55-L7C –
2,850shp/1976kW
Length Rotors Turning: 98'11"/25.70m
Length Fuselage: 50'9"/13.92m
Main Rotor Diameter: 60ft
Height: 18'6"/5.6m
Weight Empty: 19,676lbs
Design Gross Weight:
33,000lbs/14,969kg
Max Gross Weight: 40,000lbs/18,144kg
Max Speed: 143kts/265km/h
Cruising Speed: 130kts/231km/h
Service Ceiling: 15,000ft/4,572m
Fuel Capacity: 621gal/2,350L (non-
crashworthy tanks) 566 gal/2,143L
(crash worth tanks)

B Models in Vietnam

95 of the 108 CH-47B aircraft served in Vietnam. 26 were lost (13 to accidents and 13 to enemy action)

Disposition

Total Delivered – 108 [First Delivery 10
May 1967 (66-19098)/Last Delivery 28
Feb 1968 (67-18493)]
Converted to D Model – 75
Converted to D Model Prototype – 1
Lost to Accidents – 18
Lost to Enemy Action – 13 (Vietnam)
Sold to UK – 1



CH-47C - 1968



The continuing need for higher performance led to the development of the CH-47C, initially delivered in 1968 with the same engines [T55-L-7C] as the CH-47B (called the CH-47C(-) and nicknamed "Baby C").



The C model had larger capacity fuel tanks (1,100 gallons for non-crashworthy tanks compared to 621 gallons in the B model), an uprated transmission and over the production period, added fiberglass rotor blades (1978) and a crash-worthy fuel system. After the production of 106 C(-) models, the engines were upgraded to the T55L-11C models which delivered 3,750shp

and this "model" was called "Super C". All of the initial "Baby C" models were upgraded to the new engines. C models were deployed to Vietnam starting in September 1968.

Several countries purchased C Model (designed as the Boeing Model 414) Chinooks for their military forces – Australia, Canada (called CH-147), Egypt, Greece, Iran, Italy, Japan (CH-47J and JA), Libya, Morocco, Nigeria, Singapore, South Korea, Spain, Taiwan, Thailand, and the UK.

CH-47C - 1968



It is interesting to note that the A, B and C model Chinooks, were not able to be certified by the FAA for civil use due to the non-redundant hydraulic flight boost system drive. A redesign in the D model led to the certification and production of the Model 234 for civilian use.

Disposition (Updated August 2012)

Total Delivered – 288 [First Delivery 30 March 1968 (67-18494)/Last Delivery 15 August 1985 (85-24744)]

Converted to Prototype D Model - 1

Converted to D Model – 200

Converted to MH-47D - 6

Converted to Prototype MH-47E - 1

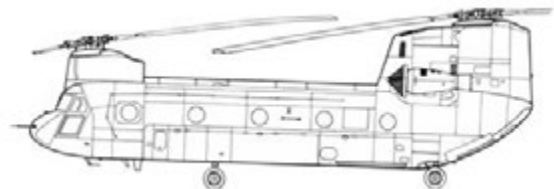
Converted to MH-47E - 25

Lost to Accidents - 38

Lost to Enemy Action – 15 [12 in Vietnam, 2 in Laos and 1 in Cambodia]

Tested to Destruction – 1

Captured by North Korea – 1



Of the 224 C models produced before the end of the war, 166 served in Vietnam and 36 were lost in accidents or to enemy action.



Chinooks in Southeast Asia



Almost immediately after entering US Army service, Chinooks were deployed to Vietnam, where a total of 577 CH-47A, B and C models served between 1965 and 1973. This was 85% of the Chinooks built prior to 1973. 141 US Army Chinooks were lost in combat or wartime operational accidents and more than 200 crew

members were killed in action during the war. 75 CH-47A aircraft were transferred to the South Vietnamese Air Force (VNAF). At the end of the war, the VNAF had lost 42 to accidents and enemy action and the balance were captured or destroyed by the NVA.

CH-47C 67-18529 was the last Chinook lost to enemy action – it was shot down by small arms fire while on a peacekeeping supply mission on 16 Feb 1973 - three weeks *after* the signing of the Paris Peace Accords on 27 Jan. The aircraft was a replacement for one with special Joint Military Commission markings (orange stripes) that was down for maintenance. One crewman, SP5 James L. Scroggins, died from injuries received in the crash of the aircraft and was the last Army Aviation crewmember KIA in the Vietnam War^{lxxxix}.



Historical Note: Just two months before his death, SP5 Scroggins was awarded the Distinguished Flying Cross for being the first individual to have successfully employed infra-red countermeasures (a flare) to defeat a shoulder fired, heat seeking missile in flight, saving his entire CH-47 aircraft and crew.



The Chinook proved especially valuable in "Pipe Smoke" aircraft recovery missions. The "Hook" recovered about 11,500 disabled aircraft valued at over \$3 billion during the war^{lxxxix}.



Chinooks in Southeast Asia



The Chinook could be equipped with two door-mounted M60D machine guns and a ramp-mounted M60D. Some CH-47 "bombers" were "equipped" to drop tear gas or napalm from the rear cargo ramp onto NLF (aka Việt Cộng) bunkers.

The turbine engine helicopter with its great power, its reliability, and its smaller requirement for maintenance, was the technological turning point as far as air mobility is concerned. Actually, the key improvement of technology was the trio of the Huey as a troop lift bird, the Chinook with its larger capacity for resupply and movement of artillery, and the fledgling attack helicopter - these three together allowed US forces to take a giant step forward at this time.^{lxxxiii}

At the peak of operations in Vietnam in March 1970, there were nearly 4,000 US Army helicopters, mainly Hueys, in country. The peak inventory of Chinooks was just over 300^{lxxxiv} Out of the estimated 13,000 helicopters that had been employed between 1961 and 1972, over 5,000 were lost to operational accidents and enemy action^{lxxxv}.

One of the unique solutions to the demanding maintenance requirements for all helicopters was the deployment of the *USNS Corpus Christi Bay* which served as a floating depot maintenance facility off the coast of Vietnam. This enabled both routine and battle damage repairs to be performed "locally" without shipping the aircraft back to the States.

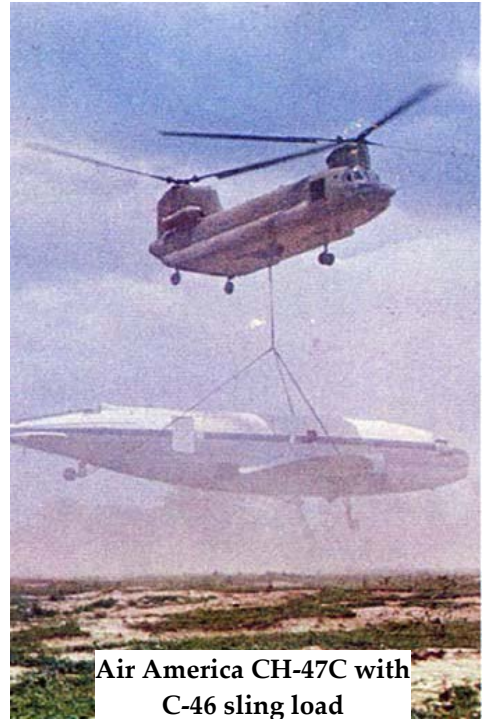




Chinooks in Southeast Asia

Air America's Chinooks ^{lxxxvi}

Eight US Army CH-47C aircraft were "loaned" in Oct/Nov 1972 to Air America in Southeast Asia under the "Project Black Horse" designation. [68-15828, 68-15857, 68-15864, 68-15992, 68-15998, 68-16016, 68-16019, and 69-17103] The aircraft were used to support troop transport missions in Laos, recovery of downed aircraft such as the C-46 shown in the photo and med-evac missions. The primary use of the aircraft was transporting large sling loads from Udorn, Thailand to isolated locations in Laos. All eight aircraft were returned (in working order) to the Army in 1973/74 and eventually converted to D models. During their service in SEA, the aircraft are shown in the Army GOLDBOOK database as being assigned to NASA Langley Research Center!



Air America CH-47C with C-46 sling load



Air America CH-47C "Hook 019" [68-15857] at Udorn

Other Helicopters in Southeast Asia

In addition to the Piasecki/Vertol CH-21 Shawnee that preceded the Chinook in Vietnam, two tail rotor helicopters also played a role in what was then referred to as “heavy” lift operations. One of the major roles of all cargo helicopters in Vietnam was downed aircraft recovery. Operated under the project name “Pipesmoke” [after one of the original commander’s pipe smoking habit], CH-37 B Mohaves (there were nine in country starting in 1963) and CH-54A Tarhes or Skycranes (starting in the fall of 1965 at about the same time Chinooks were arriving in country) were used to recover crashed fixed and rotary wing aircraft. Until the CH-54B models arrived in 1969, there were initially thirty A models in country. The CH-54A with a 20,000lb payload was better suited for heavy lift than the Mohave with only a 5,000lb payload. The CH-47As with a payload of about 10,000lbs and the CH-47Bs with a payload of up to 15,000lbs made up the majority of lift capability due to the much larger number of aircraft available. Regardless of the helicopter used, these recovery efforts returned literally thousands of aircraft to maintenance activities and resulted in a savings of billions of dollars.



CH-54 with CH-37 Sling Load



CH-54 with CH-47 Sling Load



CH-37 with CH-21 Sling Load

CH-47D - 1982

After the Vietnam War, Boeing and the Army began planning a major fleet upgrade that led to development of the CH-47D. One A, B and C model aircraft [65-08008, 67-18479, 67-18538] were selected for modification to D model standards and used for prototype testing and given new tail numbers (76-08008, 76-18479, 76-18538). Two of these prototypes were later inducted into the D



model production line while 76-18479 was used as a maintenance trainer at Fort Eustis. The first prototype flew on 14 May 1979 and the first production D model flew on 26 February 1982. 441 early model Chinooks (A-164, B-75, C-200) went through an extensive modernization process in Philadelphia that produced an essentially new CH-47 fleet. [Totals include 11 CH-47C aircraft originally built by Augusta for Iran and seven CH-47C airframes previously owned by Australia]. A total of 444 aircraft were remanufactured - one aircraft (84-24166) crashed during a Boeing test flight and was not delivered to the Army. 443 remanufactured and 2 new build D models (92-00367, 92-00368) were delivered to the Army between 1980 and 1995. One additional new build, 98-02000 (which was not delivered until 2002) was



assembled from left-over parts and assemblies at the Boeing plant and received the nickname "Mr. Potato Head". All other D models are remanufactured A, B or C model aircraft. The process for upgrading earlier models involved removing the rotors, engines, transmissions as well as stripping the airframe down to the ribs. After a thorough inspection, the airframe was



reassembled with the new systems which added about 20 years to the airframe life. The CH-47D features composite rotor blades, an improved electrical system with twice the generator capability, unrated transmissions with integral lubrication and cooling, modularized hydraulics, triple cargo hooks, avionics and communication

CH-47D - 1982

improvements, single-point pressure refueling and more powerful L-712 (subsequently upgraded to L-714A) engines that can handle a 25,000 pound useful load, nearly twice the Chinook's original lift capacity. The most significant external change was the introduction of a large, rectangular air intake for transmission cooling in the leading edge of the aft pylon as well as a triple hook cargo system. Each aircraft that was upgraded received a new serial number.

The CH-47D Chinook already has been the U.S. Army's prime mover for 20 years, and was a central element in U.S. Army operations in the Persian Gulf War, where more than 160 Chinooks carried U.S. and Allied troops in history's largest aerial assault to outflank Iraqi forces and cut off their retreat from Kuwait. D models also provided heavy lift support in Bosnia, Operation Iraqi Freedom and Operation Enduring Freedom (Afghanistan).



Disposition (Updated August 2012)

A total of 444 D and 12 MH-47D models have been built. All but three of these aircraft [92-00367, 92-00368 and 98-00200] were converted from A, B and/or C models.

Three D models were initially prototypes converted from an A (65-08008 to 76-08008), B (67-18538 to 76-18538) and C (67-18479 to 76-18479) model. Two of these were subsequently upgraded to full D model status (76-08008 and 76-18538) and 76-18479 was used as a trainer. All MH-47D aircraft were converted from A or C models and have subsequently been converted to G models, inducted to the F model program or otherwise attrited.

In Service 01 November 2012: 235 (Active - 55, Guard – 133, Reserve – 41, Depot - 6)

Converted into F model Prototypes – 3 [2 later inducted into F model program]

Inducted into F model program (airframe scrapped) – 97 (93 CH-47D and 4 MH-47D)

Converted to MH-47G – 39

Prototypes converted to D Models - 2

Lost to Accidents – 39 [37 CH-47D and 2 MH-47D]

Lost to Enemy Action - 8 [7 CH-47D and 1 MH-47D]

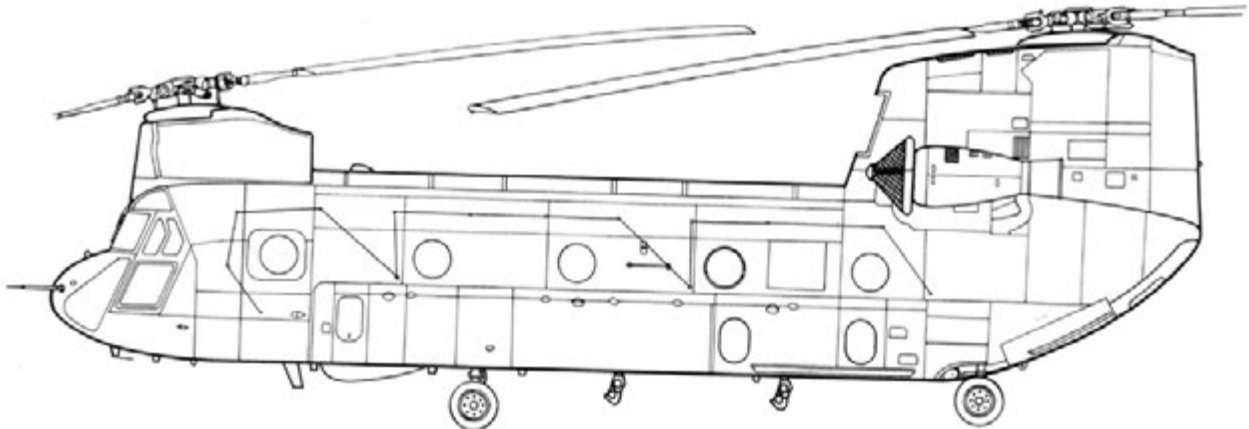
Sold/Leased to Canada – 7 (One aircraft lost to Enemy Action in Afghanistan)

Sold to Australia - 2

Used as Maintenance Trainers – 20

At Depot - 6

CH-47D - 1982



CH-47D line drawing from *CH-47 Chinook in Action* by Wayne Mutza, courtesy of Squadron/Signal Publications, Carrollton, TX.

Model 234 – Commercial Variants - 1980

The Model 234 is essentially the civilian version of the CH-47C, some with enlarged fuselage side fairings to allow additional fuel (2,090 gallons vs. 1,129 like the MH-47G), some with no fuselage fairings, more windows, weather radar and upgraded engines (AL5512 - commercial derivatives of the T55-L-712), miscellaneous systems from the CH-47D program such as independent 40kVA generators and a redundant hydraulic boost system drive, a rotor brake from the RAF Chinook Mk1 program and forward landing gear shifted forward.

The first Model 234, N234BV first flew on 19 Aug 1980. A total of 13 Model 234s was produced and three have been lost in accidents. Originally, 6 were built for British Airways, 3 for Helikopter Services (Norway), 1 for Atlantic Richfield and three for the Taiwanese Army/National Forest Service/Air Asia.

The only Model 234s still in use as of Nov 2010 are the three Taiwanese aircraft and seven UTs owned/operated by Columbia Helicopters [N237CH, N238CH, N239CH, N241CH, N242CH, N245CH and N246CH]. In 2006, Columbia Helicopters purchased the Type Certificate of the Model 234 from Boeing and completed the process for a Production Certificate in 2009.^{lxxxvii} At one time, Donald Trump operated two passenger versions of the Model 234 [N225RA and N241CH] to shuttle customers from New York to/from his casinos in New Jersey.



Helikopter Services Model 234LR



British Airways Model 234LR



Trump Enterprises Model 234LR

Model 234 – Commercial Variants - 1980

Versions:

Model 234LR – Optimized for long range passenger/cargo missions with seating up to 44 passengers and a maximum gross takeoff weight of 48,500lbs. Two British Airways versions were lost in accidents in 1986 and 1997. One Helikopter services aircraft was sold to Trump Airlines and later to Columbia Helicopters where it was converted to a Model 234UT. The remaining 7 aircraft were sold to Columbia Helicopters and converted to Model 234UTs. Model 234ER - Passenger configuration for extended range missions with one or two internal auxiliary tanks in addition to the enlarged side fairing fuel tanks. One built for Atlantic Richfield for offshore oil platform support.



Taiwanese Forest Service Model 234MLR



Columbia Helicopters Model 234UT

Model MLR – Similar to the LR but equipped with a utility interior. All three were built for the Taiwan Army but were transferred to the Taiwan National Forest service and later leased to Air Asia for civil search and rescue work.

Model 234UT – Eight conversions of 234 LR/ER airframes optimized for cargo operations by Columbia Helicopters but capable of carrying passengers. External fuselage fairings were removed which improved rotor downwash characteristics and reduced weight. 978 gallons (3,702 liters) of fuel is carried in two cylindrical tanks in the forward fuselage. This version has a 51,000lb gross takeoff weight and can carry up to 28,000lbs on the single cargo hook. This aircraft is used for commercial logging, firefighting as well as installation of antennas and other large objects in remote locations. One UT was lost in a 1997 accident during logging operations.



Columbia Helicopters 234UT in Ecuador

CH-47F - 2006



CH-47F CAAS Cockpit

The F model is the latest in the Chinook line. Initially called the “Improved Cargo Helicopter” (ICH), it incorporates major upgrades to the avionics systems with the addition of a “glass cockpit” – the Common Avionics Architecture System (CAAS) featuring five Multifunction Displays (MFD) replacing the old analog instruments. Another major avionics upgrade is the Digital Advanced Flight Control System (DAFCS) which provides unprecedented automatic hover control. Another enhancement is an upgraded airframe with larger, single-piece, milled sections. This “tuned” fuselage significantly reduces vibration in the cockpit as well as reducing maintenance costs. The F model is also designed for rapid deployment with greatly improved air transportability by reducing the teardown and buildup times by 50%. The F model is equipped with two Honeywell T55-L-714A engines with 4,868 shaft horsepower. The first three Engineering and Manufacturing Development (EMD) CH-47Fs [98-00011, 98-00012 and 03-08003] were upgraded D models [83-24107, 83-24115 and 83-24121]. First flight of the EMD F model was in 2001. Two of the EMD aircraft were inducted into the F model production system and one was retained by the Boeing Company for testing. The first production aircraft [05-08701] was rolled out on 15 June 2006 and first flew on 23 October 2006. Since then, 210 aircraft have been delivered (as

CH-47F - 2006

of Nov 2012) and 11 units (8 Active/3 Guard) are now equipped and operational with the new aircraft. A total of 534 new aircraft (F and G models) are planned by the end of FY2020.

When the A, B and C models were upgraded to D model standards, the remanufacturing process included stripping down the aircraft and performing the upgrades to the old airframe. The F model program includes a remanufacturing component (stripping off usable items) but does not reuse the airframe. All F models are built with a completely re-designed and newly manufactured airframe. While some aircraft are assembled with “recycled” components, approximately 47% of the F models produced so far are complete “new builds”.

Disposition

Delivered [Jun 2006 – Oct 2012] - 210

Lost to Accidents – 5

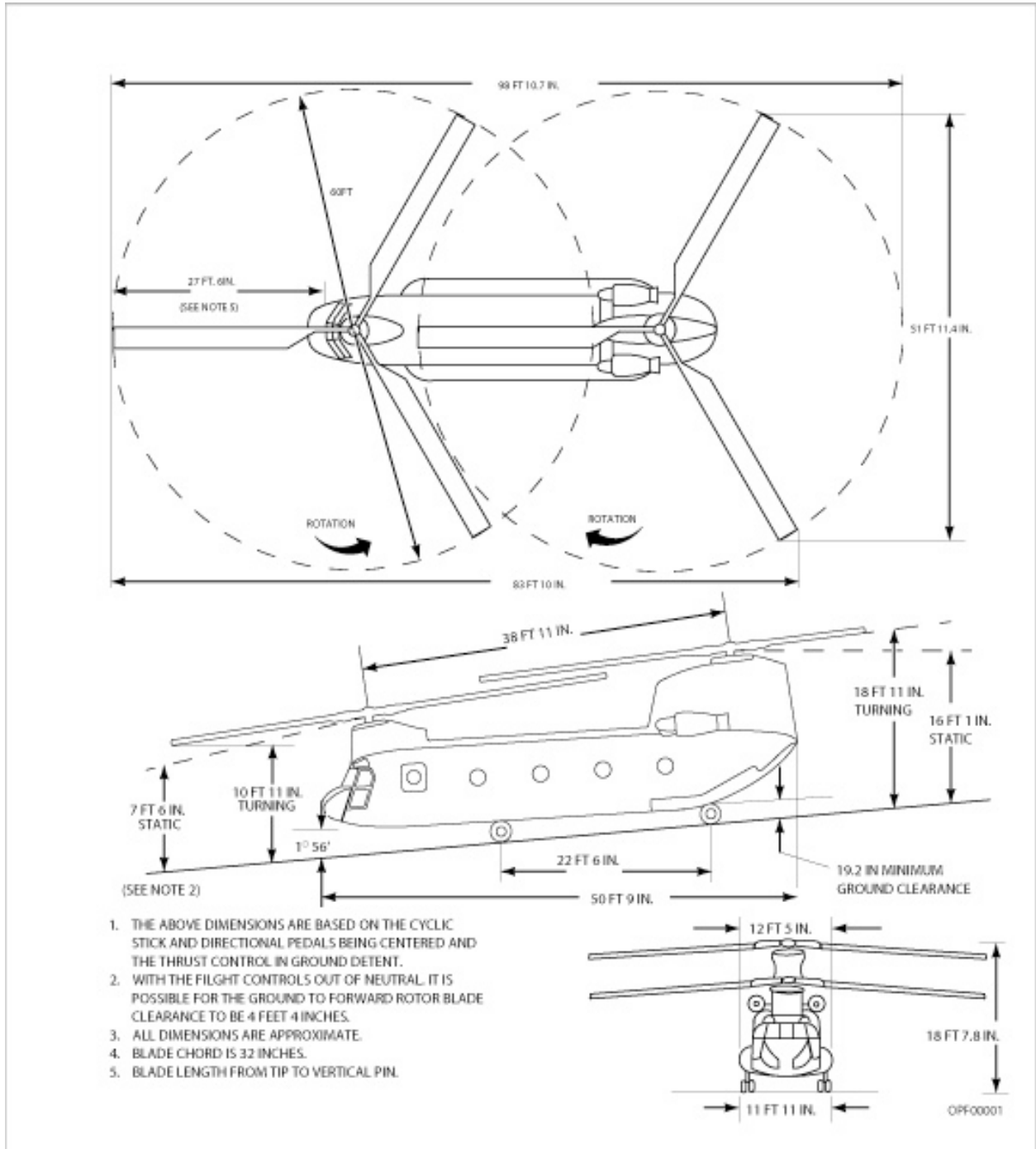
Lost to Enemy Action (Afghanistan) – 2

Sold to UAE - 2

Depot – 1



CH-47F - 2006



CH-47F - 2006



One of the most significant elements of the CH-47F program is the Transportable Flight Proficiency Simulator (TFPS). This is a full scale cockpit replication that provides a dynamic training environment with all the latest software and components for complete pilot and co-pilot stations. Each simulator can be transported by C-5 aircraft, ship or truck and set up in a matter of a few days at any location even with generator power. The simulator increases operational awareness and is deployed to each new CH-47F unit as part of the initial training package to aid in the transition from the D model to the F.



Inside the simulator, the computers, projectors,, screens and other equipment provides images and motion cues that can mimic virtually any flight environment – day, night, snow, brown outs, night vision goggles and with extremely detailed graphics for just about any location. All kinds of emergency procedures can be practiced safely in the simulator that would not be practiced or flown in training flights. Hours spent in the simulator mean fewer hours of expensive or dangerous in-air training.

Special Operations



Special Operations Chinooks perform low-level, high-speed flight for infiltration and exfiltration missions at low level, day or night, in all weather. Operated by the 160th Special Operations Aviation Regiment (SOAR), the MH series Chinooks are equipped for operations in low ambient light conditions as evidenced by their name: “Night Stalkers”.

All MH-47D and MH-47E aircraft have been converted to G models (or are awaiting conversion) or inducted into the F model program and the 160th Chinook fleet is now all G models.

MH-47D - 1983

In the mid-1980s, about 32 CH-47D models were upgraded to a Special Operations Aircraft (SOA) configuration with improved navigation gear, satellite communications links, countermeasures systems and pintle-mounted machine



guns. Between 1983 and 1990, twelve MH-47D aircraft were produced with nose radar, forward-looking infrared nose camera, an inflight refueling probe as well as the improved navigation and communications systems previously developed for the SOA configurations. All twelve aircraft were converted from A and C model assets. Two MH-47D aircraft were lost to accidents and one was lost to enemy action in Afghanistan in 2005. By 2007, all of the remaining MH-47D aircraft had been converted to MH-47Gs (5) or inducted into the F model program (4).

MH-47E - 1991

The MH-47E was the first SOA to incorporate enlarged integral fuel tanks carrying twice as much fuel as all other Chinooks, giving the aircraft a wider profile as well as extended range. The MH-47E has an external rescue hoist and features upgraded avionics with multifunction displays, terrain-following radar as well as two Lycoming T55- L714



engines. A total of 26 E models were delivered. Three MH-47E aircraft were lost to accidents and two to enemy action in Afghanistan. All remaining aircraft have been converted or are pending conversion to MH-47G models.

Special Operations

MH-47G - 2004

Based on the improvements of the CH-47F program, the MH-47G has the same basic configuration as the MH-47E (enlarged integral fuel tanks, refueling probe, etc) but adds a special operations Common Avionics Architecture System (CAAS) avionics package as well as multi-mode radar with terrain following/terrain avoidance and weather detection. It is armed with two M-134



“Miniguns” and two M-240D machine guns. The MH-47G can support Fast Rope Insertion and Extraction (FRIES) and Special Patrol Insertion & Extraction System (SPIES). The normal crew for the aircraft is a Pilot, Co-Pilot and three crew chief/gunners. All 62 MH-47G aircraft delivered to date are converted CH-47D (40), MH-47D (4) or MH-47E (18) airframes. Three aircraft have been lost to accidents.



Chinooks in Combat

Vietnam – 62 destroyed by enemy action and 79 lost to accidents [includes losses in Laos and Cambodia].

OIF – One destroyed by enemy action and 10 lost to accidents

OEF – (as of 01 Nov 2012) – 11 destroyed by enemy action and 22 lost to accidents.

Chinooks pioneered combat support operations in Vietnam and the recent combat operations in Iraq and Afghanistan have clearly demonstrated the value of heavy lift helicopter capabilities, particularly as roads mined with IEDs (Improvised Explosive Devices) and poor highway infrastructures made convoy operations more dangerous. Chinook operations tempos and availability have been at all-time highs and continue to provide round-the-clock support to our troops. Typical mission objectives call for the aircraft to arrive, “on target, plus or minus 50 meters, plus or minus 30 seconds.”^{lxxxviii} Operating conditions in Afghanistan (higher altitudes and limited roads) dictate the use of helicopters for just about every type of mission. Dust conditions are significant factors in every-day operations and the advanced flight control system in the F model is proving to be an invaluable factor in safely completing missions in all conditions.



Foreign Chinook Users

Seventeen foreign countries currently operate about 280 Chinooks and additional countries are in negotiations to purchase new aircraft. Japan and the United Kingdom have the largest fleets followed by Italy, South Korea, Egypt, Spain, Singapore, Greece, Netherlands, Taiwan, Australia, Thailand, Canada, Morocco, Libya and Iran. Other countries have expressed interest in the CH-47F and discussions are on ongoing.

Chinooks were produced under license overseas by two companies – Kawasaki in Japan and Elicotteri Meridionali (later Augusta/Westwind) in Italy. Kawasaki produced or assembled 56 CH-47J (34) and CH-47JA (22) aircraft for the Japanese Ground Self Defense Force (32) and Japan Air Self Defense Force (24)^{lxxxix}. Elicotteri Meridionali acquired the rights to produce the CH-47C beginning in 1970 and eventually produced about 200 Chinooks for Iran, Greece, Egypt, Italy, Libya and Morocco. ^{xc xci xcii xciii}



Argentina - Army (2) and Air Force (3)

Argentina acquired five Model 308/309 (similar to the CH-47C) Chinooks. Two were lost in accidents, one was captured [AE520] and one was destroyed [AE521] by British forces during the Falklands War. The remaining aircraft [H91] is on display. The captured aircraft was taken to the UK and used as a ground trainer. The aft pylon was later used to repair an RAF Chinook and the cockpit was donated to the United States Missing in Action/Prisoner of War recovery project.



Australia – Air Force and Army

Australia initially purchased 12 CH-47C models in 1973 for the RAAF. Nicknamed “Chooks” (Aussie slang for “chicken”), one aircraft was lost in an accident and the others were placed in storage as the Army took over helicopter support from the Air Force. Seven of the C models were eventually returned to the US Army and converted to D Models. The remaining four C models were upgraded to D standards and an additional two D models were delivered in 2000. The Australian Army is purchasing the CH-47F.



Foreign Chinook Users



Canada bought nine CH-47C aircraft in 1974 which were designated CH-147 in RCAF service. One was lost to an accident and the remaining eight were retired as an economy measure in 1991 and eventually refurbished and sold to the Netherlands. Canada purchased six US Army CH-47D aircraft "in place" in Afghanistan in 2008 [84-24154, 84-24181, 86-01650, 86-01651, 87-00086 and 89-00130]. One of those aircraft was subsequently lost to enemy action. Canada has ordered 15 CH-147 (CH-47F) aircraft for delivery in 2013-14.



In 1981, Egypt purchased 15 CH-47Cs manufactured by Elicopteri Meridionali which were originally built for the Imperial Iranian Air Force but never delivered as a result of the fall of the Shah of Iran in 1979. Egypt later bought four CH-47D models and equipped them with Engine Air Particle separators and weather radar. They upgraded six of the C models to D standards.



Foreign Chinook Users



Greece - Army

In 1980, Greece purchased ten CH-47C models built by Elicopteri Meridionali for the Greek Army, nine of which were later upgraded to D standards. They later ordered seven CH-47SD models which they designated CH-47DG.



Iran - Imperial Iranian Air Force/Islamic Republic of Iran Air Force

The Imperial Iranian Air Force purchased 20 CH-47Cs from Boeing (built under license in Italy by Elicotteri Meridionali) in 1971 and another 70 built in 1972-76. They ordered 50 more aircraft but that order was cancelled after the overthrow of the Shah in 1979. Several aircraft were lost in the 1980-88 Iran-Iraq war including three shot down by an Iraqi Mirage F-1, but a number of the helicopters may still be in service in the country.

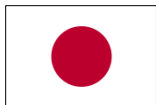


Foreign Chinook Users



Italy - Army

Elicotteri Meridionali (Augusta) built 38 CH-47Cs for the Italian Army, 26 of which were later upgraded to the C+ configuration. Italy has expressed interest in purchasing CH-47F aircraft to replace the remaining C models. Italy currently has 20 Chinooks in their fleet.



Japan – Air Self-Defense Force and Ground Self Defense Force

Boeing licensed production of the Chinook to Kawasaki Industries in Japan and they built a total of 56 aircraft starting in 1986. Two models were produced – the CH-47J which was similar to the CH-47D and the CH-47JA which had the enlarged fuel tanks and weather radar like the CH-47SD.



Libya - Air Force (14) and Army (6)

Libya purchased 20 CH-47Cs built by Elicotteri Meridionali (Augusta). Indications are that the Army Chinooks have been retired and all remaining aircraft are assigned to the Air Force. Libya sold 12 of their Chinooks to the United Arab Emirates (UAE) in 2003.



Foreign Chinook Users



Morocco

Morocco purchased 12 CH-47Cs manufactured by Elicotteri Meridionali (Agusta). It is reported that three are still in service and that they are interested in buying three CH-47D models.



Netherlands

The Netherlands purchased 7 CH-47C Models from Canada which were upgraded to D Model standards. They bought six “new-build” CH-47D Models in 1995. The Dutch aircraft have the longer nose for weather radar and a “glass cockpit”. The Dutch were the first to order the export model of the CH-47F



Nigeria

Five CH-47Ds were ordered by the Nigerian Air Force but the order was cancelled. One aircraft was completed with an exceptional camouflage scheme (see photo at right) but later refurbished and sold to another country.



Foreign Chinook Users



Singapore - Air Force

Singapore initially purchased CH-47D models and later added CH-47SDs.



Spain

Spain bought 13 CH-47Cs and designated them as HT-17s. Nine were updated to D standards and an additional 6 new aircraft were purchased.



South Korea – Army and Air Force

South Korea operates both CH-47D and HH-47D configurations. The HH-47D is equipped for Search and Rescue duty and fitted with larger fuel tanks and nose radar.



Foreign Chinook Users



Taiwan (Republic of China)

Taiwan purchased three Model 234 Chinooks and nine CH-47SDs for the Army. The three Model 234s were transferred to the Taiwanese Forestry Service and later leased to Air Asia.



Thailand

One of the earliest foreign operators of the Chinook was Thailand who bought two A Models [64-13136 and 64-13148] and later acquired five international (414) models with the nose radar in 1989.



United Arab Emirates (UAE)

UAE has purchased 6 CH-47Fs.



Foreign Chinook Users



United Kingdom (RAF) ^{xciv}

One could probably write a book about the Chinook in service with the RAF. After a less than sterling experience with the tandem rotor Belvedere HC [Helicopter, Cargo] Mk 1 from 1961 to 1969, they ordered (and subsequently cancelled) 15 Chinook HC-1 aircraft based on the CH-47B.

It was not until 1978 that 33 Chinook HC-1 or HC-Mk1 models were finally ordered and started service in 1981. These were upgraded from the basic CH-47C aircraft design with triple cargo hooks, a rotor brake (eventually used on the MH series Chinooks) and a single point pressure refueling system. They added eight more HC-Mk1s with the same engines as the CH-47D by 1986 and all the earlier models were upgraded to this standard as well as being fitted with fiberglass rotor blades. The total of 41 aircraft were then designated HC-Mk1Bs.

The surviving 32 HC-Mk1Bs were later upgraded to full CH-47D standards and called HC-Mk2 and an additional nine were purchased, six of these with a strengthened fuselage and provision for an in-flight refueling probe and designated HC-Mk2A. The RAF ordered eight HC-Mk3 aircraft for delivery in 2000 with special operations features from the MH-47G such as extended fuel tanks, in-flight refueling and advanced avionics.



RAF Belvedere HC-1



RAF Chinook HC Mk1



RAF Chinook HC Mk2



RAF Chinook HC Mk3

Foreign Chinook Users

Problems with hybrid analog/digital cockpit software caused the HC Mk3 aircraft to be delivered but never placed in service. The aircraft are to be reverted to Mk2 standards. All HC Mk2, HC Mk2A and HC Mk3 Chinooks (46) will then be upgraded to HC Mk 4/4A/5 models under a program called Project Julius. The upgraded aircraft will have a new digital flight deck suite and nose-mounted FLIR. The RAF has also ordered 12 CH-47F aircraft which will be designated HC Mk6 and are expected to be delivered in 2013/14. RAF Chinooks have served in the Falklands War in 1982, the Gulf War in 1992, the Balkans, Iraq and Afghanistan where they have lost two aircraft to enemy action. In the Falklands War, the British Army captured an Argentine CH-47 and brought it back to the UK to be used as a training device and to repair one of their Chinooks. As the photos below illustrate, the RAF puts on an outstanding air show using Chinooks and has used a number of interesting camouflage schemes on them over the years.



Specifications

	CH-47A	CH-47B	CH-47C	CH-47D	CH-47F	MH-47D	MH-47E	MH-47G
DIMENSIONS	feet/meters							
Length, Rotors Operating	98'1.3"/ 29.9	98'11"/ 30.1	98'11"/ 30.1	98'11"/ 30.1	98'11"/ 30.1	98'11"/ 30.1	98'11"/ 30.1	98'11"/ 30.1
Length, Fuselage	50'9"/ 15.5	50'9"/ 15.5	50'9"/ 15.5	50'9"/ 15.5	50'9"/ 15.5	52'1"/ 15.9	52'1"/ 15.9	52'1"/ 15.9
Width (Fuel Tanks)	12'5"/ 3.8	12'5"/ 3.8	12'5"/ 3.8	12'5"/ 3.8	12'5"/ 3.8	12'5"/ 3.8	15'8"/ 4.8	15'8"/ 4.8
Height (Top of Aft Rotor Head)	18'6"/ 5.6	18'6"/ 5.6	18'6"/ 5.6	18'6"/ 5.6	18'6"/ 5.6	18'6"/ 5.6	18'6"/ 5.6	18'6"/ 5.6
Rotor Diameter	59'1.25"/ 18.0	60'0"/ 18.3	60'0"/ 18.3	60'0"/ 18.3	60'0"/ 18.3	60'0"/ 18.3	60'0"/ 18.3	60'0"/ 18.3
Wheelbase	22'10"/ 6.9	22'10"/ 6.9	22'10"/ 6.9	22'10"/ 6.9	22'10"/ 6.9	22'10"/ 6.9	25'10"/ 7.9	25'10"/ 7.9
Cabin Length	30'6"/ 9.3	30'6"/ 9.3	30'6"/ 9.3	30'6"/ 9.3	30'6"/ 9.3	30'6"/ 9.3	30'6"/ 9.3	30'6"/ 9.3
Cabin Width	7'6"/2.3	7'6"/2.3	7'6"/2.3	7'6"/2.3	7'6"/2.3	7'6"/2.3	7'6"/2.3	7'6"/2.3
Cabin Height	6'6"/2.0	6'6"/2.0	6'6"/2.0	6'6"/2.0	6'6"/2.0	6'6"/2.0	6'6"/2.0	6'6"/2.0
FUEL	gallons/liters							
Integral	621/ 2,350	621*/ 2,350	1100**/ 4,164	1034/ 3,914	1034/ 3,914	1034/ 3,914	2068/ 7,828	2068/ 7,828
Auxiliary (Max)	NONE	NONE	NONE	2,400/ 9,085	2,400/ 9,085	2,400/ 9,085	2,400/ 9,085	2,400/ 9,085
In-Flight Refueling	NO	NO	NO	NO	NO	YES	YES	YES
WEIGHTS	lbs/ kilograms							
Empty Weight	18,288/ 8,295	19,676/ 8,925	21,586/ 9,791	23,729/ 10,475	24,000/ 10,886	23,729/ 10,475	26,918/ 12,210	26,918/ 12,210
Design Gross Weight	28,550/ 12,950	33,000/ 14,969	33,000/ 14,969					
Maximum Gross Weight	33,000/ 14,969	40,000/ 18,144	46,000/ 20,865	50,000/ 22,680	50,000/ 22,680	50,000/ 22,680	54,000/ 24,494	54,000/ 24,494
PERFORMANCE	Knots/KMH Feet/meters Lbs/kilogram							
Max Cruise Speed	110/204	155/287	161/298	158/293	158/293	158/293	140/259	160/296
Maximum Speed	130/241	165/306		163/302	170/315	170/315	154/285	170/315
Cruise Speed (SL)	110/204	140/259	150/278	130/241	130/241	130/241	140/259	130/241
Service Ceiling	11,900/ 3,627	16,300/ 4,968	15,000/ 4,572	20,000/ 6,096	20,000/ 6,096	20,000/ 6,096	20,000/ 6,096	20,000/ 6,096
Single Hook Capacity	16,000/ 7,257	20,000/ 9,072	20,000/ 9,072	26,000/ 11,793	26,000/ 11,793	26,000/ 11,793	26,000/ 11,793	26,000/ 11,793
Forward or Aft Hook	--	--	--	17,000/ 7,711	17,000/ 7,711	17,000/ 7,711	17,000/ 7,711	17,000/ 7,711
ENGINES (SL)	Shp/kw							
Type	T55-L- 7C	T55-L- 7C	T55-L- 11 ^{xcv}	T55-L- 712A	T55-L- 714A ^{xcvi}	T55-L- 712A	T55-L- 714A	T55-L- 714A
Maximum Power	2,850/ 2,125	2,850/ 2,125	3,750/ 2,796	3,750/ 2,796	4,867/ 3,629	3,750/ 2,796	4,867/ 3,629	4,867/ 3,629
Normal	2,400/ 1,790	2,400/ 1,790	3,300/ 2,461	3,000/ 2,237	4,168/ 3,108	3,000/ 2,237	4,168/ 3,108	4,168/ 3,108
Military Power (30 min)	2,650/ 1,976	2,650/ 1,976	3,750/ 2,796	3,400/ 2,535	4,527/ 3,376	3,400/ 2,535	4,527/ 3,376	4,527/ 3,376
Emergency	--	--	--	4,500/ 3,356	5,069/ 3,629	4,500/ 3,356	5,069/ 3,629	5,069/ 3,629
Rotor RPM	230	225/230	235/245	225	225	225	225	225

*CH-47B aircraft with crash-resistant fuel tanks had a 566 gallon/2,143 liter total capacity^{xcvii}

**CH-47C aircraft with crash-resistant fuel tanks had a 1,036 gallon/3,922 liter total capacity^{xcviii}

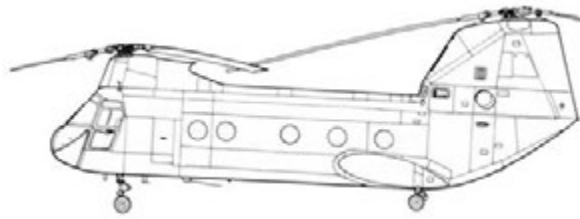
Specifications

<i>Source: www.chinook-helicopter.com</i>		CH-47A	CH-47B	CH-47C	CH-47D
Performance (33,000lbs/Standard Atmosphere)					
Max Cruise Speed (Sea Level)	knots	110	155	161	158
Max Rate of Climb (Sea Level – 30 Min)	ft/min	2,040	2,080	2,590	3,100
Hover Out of Ground Effect Ceiling (10 min)	ft	8,800	10,100	13,600	17,200
Service Ceiling (1 Engine Inoperative-30min Rating)	ft	2,000	n/a	8,500	12,800
Mission Capability (30nmi Radius)					
External Payload Mission (Sea Level/59°F)					
Takeoff Gross Weight	lbs	33,000	39,450	44,400	50,000
Total Mission Fuel	lbs	2,267	2,545	2,848	2,818
Cruise Speed					
Outbound	knots	100	100	100	126
Inbound	knots	130	132	137	135
Payload	lbs	11,063	15,847	18,566	22,686
External Payload Mission (2000ft/70°F)					
Takeoff Gross Weight	lbs	33,000	38,200	42,950	50,000
Total Mission Fuel	lbs	2,108	2,464	2,698	2,738
Cruise Speed					
Outbound	knots	100	100	100	112
Inbound	knots	120	140	140	137
Payload	lbs	11,222	14,698	17,266	22,766
External Payload Mission (4000ft/95°F)					
Takeoff Gross Weight	lbs	31,100	32,500	40,700	42,900
Total Mission Fuel	lbs	1,988	2,222	2,542	2,548
Cruise Speed					
Outbound	knots	92	100	100	101
Inbound	knots	103	144	146	140
Payload	lbs	9,442	9,220	15,172	15,856

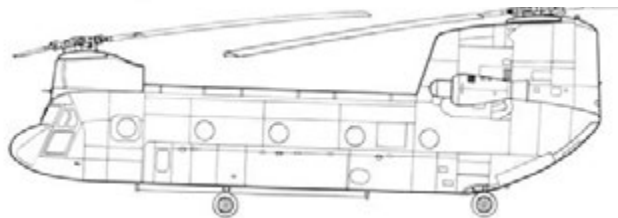
Specifications

Line drawings from *CH-47 Chinook in Action* by Wayne Mutza, courtesy of Squadron/Signal Publications, Carrollton, TX.

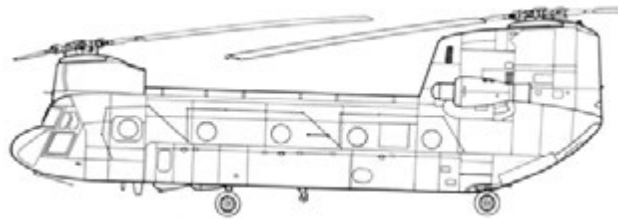
YCH-1A



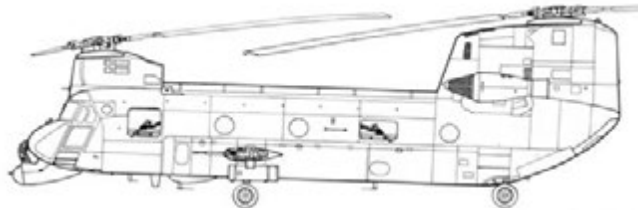
YCH-1B



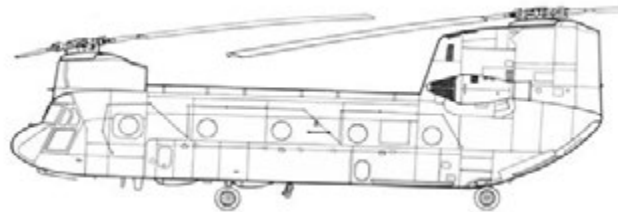
CH-47A



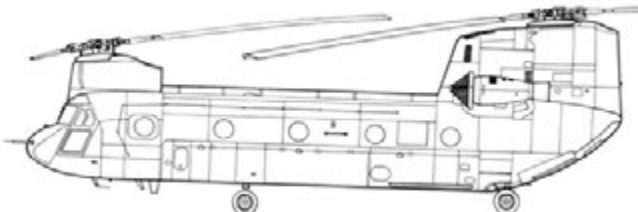
ACH-47A



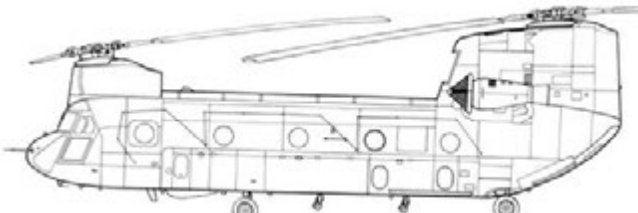
CH-47B



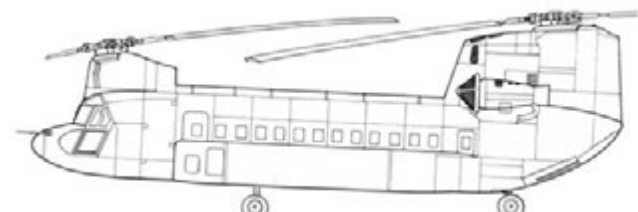
CH-47C



CH-47D



BV-234



Variants

ACH-47A	Gunship version of the aircraft. Four built and used extensively in Vietnam.
BV-234	Civilian version of CH-47C [see Model 234 below]
BV-234-68	Proposed stretched version of BV-234 with 66 passenger capacity
BV-307	Proposed civil variant almost double the size of the CH-47 with capacity for 225 passengers
BV-347	Heavily modified CH-47A with stretched fuselage, retractable gear and variable incidence wing
BV-360	(CH-46X) Advanced Technology Demonstrator using composites and a glass cockpit (Labrador) Royal Canadian Air Force version of the CH-46 designed for Search and Rescue
CH-113	(Voyager) Canadian Army version of the CH-46 designed for medium-lift transport
CH-113A	Canadian CH-47C Model fitted with a power hoist for rescue. Also called "Super C"
CH-147	Canadian CH-47D Model
CH-147D	(Sea Knight) Models A-F. Total of 524 Model 107 design built for the US Navy and Marine Corps starting in 1961. Retired by the Navy in 2004, it is still operated by the Marines.
CH-46	(BV-360) Advanced Technology Demonstrator using composites and a glass cockpit
CH-46X	"Baby C" - Initial deliveries (106) of CH-47C with T55-L-7C engines; later upgraded to full C model standards with T55-L-11C engines.
CH-47(-)	First production model. Entered service in 1962 with gross weight of 33,000lbs
CH-47A	Introduced in 1966 with improved airframe and T55-L-7C engines
CH-47B	Developed in 1967 initially with T55-L-7C; later upgraded to T55-L-11 engines
CH-47C	Upgraded A, B and C models plus 3 new builds. Initially with T55-L-712 engines but later upgraded to T55-L-714. Triple hook system.
CH-47D	"Improved Cargo Helicopter" [ICH] Latest production model. Glass cockpit/re-engineered structure. Max gross weight 50,000lbs
CH-47F	[YCH-47F] Three CH-47F aircraft Engineering and Manufacturing Development prototype aircraft converted from D models. Later inducted into F Model production line.
CH-47F (EMD)	Japanese version of CH-47D manufactured in Japan by Kawasaki Industries
CH-47J	Japanese version of CH-47D with enlarged fuel tanks; manufactured in Japan by Kawasaki Industries. Equivalent to the CH-47SD.
CH-47JA	"Super" D Model with larger fuel tanks built specifically for the Taiwanese Army.
CH-47SD	Temporary designation - grounded for engineer training (12 aircraft)
GCH-47A	RAF version based on the CH-47C. Redesignated HC1B after rotor blade upgrade
HC1 (HC MkI)	[YCH-1B] Production versions of the Vertol Model 107-1 - later redesignated CH-47A
HC-1B	RAF upgrade of the HC1B to 47D standards
HC2 (HC MkII)	HC2 aircraft with strengthened fuselage and provision for refueling probe
HC2A (HC MkIIA)	RAF Special forces version of the US MH-47E. Delivered but not certified for IFR flight and stored for several years. Eventually "upgraded" to HC2 standards
HC3 (HC MkIII)	RAF upgrade of HC2/2A aircraft to roughly match CH-47F standards with Thales avionics suite
HC4 (HC Mk IV)	RAF upgrade of HC3 aircraft to CH-47F standards but with Thales avionics suite
HC5 (HC Mk V)	RAF version of CH-47F
HC6 (HC Mk VI)	Boeing design for a US Air Force Combat Search and Rescue version of the MH-47G
HH-47	Search and Rescue version of the Republic of Korea CH-47SD
HH-47D	Swedish upgraded versions of the CH-46. Used by the Swedish Air Force and Navy
HKP 4/4B	

Variants

ICH	Improved Cargo Helicopter - later designated CH-47F
JCH-47A	Temporary "Joint" Air Force/Army designation for early A models
MH-47D	Special operations version
MH-47E	Special operations version with larger (2000gal) fuel tanks and in-flight refueling capability.
MH-47G	Special operations version with larger (2000gal) fuel tanks and in-flight refueling capability. Max gross weight 54,000lbs
Model 107/V107	[YHC-1A] Vertol tandem rotor prototype that became the CH-46/Model 107
Model 107-1/ V107-1	[YCH-1B] Vertol tandem rotor prototypes (upgraded Model 107) that became the CH-47. Army designation was Model V114
Model 114/V114	Army designation for Boeing Model 107-1
Model 227	Proposed Boeing Heavy Lift Helicopter design approximately twice the size of the CH-47
Model 234	Civilian model of Chinook based on CH-47C Model. Variations include 234LR (Long Range), 234ER (Extended Range -additional internal fuel tanks), MLR (Commercial Transport Version) and 234UT (Utility version)
Model 237	Proposed Boeing Flying Crane design approximately twice the size of the CH-47
Model 297	Proposed Boeing Flying Crane design with three turbine engines
Model 298	Proposed Boeing design for a large heavy-lift helicopter
Model 299	Proposed Boeing design for a very large heavy-lift helicopter
Model 301	(XCH-62) Civil version of the Prototype Heavy Lift Helicopter
Model 307	Proposed civil variant almost double the size of the CH-47 with capacity for 225 passengers
Model 414	International Export version of the CH47C/D
XCH-62	(Model 301) Prototype Heavy Lift Helicopter (HCH)
YCH-47A	Redesignation of YHC-1B prototype aircraft
YCH-47D	One each A, B and C model converted to D model prototypes
YCH-47F	[CH-47F (EMD)] Three CH-47F aircraft Engineering and Manufacturing Development prototype aircraft converted from D models. Later inducted into F Model production line.
YHC-1A	Three initial prototypes based on the Vertol Model 107. Later developed as the CH-46
YHC-1B	[HC-1B] Five initial prototypes based on Model 107-1. Also HC-1B. Redesignated CH-47A

H-47 Fleet Disposition as of 01 Nov 2012

	CH-47A	CH-47B	CH-47C	CH-47D	CH-47F	MH-47D	MH-47E	MH-47G	TOTALS
PROTOTYPE BUILDS	6			3	3				12
Tested to Destruction	2								2
Museum Exhibits	2								2
Salvaged/Attritted	2								2
Converted to Trainer				1					1
Converted to D Model				2					2
Converted to F Model					3				3
	CH-47A	CH-47B	CH-47C	CH-47D	CH-47F	MH-47D	MH-47E	MH-47G	TOTALS
PRODUCTION BUILDS (01 Nov 12)	349	108	288	444	210	12	26	62	1499
In-Service Active Duty				55	148			57	260
In- Service Guard				133	51			0	184
In-Service Reserve				42	0			0	42
In-Service Depot				6	2			2	10
<i>In-Service Total</i>				236	201			59	496

Converted to D Model	164	75	200	2					441
Converted to D Model Prototype	1	1	1						3
Converted to F Model Prototype				3					3
Converted to BC-347	1								1
Converted to MH-47D	6		6						12
Converted to MH-47E			26						26
Converted to MH-47G				39		5	18		62
Converted to Trainer				19					19
Inducted to F Model Program				93	3	4			100
Pending Conversion to G Model							3		3
Transferred to VNAF	71								71
Captured by North Korea			1						1
Sold to Australia				2					2
Sold/Leased to Canada				7					7
Sold to Thailand	2								2
Sold to UAE					2				2
Sold to United Kingdom	1	1							2
On Display (CONUS)	5								5
On Display (Vietnam)	3								3
On Display (China)	1								1
Lost to Accidents (SEA)	45	13	21						79
Lost to Accidents (Iraq)				10					10
Lost to Accidents (Afghanistan)				13	5	1	1	2	22
Lost to Accidents (CONUS)	11	4	8	14			1	1	39
Lost to Accidents (OCONUS)	3	1	9	2		1	1		17
Lost to Enemy Action (SEA)	34	13	15						62
Lost to Enemy Action (Iraq)				1					1
Lost to Enemy Action (Afghanistan)				6	2	1	2		11
Tested to Destruction	3		1						4
Salvaged/Attritted	4								2
Sub Total	349	108	288	209	9	12	26	6	1015
TOTAL PROTOTYPE & PRODUCTION	355	108	288	447	213	12	26	62	1511

Tandem Helicopter Timeline

April	11	1943	First flight of Piasecki PV-2 [Second successful helicopter flight in US]
March	7	1945	First flight of XHRP-X prototype Piasecki PV-3 Rescuer (HRP-1)
		1946	P-V Engineering Forum becomes Piasecki Helicopters
August	15	1947	First flight of production Piasecki HRP-1 Rescuer
March		1948	First flight of prototype Piasecki HUP-1 Retriever
April	11	1952	First Flight of prototype Piasecki YH-21A Workhorse
October		1953	First flight of Piasecki H-21A Workhorse
		1953	First delivery of Piasecki H-25A Mule to US Army
		1953	Delivery of first prototype Piasecki YH-16 Transporter
August		1954	First delivery of Piasecki H-21C Shawnee to US Army
		1956	Piasecki Helicopters renamed Vertol Aircraft Company
July	22	1957	Vertol presentation to US Army on development of tandem rotor helicopters
March	31	1958	Roll-out of first demonstrator Vertol 107 (YHC-1A) N-74060
April	22	1958	Vertol prototype V-107 (YHC-1A) first flight
June	25	1958	Invitation for a General Management Proposal for the US Army Medium Transport Helicopter
June	26	1958	Contract awarded to Vertol for ten YHC-1A aircraft based on V-107 design
March	4	1959	Joint Source Selection Board recommends Boeing Vertol for Weapons System SS471L
June		1959	Contract awarded to Vertol for five airframes, and initial testing of YHC-1B
July		1959	Roll-out of first prototype YHC-1A/YCH-46A (58-05514)
August	27	1959	First flight of YHC-1A/YCH-46A (58-05514)
March	15	1960	Boeing Vertol Aircraft Detail Specification (Report No. 114-X-01) issued
March		1960	Vertol becomes a division of Boeing
April		1960	Vertol Aircraft is acquired by Boeing and becomes Vertol Division of Boeing
April	28	1961	First prototype YHC-1B/YCH-47A (59-04982) rolled out (but not delivered to US Army yet)
May	18	1961	Boeing Vertol Aircraft Detail Specification (Report No. 114-X-201) issued
June		1961	Second prototype YHC-1B/YCH-47A (59-04983) rolled out
July	12	1961	First prototype YHC-1B/YCH-47A (59-04982) damaged in ground accident
September	21	1961	Second prototype YHC-1B/YCH-47A (59-04983) hovers for the first time - first Chinook to fly
October	19	1961	YHC-1/YCH-47A (59-04893) first official flight
December		1961	H-21 Helicopters arrive in Vietnam/First airmobile combat action (Operation CHOPPER)
		1961	Boeing Vertol receives second production contract for additional 18 HC-1Bs
April	26	1962	Fourth prototype YCH-47A (59-04985) delivered to US Army
June	6	1962	Fourth prototype YCH-47A (59-04985) starts climatic tests at Eglin AFB
July		1962	First casualties of the Vietnam War - H-21C Shawnee shot down
July		1962	DoD designates the prototype YHC-1B aircraft as YCH-47A and production aircraft as CH-47A
August	16	1962	Third production aircraft 60-03450 is the first CH-47A delivered to Fort Rucker, AL
August		1962	First flight of production CH-46A
September	4	1962	YCH-47A 59-04985 completes climatic tests at Eglin AFB
October	26	1962	YCH-47A 59-04982 finally delivered to the Army after Boeing testing

Tandem Helicopter Timeline

December	8	1962	Last of the initial production aircraft (60-03451) is delivered to the US Army
February	1	1963	Last (of 5) prototype YCH-47A delivered to US Army
April	8	1963	First production CH-47A (60-03448) delivered to US Army
June		1963	First operational deployment of CH-47A
August	10	1963	First parachute jumps from CH-47A
June	29	1963	Fifth and final prototype YCH-47A (59-04986) delivered to US Army
June	27	1964	CH-21 formally retired
March		1964	First operational deployment of CH-46A
March	19	1965	60-03450 destroyed in testing accident - the first CH-47A lost.
July	19	1965	First accident loss of CH-47A (60-03450) - Alabama
October		1965	First delivery of UH-46A to US Navy
November	6	1965	First Flight of prototype ACH-47A 64-13145
November	10	1965	Official roll-out of first ACH-47A 64-13145
December	30	1965	Four ACH-47As delivered to the US Army
		1965	Boeing Vertol builds an Assembly Center
January	29	1966	First combat loss of CH-47A (63-07913) in Vietnam
June	26	1966	Operational Deployment of three ACH-47As to Vietnam
August		1966	First ACH-47A (64-13151) accident loss in Vietnam
September	9	1966	59-04984 configured as CH-47B test bed with Lycoming T55-L-7C engines
September		1966	First delivery of CH-46D
May	5	1967	Second ACH-47A (64-13145) accident loss in Vietnam
May	10	1967	First CH-47B (66-19098) delivered to US Army
May	12	1967	Last CH-47A (66-19097) delivered to US Army
October	14	1967	First flight of prototype CH-47C (67-18494)
December		1967	First CH-47B deployed to Vietnam
February	22	1968	Third ACH-47A 64-13154 combat loss in Vietnam - ACH-47A missions terminated
February	28	1968	Last CH-47B (67-18493) delivered to US Army
March	30	1968	First CH-47C (67-18494) delivered to US Army
July		1968	First delivery of CH-46F to USMC
September		1968	First CH-47C deployed to Vietnam
		1968	CH-47 production licensed to Elicotteri Meridionali SpA (EMSA)
February		1969	First CH-47A deployed to Alaska
July		1969	First CH-47A deployed to Korea
		1969	CH-47 officially designated "Chinook"
May	27	1970	First flight of Boeing Model 347 (formerly CH-47A 65-07992)
August		1970	First CH-47A deployed to Europe
December	17	1972	First export delivery of CH-47C to Australia
		1973	Canadian Armed Forces orders 8 CH-147 (improved CH-47C)
December	4	1974	LTC James Hesson named first Project Manager for the CH-47 Modernization Program
July	15	1975	Office of the Project Manager CH-47 Modernization Program effective date
July	14	1977	CH-47C 67-18498 shot down/captured in North Korea

Tandem Helicopter Timeline

January	1978	Royal Air Force purchase of 33 HC Mk1 aircraft
March 6	1978	Roll-out of first YCH-47D prototype (65-08008)
May 22	1978	First flight of fiberglass rotor blades on CH-47B 74-22287
May 11	1979	First YCH-47D prototype (65-08008) flight
	1979	First civil version of the Chinook (Model BV234) placed in service by British Airways
July 29	1980	First aircraft (CH-47C 68-15847) inducted to CH-47D upgrade program
September 30	1980	First delivery of HC Mk 1 aircraft to RAF
October 30	1980	Spanish Army orders 3 CH-47D aircraft
June 19	1981	FAA certification of Boeing Model 234 - civilian version of the CH-47C
February 26	1982	First production CH-47D flight
May 20	1982	First CH-47D delivered to US Army
February 28	1983	First delivery of CH-47D to operational unit
May 26	1983	First delivery of MH-47D (82-23763)
May	1983	FAA certification of Boeing Model 234LR (Long Range)
February 28	1984	Initial Operational Capability (IOC) of CH-47D at Ft Campbell, KY
August 15	1985	Last CH-47C (85-24744) delivered to US Army
	1985	CH-47 production licensed to Kawasaki Heavy Industries in Japan
July 4	1986	First flight test of CH-47J produced by Kawasaki
June 10	1987	Boeing Vertol 360 Advanced Technology Demonstrator first flight
November 19	1987	Last CH-47A (63-07921) inducted into CH-47D program
	1987	Boeing Vertol name changed to Boeing Helicopters
September	1988	First CH-47D delivered to an Army Guard unit (Texas)
May 31	1990	First flight of MH-47E (88-00267)
July 31	1990	Last MH-47D delivered (89-00161)
May 10	1991	First delivery of MH-47E (88-00267)
November 25	1992	60-03449 is the last airframe to be inducted into the D model program
January 17	1994	Third Prototype YCH-1B/YCH-47A (59-04984) delivered to US Army
May 16	1995	Last delivery of MH-47E (92-00477)
March 4	2002	First combat loss of CH-47 (92-00471) in Afghanistan
May 15	2002	First prototype YCH-47F delivered to US Army
June 26	2002	Last CH-47D (98-00200) "Mr Potato" delivered
November 3	2003	First combat loss of CH-47 (91-00230) in Iraq
May 19	2004	First MH-47G delivered to US Army
June 15	2006	First production CH-47F (05-08701) rolled out
October 23	2006	First production CH-47F (04-08701) flight
November 17	2006	First delivery of CH-47F (05-08010) to US Army
August	2007	First Unit Equipped with CH-47F (Ft Campbell)
July 22	2010	Delivery of 100th CH-47F (07-08741)
February 10	2011	Last MH-47G (09-03787) delivered to US Army



**Three CH-47 F aircraft in formation near Devils Tower, SD
[aircraft are above the tower]**



**CH-47D, CH-47F and MH-77G in formation over the US
Space and Rocket Center in Huntsville, Alabama**

Chinook Trivia

What is the Chinook named after?

In keeping with Army policy of naming aircraft after Native American tribes, the CH-47 was named after the Chinook Indians who lived along the Columbia River in the Pacific Northwest. Oddly enough, the Chinook tribe was granted official recognition by the US Bureau of Indian Affairs on 4 January 2001 only to have that decision reversed the following year. A new bill, H.R. 3084, The Chinook Nation Restoration Act was introduced in May of 2009, was referred to Committee but died without being enacted at the end of the 111th Congress.



How many Chinooks have been built (so far)?

It depends on how you count them. As of November 2012, a total of 1511 US Army aircraft had been designated as a YCH or CH-47A, B, C, D, F, MH-47D, E or G [but only 1510 were given tail numbers] . All A, B and C models were “new builds”. All D models (except 3 new builds) were converted A, B or C models. All F models are completely new airframes but about 40% of F Models are “remanufactured” – new fuselages but using the dynamic components from D models. The rest of the F models are completely new. Some aircraft have been A models converted to D models and then upgraded to MH-47Gs. All the MH-47G aircraft are converted from earlier models. Approximately 300 Chinooks have been built for other countries and 13 commercial models were manufactured. A total of 496 aircraft (D, F, G) are currently (as of 1 November 2012) flying in the US Army, National Guard and Army Reserve and there are 10 commercial models flying.

How many of each model have been built for the US Army?

Counting prototypes which were assigned new tail numbers and one prototype (B006) that was not given a tail number:

CH-47A – 355 (All new builds)

CH-47B – 108 (All new builds)

CH-47C – 288 (All new builds)

CH-47D – 447 (444 remanufactured A, B and C models/3 new builds)

CH-47F – 213 [as of 1 November 2012] (all new airframes)

MH-47D – 12 (all remanufactured A and C models)

MH-47E – 26 (all remanufactured C models)

MH-47G – 62 (all remanufactured D, MH-D and MH-E models)

TOTAL 1511 [As of 01 November 2012]

Chinook Trivia

How many flight hours did the first Chinook prototype [59-04982] accumulate?

None. 59-04982 was damaged during a ground run and never flew. It was used for static and ballistic testing.

What was the other Chinook that never flew?

Build 006 was built as a static test article and never was intended to fly and therefore was not issued a tail number.

What early tandem-rotor helicopter was featured on a Viet Cong postage stamp?

In 1963, to honor the third anniversary of the founding of the Viet Cong, a postage stamp was issued showing VC soldiers shooting down a CH-21 Shawnee. This stamp was featured on the cover of Life magazine on 26 February 1965. The CH-21 was the first tandem-rotor helicopter to serve in Vietnam and was active from 1961 until replaced by the CH-47 Chinook.



How did the Viet Cong describe the CH-21 Shawnee in a 1963 captured document?

“The [helicopter] type used to carry troops is very large and looks like a worm. It has two rotors and usually flies at an altitude of 200-300 meters. To hit its head, lead by either one length or two-thirds of a length when it flies horizontally” This guidance proved unproductive when a CH-21 pilot dropped onto a landing zone only to see a Viet Cong squad debouch from the trees and open fire at point blank range. Convinced of the necessity to ‘lead’ the helicopter, they poured their fire into the ground twenty yards in front of him and he took off without a single hit.^{xcix}



Has the United States ever issued a Chinook stamp?

No. The US Postal Service has issued more than one hundred aviation stamps but only two with a helicopter – the 1988 airmail stamp honoring Igor Sikorsky and the 1999 Vietnam War stamp. The only Chinook that has appeared on a US stamp is “custom postage”.



Chinook Trivia

What is “custom postage”?

Zazzle (www.zazzle.com) now offers custom US postage with a photo or drawings of a Chinook.



What other countries have featured the Chinook on their postage stamps?

Cambodia, British Virgin Islands, Vietnam, Ascension Island, Palau, and the Falkland Islands



What is unique about the D model serial number 88-00084?

D models 88-00062 to 00083 and 88-00085 to 000109 were built and SN 88-00084 was initially assigned to the conversion of CH-47C 68-15838. While on the assembly line, that aircraft was selected to become the MH-47E prototype 88-00267 so the D model 88-00084 was never produced.

Chinook Trivia

How many D Models were “new builds”?

Three - [92-00367, 92-00368 and 98-02000 (AKA Mr. Potato Head)]. All other D Models were converted from A, B and C Models.

How many F Models are “new builds”?

Approximately 60%% of the F models produced so far are complete “new builds”. Unlike the D models, the other “remanufactured” F models have completely new fuselages and are built with parts/equipment recovered from D models.

Is there any way to tell the F Model “new builds” from “remanufactured”?

There is no difference in outward appearance. The tail numbers, however, mark the aircraft as one or the other. Aircraft with tail numbers starting with 080 or 081 (e.g. 05-08012) are “remanufactured” and those starting with 087 or 088 are “new builds”.

What is the oldest Chinook still flying? [as of 1 November 2012]

The oldest Chinook still flying is an A model that was converted to a D model and is still serving in the Washington National Guard (no F models use old airframes). There are actually two candidates for this honor. CH-47D 91-00261 was originally CH-47A 61-02409, the 13th H-47 built. It was accepted by the Army on 9 January 1963, accumulated 2,463 hours as an A model, was placed in storage at the Military Aircraft Storage and Disposition Center (MASDC) from 1978 to 1991 when it was inducted into the D model program. 91-00261 was delivered to the Army on 4 September 1992. From the date of acceptance, this is the oldest Chinook still flying. CH-47D 92-00309 was originally CH-47A 60-03449 and was the 8th Chinook built by Boeing Vertol. For reasons that are not clear, the aircraft was not accepted by the Army until 20 February 1963, almost six weeks after 61-02409. 60-03449 accumulated only 275 hours as an A model and was the last A model to be placed in MASDC from 1988 to 1992 when was the last A model to be inducted to the D model program on 25 November 1992. 92-00309 was delivered to the Army on 28 February 1994 and is still flying with the Nevada/Montana National Guard. Arguably, it is the oldest Chinook that was built still flying but until the aircraft is accepted by the Army, it hasn't technically begun its life.

Are there any other transport aircraft from the 1960s still in production in addition to the Chinook?

The Air Force C-130 first flew in 1958 and the C-130J is still in production.

Chinook Trivia

What is the fastest US Army helicopter?

Believe it or not, it is (and always has been) the Chinook. With a top speed of 170 knots or 196 mph for the CH-47F, it is 17 knots faster than the Apache and 11 knots faster than the Blackhawk. The AH-64D Apache Maximum Level Flight Speed is 153 knots or 176 mph according to the Boeing data sheet dated March 2012. The UH-60L Blackhawk has a maximum speed of 159 knots or 183 mph. At higher altitudes, the CH-47 performance difference is even more pronounced compared to any tail-rotor helicopter.

Where are the six surviving CH-47A models on display in the United States?



59-04984 Ft Eustis VA



59-04986 Waverly Hall GA



60-03451 Ft Rucker AL



61-02408 Ft Campbell KY



64-13149 "Easy Money" Redstone Arsenal AL



65-07992 Converted to BV347 Ft Rucker AL

Chinook Trivia

Where are the other four (captured) CH-47A aircraft displayed overseas?



65-08025 Khe Sahn Vietnam



66-00086 Ho Chi Minh City Vietnam



66-00082 Hanoi Vietnam



66-00094 Datangshan China

What happened to some of the first Chinooks that were built?

B001 – 59-04982 – first prototype; damaged; never flew; tested to destruction

B002 – 59-04983 – first to fly; used as maintenance trainer; sold to civilian company; cockpit section used for RAF simulator

B003 – 59-04984 – used as maintenance trainer; sold to civilian company; sold back to Ft Eustis Transportation Museum for restoration

B004 – 59-04985 – used for extreme weather testing; attrited in 1986;

B005 – 59-04986 – used as maintenance trainer; sold to civilian organization; fuselage on display in Waverly, GA

B006 – N/A – built as ground test aircraft; never flew; tested to destruction

B007 – 60-03448 – first production aircraft; used as maintenance trainer; attrited;

B008 – 60-03449 – converted to D Model 92-00309; assigned to Nevada/Montana NG

B009 – 60-03450 – first A model delivered to Army unit; destroyed in accident

B010 – 60-03451 – on display at Ft Rucker museum

B011 - 60-03452 - attrited, no details available

B012 - 61-02408 - on display at Ft Campbell museum

B013 - 61-02409 - converted to D model 91-00261; assigned to the Washington NG

B014 - 61-02410 - converted to D model 91-00265; assigned to the Iowa National Guard

B015 - 61-02411 - first Army CH-47A lost to accident 29 Jan 1964 [Earlier loss was not yet accepted by the Army]

Chinook Trivia

What is the glow on the rotor blades?

The visible halo over the Chinook in the photo is called the Kopp-Etchells effect and is caused by sand particles hitting the titanium abrasion strips on the leading edge of the rotor blades. The effect was named in honor of fallen soldiers Corporal Benjamin Kopp (US Army) and Corporal Joseph Etchells (British Army). Reporter Michael Yon took the photo in Afghanistan and named the phenomenon.



Why is 98-02000 called “Mr. Potato Head”?

98-02000 was assembled from “left-over” parts at the Boeing plant. It was the last D Model produced and was delivered to the Army 26 June 2002, almost seven years after the end of the regular production run which delivered 93-00934 on 22 December 1995.



How many A Models were stored at the Military Aircraft Storage and Disposition Center at Davis Monthan AFB prior to being converted to D Models?

30 [Actually, there were 31 CH-47A inductions to MASDC but one aircraft [61-02421] was stored, returned to service and stored a second time]. The aircraft were placed in storage starting in 1975. Over the period 1983-1994, all 30 aircraft were removed from storage and upgraded to D models.



Where is the forward fuselage section of CH-47D 83-24105 on display?

At the RAF Museum in London in the exhibit celebrating the famous RAF Chinook [HC2 ZA718] “Bravo November” and its Distinguished Flying Cross Falkland Islands and Afghanistan exploits.



Chinook Trivia

Was the Chinook ever used as a weapons delivery system?

The ACH-47A gunships used in Vietnam (Guns-a-go-go) were the only Chinooks specifically designed as a weapons delivery system and were quite successful. The standard Chinook was used occasionally in Vietnam as a “bomber” to deliver drums of napalm and tear gas from the rear cargo ramp.

The ACH-47A gunship “Cost of Living” had a different name when it first arrived in Vietnam – what was it?

64-13145 was originally called “Crazy 8”. It is not known why the name was changed

Where is the only surviving ACH-47A “Guns-a-go-go” aircraft on display?

Redstone Arsenal, Alabama



What was the armament on the ACH-47A gunships?

Probably the most heavily armed helicopter in the world, the four ACH-47A gunships carried a 40mm grenade launcher, two 20mm cannons, two 2.75-inch rocket launchers plus five crew-operated 50-caliber machine guns. The standard ammunition load was 500 rounds of 40mm, 800 rounds of 20mm, 38-2.75in rockets and 5,000 rounds of 50-caliber. One enterprising flight engineer mounted twin 7.62mm M-60 machine guns in the cargo hatch to allow firing directly below the aircraft.



CH-47 helicopters have been manufactured in which two countries under license?

Italy - CH-47C by Elicotteri Meridionali (now AugustaWestland) and Japan - CH-47J/JA by Kawasaki Industries (now Kawasaki Heavy Industries Aerospace Company)

Chinook Trivia

Many Chinooks were lost to enemy action in Vietnam, Iraq and Afghanistan. What were the details of a CH-47C that was shot down by North Korea?

67-18498 strayed across the DMZ and landed to check for damage after shots were fired by the South Korean Army to warn the crew that they were headed toward North Korea. After taking off, the aircraft was shot down by a North Korean MiG-21 Fishbed^c and three of the four crewmen were killed.

What highly modified CH-47A is on display at Ft Rucker?

The aircraft known as BV-347 was a CH-47A [65-07992] before undergoing extensive modification as an advanced technology demonstrator. The aircraft was “stretched” by 110 inches, had retractable landing gear, a four blade rotor system and, most notably, a hydraulically actuated wing mounted on top of the fuselage.



How many Chinooks were lost in the Vietnam War?

79 US Chinooks were lost to accidents and 62 were lost to enemy action in Vietnam, Laos and Cambodia. The Vietnamese Air Force (VNAF) lost 6 to accidents, 36 to enemy action and 33 were captured by the North Vietnamese Army (NVA) at the end of the war. Four of the captured aircraft are on display at museums in Vietnam (Ho Chi Minh City (Saigon), Khe Sanh, Hanoi) and an Air Museum in China.

What is the back story on the last US Army Chinook lost in Vietnam?

CH-47C 67-18529 was shot down by ground fire on 16 Feb 1973 – three weeks after the signing of the peace accord that ended US combat involvement in the Vietnam War. The normally marked aircraft was on a peacekeeping supply mission for the Joint Military Commission but was a replacement for one that was specially marked with orange zebra stripes to identify it as part of the Commission. One crew member, SP5 James Scroggins, died as a result of burns suffered in the crash of the aircraft and was the last Army Aviation crewman killed in action in Vietnam. SP5 Scroggins had received the Distinguished Flying Cross a few months earlier for his use of a flare to disrupt a heat-seeking missile fired at his aircraft.

Chinook Trivia

What was the official term for Small Arms fire in the combat incident reports from the Vietnam War?

“Gun launched non-explosive ballistic projectiles less than 20mm in size (7.62MM or 12.7MM)”

For the record, here are some other definitions:

Explosive Weapon - Non-Artillery launched or static weapons containing explosive charges (RPG, MORTAR, MINE or ROCKET)

Anti-Aircraft Artillery – Gun launched explosive ballistic projectiles equal to or greater than 20MM in size (20MM)

What company “borrowed” eight CH-47C models during the Vietnam War (and returned them all in flying condition)?

Air America – a passenger and cargo “airline” owned and operated by the Central Intelligence Agency (CIA)



What was the most expensive load carried by a Chinook?

In 2004, three Chinooks carried a total of \$1.7billion in \$100 bills from one location to another in Iraq. That was about \$566 million and 14,000 pounds per helicopter.



What was the most unusual accident involving a CH-47?

CH-47C 67-18787 was enroute in the cargo hold of an Air Force C-133 Cargomaster aircraft when that aircraft crashed after an explosive decompression of the transport plane’s cabin.



Chinook Trivia

What was the largest helicopter in the world in 1953?

The Piasecki YH-16 “Transporter” which had a max takeoff weight of 33,600lbs and a useful load of about 11,000lbs.



What is the largest helicopter in the world today?

The Mil Mi-26 “Halo”. With its 105ft 8-blade rotor, it has a max gross takeoff weight of 123,450lbs and a usefull load of about 44,000lbs. The size comparison with the Chinook is shown in this photo



What was the largest helicopter ever built?

The Mil V-12 [would have been called the Mi-12 “Homer” if it had gone into production], first flew in 1968 and had a two-rotor transverse system similar to that seen on the first successful tandem helicopter, the Fw 61. Two V-12 prototypes were built. The aircraft had a maximum gross takeoff weight of 231,850lbs and an *internal* payload of 55,000lbs in the VTOL mode. Each of the twin rotors had a diameter of nearly 115ft. Originally designed for rapid deployment of strategic missiles, the aircraft was too big and difficult to maneuver. Both prototypes were flown successfully but were taken out of service in 1974.



Chinook Trivia

Which Chinook has the distinction of (safely) completing a complete snap roll and then being used for tests which inadvertently resulted in the destruction of the aircraft?

That would be CH-47D 84-24156 which rolled inverted due to unknown causes, recovered and landed damaged but safely. The aircraft was subsequently being used for ballistic tests but went into ground resonance as the engines were started for the tests. The aft pylon was ripped off the aircraft and no live fire testing was actually performed.



What other Chinook accident involved an aircraft that was not actually flying under its own power?

CH-47A 62-02125 was being carried as a sling load under another Chinook at Lawson Army Airfield in 1964 when load vibrations force the crew to release the load at about 800 ft. The "load" was flattened significantly by the force of the crash.



What happens if a Chinook loses power on one engine?

The engines are linked and a single engine can provide enough power to drive both rotors and maintain flight.

Why does the Chinook only have one wheel on each of the aft landing gear instead of two like the forward gear? ^{ci}

The first 75 Chinooks had small, dual *hard rubber* wheels which had a tendency to sink into hot asphalt parking areas. The design was changed to a single aft inflatable wheel (matching the ones on the forward gear) - the dual *inflatable* wheels were not required since the forward gear supported more of the aircraft weight. There are only two remaining aircraft with dual aft landing gear - 60-03451 [at Ft Rucker] and 61-02408 [at Ft Campbell].



Early CH-47A Aft Landing Gear (hard rubber)

Chinook Trivia

How can you tell the difference between an A model and the other models?

The A Model has a unique aft pylon with a pointed aft section and also does *not* have the strakes along the lower rear portion of the fuselage.



CH-47A

CH-47D

How can you tell the difference between a D model and the A, B and C models?

The D model has a large opening at the leading edge of the aft pylon for the transmission cooling assembly [also on the F, MH-D, E and G]. The D and later models also have a triple hook system.



CH-47D

CH-47A, B, C

How can you tell the F model from the other types?

The paint job is a dead giveaway but other than that, the dual pitot tube on the starboard side of the nose is unique to the F.



CH-47F Dual Pitot Tube

What was the story behind the last VNAF Chinook lost in Vietnam?

CH-47A 66-00081 had been transferred to the Vietnamese Air Force in February of 1972. On the 30th of April 1975 as Saigon fell to the North Vietnamese Army, many VNAF pilots used their assigned aircraft to save their families. Ba Nguyen flew his family of ten on 66-00081 off the coast of South Vietnam to the USS Kirk, a US Navy Destroyer Escort. Unable to land on the fantail because of the size of the helicopter, Nguyen hovered over the ship as the family jumped (or in the case of his 10month old daughter, was thrown down) safely to the deck of the ship. Nguyen then landed the aircraft in the water next to the ship, took off his flight suit (which had thousands of dollars in small gold bars sewn in) threw it into the water and escaped the sinking aircraft, and swam to the ship in just his skivvies. He and his family were broke but safe.



Chinook Trivia

How many golf balls would it take to fill a CH-47?

According to Boeing engineers, the answer is 180,000!^{ci} [Given that a regulation golf ball has a diameter of 1.680 inches, it has a volume of 2.4827 cubic inches [$V = 4/3\pi r^3$]. The cargo cabin of a CH-47 is 1,474 cubic feet or 2,547,072 cubic inches. At a 100% packing factor, it would take 1,026,217 golf balls to fill the cabin (and they would weigh 103,904lbs). A more reasonable packing factor of about 65% would take *only* 667,041 golf balls weighing approximately 67,538lbs.] Boeing's estimate of only 180,000 might have included the balls in sleeves and original boxes.

What movie featured Angelina Jolie being dropped off in Siberia by CH-47 aircraft?

Lara Croft: Tomb Raider, 2001



What recent movie featured a Chinook supporting a SEAL team extraction?

Act of Valor, 2012



Chinook Trivia

Can the CH-47 land and take off from the water?

Yes, it can. Amphibious operations have been part of tandem helicopter operations since the HUP.



What were the dates for the first delivery of each Chinook production model?

CH-47A – 06/29/1962 [60-03450]

CH-47B – 05/10/1967 [66-19098]

CH-47C – 03/29/1968 [67-18495]

CH-47D – 3/31/1982 [81-23381]

CH-47F – 11/30/2006 [04-08701]

MH-47D – 5/26/1983 [82-23763]

MH-47E – 5/10/1991 [88-00267]

MH-47G – 5/19/2004 [00-02160]

Is there actually a beer called “CH-47”?

Actually, it is an ale and is called CH-47 Pale Ale by Fegley’s Brewworks in Pennsylvania and is only available at their Bethlehem Brew Works location. Here is their description of the ale: “A hefty sling load weight of Chinook hops gives this beer its distinctive bite, Chinook and Amarillo hops contribute to its citrus like aroma”.



Chinook Trivia

Can you spot the Bow Tie that has always been a part of the CH-47?



What is the maximum airspeed for the CH-47 sideways or backward?

According to the -10, the maximum airspeed in "sideward" and "rearward" flight is 45 knots

What was the first overseas deployment of the CH-47F?

In February 2008, four CH-47F aircraft were deployed to Liberia to support President Bush's visit to Africa.



Chinook Trivia

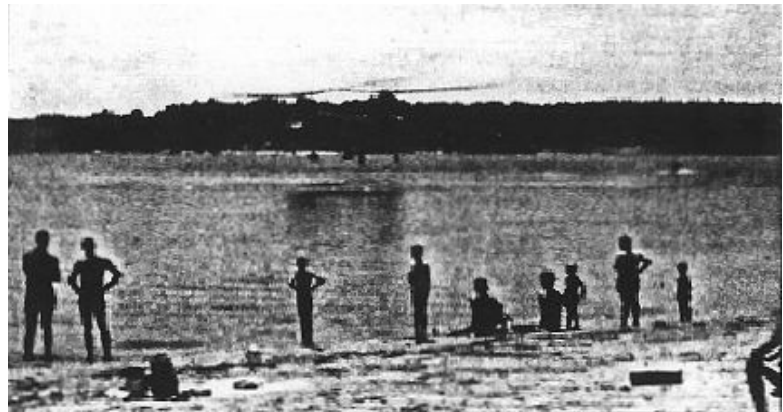
What is this Chinook sling load?

This is the roof section of the central parlor of the new Mustang Ranch at the Wild Horse Adult Resort & Spa near Reno, Nevada. The aircraft belongs to Columbia Helicopters. Additional comments about hookers would be redundant.



Has a CH-47 ever been used to tow a water skier?

As unbelievable as it may sound, the answer is yes. Scott Burke, a Chinook Instructor Pilot at Fort Rucker was photographed being pulled across Lake Tholocco by a CH-47 sometime in the 1960's. The photograph and an article about the event (which was



approved by the Commanding General) appear on the www.chinook-helicopter.com website. According to the article, Burke skied behind the Chinook holding onto a long rope and holding a “very wet and heavy sandbag” that would keep the rope out of the rotors in the event that he fell down. Aside from going airborne for a few seconds during a turn, everything apparently went without incident.

Chinook Trivia

What other heavy lift helicopter served in Vietnam?

Sikorsky CH-54A and B models (Tarhe) were available to be used as “flying cranes” in Vietnam (only 61 A models and 28 B models were built for the US Army and not all were deployed). With a sling load



lifting capacity of 20,000 lbs (A model) and 24,000 lbs (B model), these aircraft were used by three heavy helicopters companies during the war. In addition to sling loads like downed aircraft, bulldozers, tanks and artillery pieces, the CH-54 was occasionally used to drop the 10,000lb M121 and 15,000lb BLU-82 “daisy cutter” bombs used to “create” helicopter landing zones (see photo). This mission was labeled “mine-laying” by the Army to avoid protests by the Air Force about bombing missions^{ciii}. [Author’s note: this mission was later assumed by Air Force C-130 aircraft using aerial delivery platforms rigged with cargo parachutes to drop the bombs]. Nine CH-54’s were lost in Vietnam.

How much did a Chinook cost back in the days of the Vietnam War?

According to the Army Aviation Directorate (ASSFOR) in 1969, the CH-47C cost \$1.5 million. The CH-54A cost was listed at just over \$2 million. For comparison purposes, the UH-1H cost \$307,000 at that time.

What famous real estate tycoon owned two civilian versions of the CH-47 and used them to shuttle his clients from New York City to casinos in New Jersey?

Donald Trump



Chinook Trivia

What aircraft was a CH-47C that was upgraded to a CH-47D and then selected as one of the three prototype CH-47Fs and where is it today?

67-18541 was upgraded to 83-24121 which became an EMD F Model 03-08003 which was subsequently inducted into the "real" F Model program. The airframe found its way to Hampshire, England where it has been repainted in Royal Air Force livery and sits outside the main gate at RAF Odiham which is home to the RAF Chinooks. The photos show the transition from the Army to the RAF.



Chinook Trivia

Which of the athletic shoe companies proudly displays their stripes on a Chinook?

One of the lesser known vendors supporting the Chinook program appears to be Addidas – or so it would seem by these photos of the ski-equipped MH-47G 05-03761. Notice the box-like attachment to the refueling boom – that is a replacement radar altimeter because the skis interfered with the standard one.



Aircraft Database – Attachment A

This data base (Appendix A) is one layout of a larger H-47 database and provides the basic information about every Chinook ever built for the US Army from the first prototype to the F models still in production. The following fields are included:

Build – sometimes referred to as the “construction number” or “manufacturer’s serial number”, this is a sequential number assigned to each aircraft. It is generally but not always the sequence in which the aircraft are built. Build numbers are normally assigned by the manufacturer.

Serial Number – Often called a “tail number” and is an identification number normally painted on the tail of the aircraft (or in the case of the Chinook, the aft pylon). Serial numbers for US military aircraft are assigned with the first two digits indicating the fiscal year of the contract for the aircraft production. Military serial numbers are unique – no other aircraft of any service will have the same tail number.

Combat Service – An indication of which theater (if any) the aircraft served in a combat support role. In this database, the service ribbons are used as follows:



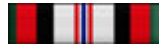
Vietnam/Laos/Cambodia



Operation Desert Shield/Desert Storm



Operation Iraqi Freedom



Operation Enduring Freedom (Afghanistan)

Note: Service records for Iraq and Afghanistan were not complete at the time this version of the database was published and not all aircraft that have served in theater have been annotated.

Many aircraft served in both Iraq and Afghanistan but only the latest theater is shown

Delivery Date – This is normally the date that the US Army signed the DD Form 250, Material Inspection and Receiving Report which marks the delivery of the aircraft by the manufacturer. In the case of the H-47, the aircraft was often completed and tested for some time before being accepted by the Army. The first CH-47A prototype was completed in June 1961, flew for the first time in September 1961 but was not delivered to the Army until October 1962.

Previous Model – for aircraft being remanufactured or converted from a previous model. Note that for F models, the previous model will indicate CH-47D for remanufactured aircraft and NB-XXX for new build aircraft.

Previous Serial Number – for remanufactured F models, while this serial number refers to a D model whose dynamic components were used to equip the new F model airframe, there is no actual “connection” to that aircraft.

Aircraft Database – Attachment A

Disposition – This is a snapshot of the status of the aircraft as of 01 October 2012.

Loss Date – The date the aircraft was lost, destroyed, captured or attritted.

Induction Date – The date the aircraft was inducted into an upgrade/conversion program

New Serial Number – The tail number assigned to the upgraded/converted aircraft. Note that for the F model, the “new” serial number is for a completely new airframe.

New Model – The model of the upgraded/converted aircraft.

The complete H-47 Database includes a separate page for each aircraft and includes scrollable text regarding that particular tail number and, where possible, a photograph of the specific aircraft. Because of the size of this layout of the database (1,600 pages), we are working on an electronic distribution format. The following page is a sample of the layout. [Text may be truncated in the pdf version of this layout]

Build
B069

Delivery Date
08 Sep 1964

Induction Date

Prev Model

Prev SN

63-07915



Status

Converted to D Model

CH-47A

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
18 Aug 1992

Serial Number
92-00298

Loss Date Transfer Date

63-07915, Boeing build number B-069, was a CH-47A helicopter. The U.S. Army acceptance date was 8 September 1964. 63-07915 accumulated 2,923.5 aircraft hours. At some point, 63-07915 was in storage at Davis Monthan as XM0029 from Apr 25, 1988 through about June 1992. On 18 August 1992, 63-07915 was inducted into the D model program and converted to 92-00298. Photo: 63-07915 in Vietnam May 1966 hovering over a fire support base.

VHPA RVN INCIDENTS JUN 1966-JAN 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	546	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196611	31	577	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196612	20	597	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196701	28	625	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196702	35	660	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196703	34	694	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196704	65	759	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196705	40	799	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196706	40	819	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196707	0	839	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196708	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196710	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	13	852	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	90	942	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	0	942	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	66	1000	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	45	1053	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	55	1108	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	42	1150	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	70	1220	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	19	1239	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	57	1296	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	83	1379	WIDZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1966, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as to be loaned to organizations like the Sea Helicopter. In many cases, the data will indicate locations like "H Word" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6820. Combat incident report data frequently indicate aircraft activity before the GOLDBOOK entries.

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







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- ci “The Landing Gear System” www.chinook-helicopter.com
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- ciiii Vietnam Choppers – Helicopters in Battle 1950-1975

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B001	59-04982	YCH-47A		10/26/1962			Tested to Destruction	06/01/1971			
B002	59-04983	YCH-47A		04/24/1964			Attrited/Cockpit used for simulator for RAF	03/01/1970			
B003	59-04984	YCH-47A		01/17/1964			Museum Display - Ft Eustis VA				
B004	59-04985	YCH-47A		04/26/1962			Attrited	03/01/1970			
B005	59-04986	YCH-47A		01/01/1963			Fuselage on Display - Waverly Hall GA	04/11/1975			
B006	N/A	YCH-47A		01/01/1963			Tested to Destruction	04/11/1975			
B007	60-03448	CH-47A		02/08/1963			Attrited	05/25/1972			
B008	60-03449	CH-47A		02/20/1963			Converted to D Model		11/25/1992	92-00309	CH-47D
B009	60-03450	CH-47A		06/29/1962			Accident/Destroyed [US]	03/19/1965			
B010	60-03451	CH-47A		12/08/1962			Museum Display - Ft Rucker AL				
B011	60-03452	CH-47A		12/14/1962			Attrited	05/25/1972			
B012	61-02408	CH-47A		12/19/1962			Museum Display - Ft Campbell KY				
B013	61-02409	CH-47A		01/09/1963			Converted to D Model		07/25/1991	91-00261	CH-47D
B014	61-02410	CH-47A		02/13/1963			Converted to D Model		09/20/1991	91-00265	CH-47D
B015	61-02411	CH-47A		02/14/1963			Accident/Destroyed [US]	01/29/1964			
B016	61-02412	CH-47A		02/15/1963			Converted to D Model		08/27/1992	92-00301	CH-47D
B017	61-02413	CH-47A		03/28/1963			Converted to D Model		09/01/1992	92-00299	CH-47D
B018	61-02414	CH-47A		04/25/1963			Sold to UK				
B019	61-02415	CH-47A		04/30/1963			Converted to D Model		09/27/1991	91-00266	CH-47D
B020	61-02416	CH-47A		04/29/1963			Converted to D Model		07/18/1991	91-00260	CH-47D
B021	61-02417	CH-47A		05/31/1963			Converted to D Model		10/11/1991	91-00267	CH-47D
B022	61-02418	CH-47A		05/31/1963			Tested to Destruction at NASA Langley	08/04/1976			
B023	61-02419	CH-47A		05/31/1963			Converted to D Model		10/18/1991	91-00268	CH-47D
B024	61-02420	CH-47A		06/27/1963			Converted to D Model		09/06/1991	91-00264	CH-47D
B025	61-02421	CH-47A		06/29/1963			Converted to D Model		11/01/1991	91-00269	CH-47D
B026	61-02422	CH-47A		06/29/1963			Converted to D Model		01/08/1987	87-00074	CH-47D
B027	61-02423	CH-47A		06/30/1963			Converted to D Model		11/08/1991	91-00270	CH-47D
B028	61-02424	CH-47A		07/30/1963			Converted to D Model		11/20/1986	87-00070	CH-47D
B029	61-02425	CH-47A		07/31/1963			Accident/Destroyed [US]	04/15/1969			
B030	62-02114	CH-47A		08/23/1963			Converted to D Model		08/29/1991	91-00263	CH-47D
B031	62-02115	CH-47A		08/28/1963			Converted to D Model		12/03/1991	92-00280	CH-47D
B032	62-02116	CH-47A		08/31/1963			Converted to D Model		01/03/1992	92-00282	CH-47D
B033	62-02117	CH-47A		09/25/1963			Converted to D Model		01/26/1987	87-00076	CH-47D
B034	62-02118	CH-47A		09/13/1963			Converted to D Model		02/23/1987	87-00080	CH-47D
B035	62-02119	CH-47A		09/08/1963			Converted to D Model		11/11/1992	92-00307	CH-47D
B036	62-02120	CH-47A		10/28/1963			Accident/Destroyed [US]	07/29/1970			
B037	62-02121	CH-47A		10/31/1963			Accident/Destroyed [RVN]	05/09/1966			
B038	62-02122	CH-47A		10/31/1963			Accident/Destroyed [US]	10/31/1963			
B039	62-02123	CH-47A		11/19/1963			Converted to D Model		09/09/1992	92-00302	CH-47D
B040	62-02124	CH-47A		11/27/1963			Converted to D Model		11/18/1992	92-00308	CH-47D
B041	62-02125	CH-47A		11/27/1963			Accident/Destroyed [US]	04/29/1964			
B042	62-02126	CH-47A		12/27/1963			Accident/Destroyed [US]	03/04/1965			
B043	62-02127	CH-47A		12/31/1963			Converted to D Model		05/22/1992	92-00293	CH-47D
B044	62-02128	CH-47A		01/04/1964			Converted to D Model		07/07/1992	92-00296	CH-47D
B045	62-02129	CH-47A		01/22/1964			Converted to D Model		09/24/1987	87-00108	CH-47D
B046	62-02130	CH-47A		01/28/1964			Converted to D Model		02/14/1992	92-00286	CH-47D
B047	62-02131	CH-47A		01/29/1964			Converted to D Model		02/28/1992	92-00287	CH-47D
B048	62-02132	CH-47A		02/14/1964			Converted to D Model		03/23/1987	87-00084	CH-47D
B049	62-02133	CH-47A		02/14/1964			Converted to D Model		04/06/1987	87-00086	CH-47D
B050	62-02134	CH-47A		02/27/1964			Accident/Destroyed [US]	07/10/1965			
B051	62-02135	CH-47A		03/13/1964			Converted to D Model		04/30/1984	84-24182	CH-47D
B052	62-02136	CH-47A		04/22/1964			Converted to D Model		04/20/1987	87-00088	CH-47D

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B053	62-02137	CH-47A		04/24/1964			Converted to D Model		05/04/1984	84-24184	CH-47D
B054	63-07900	CH-47A		04/23/1964			Converted to D Model		09/25/1992	92-00305	CH-47D
B055	63-07901	CH-47A		04/30/1964			Accident/Destroyed [RVN]	12/18/1966			
B056	63-07902	CH-47A		04/30/1964			Converted to D Model		05/04/1987	87-00090	CH-47D
B057	63-07903	CH-47A		05/18/1964			Converted to D Model		05/18/1987	87-00092	CH-47D
B058	63-07904	CH-47A		05/25/1964			Converted to D Model		06/02/1987	87-00094	CH-47D
B059	63-07905	CH-47A		05/27/1964			Converted to D Model		03/27/1992	92-00289	CH-47D
B060	63-07906	CH-47A		06/22/1964			Converted to D Model		06/16/1987	87-00096	CH-47D
B061	63-07907	CH-47A		06/26/1964			Converted to D Model		06/30/1987	87-00098	CH-47D
B062	63-07908	CH-47A		06/29/1964			Converted to D Model		04/10/1992	92-00290	CH-47D
B063	63-07909	CH-47A		07/24/1964			Converted to D Model		07/15/1987	87-00100	CH-47D
B064	63-07910	CH-47A		07/29/1964			Accident/Destroyed [RVN]	11/18/1966			
B065	63-07911	CH-47A		07/29/1964			Converted to D Model		07/29/1987	87-00102	CH-47D
B066	63-07912	CH-47A		08/25/1964			Converted to D Model		06/22/1992	92-00295	CH-47D
B067	63-07913	CH-47A		08/29/1964			Accident/Destroyed [RVN]	01/29/1966			
B068	63-07914	CH-47A		08/31/1964			Converted to D Model		08/26/1987	87-00104	CH-47D
B069	63-07915	CH-47A		09/08/1964			Converted to D Model		08/18/1992	92-00298	CH-47D
B070	63-07916	CH-47A		09/28/1964			Converted to D Model		05/08/1992	92-00292	CH-47D
B071	63-07917	CH-47A		10/01/1964			Converted to D Model		09/10/1987	87-00106	CH-47D
B072	63-07918	CH-47A		10/14/1964			Converted to D Model		05/07/1984	84-24186	CH-47D
B073	63-07919	CH-47A		10/29/1964			Converted to D Model		03/09/1987	87-00082	CH-47D
B074	63-07920	CH-47A		10/29/1964			Converted to D Model		10/22/1987	87-00112	CH-47D
B075	63-07921	CH-47A		11/16/1964			Converted to D Model		11/19/1987	87-00116	CH-47D
B076	63-07922	CH-47A		02/23/1965			Converted to D Model		04/11/1983	83-24107	CH-47D
B077	63-07923	CH-47A		11/27/1964			Converted to D Model		01/05/1983	83-24111	CH-47D
B078	64-13106	CH-47A		12/22/1964			Destroyed by Enemy Action [RVN]	02/26/1969			
B079	64-13107	CH-47A		12/28/1964			Destroyed by Enemy Action [RVN]	09/21/1967			
B080	64-13108	CH-47A		12/23/1964			Converted to D Model		09/27/1983	83-24125	CH-47D
B081	64-13109	CH-47A		12/29/1964			Destroyed by Enemy Action [RVN]	04/23/1968			
B082	64-13110	CH-47A		01/14/1965			Accident/Destroyed [RVN]	11/15/1965			
B083	64-13111	CH-47A		01/22/1965			Converted to MH-47D		04/12/1983	83-24110	MH-47D
B084	64-13112	CH-47A		01/27/1965			Converted to D Model		05/16/1983	83-24114	CH-47D
B085	64-13113	CH-47A		01/27/1965			Converted to D Model		01/31/1984	84-24156	CH-47D
B086	64-13114	CH-47A		02/05/1965			Destroyed by Enemy Action [RVN]	03/24/1966			
B087	64-13115	CH-47A		02/16/1965			Converted to D Model		01/07/1983	83-24104	CH-47D
B088	64-13116	CH-47A		02/17/1965			Accident/Destroyed [RVN]	05/31/1971			
B089	64-13117	CH-47A		02/18/1965			Converted to D Model		05/31/1984	84-24171	CH-47D
B090	64-13118	CH-47A		04/16/1965			Converted to D Model		06/27/1983	83-24117	CH-47D
B091	64-13119	CH-47A		03/02/1965			Converted to D Model		08/31/1984	84-24178	CH-47D
B092	64-13120	CH-47A		03/12/1965			Converted to D Model		12/08/1983	84-24153	CH-47D
B093	64-13121	CH-47A		03/10/1965			Converted to D Model		07/31/1984	84-24174	CH-47D
B094	64-13122	CH-47A		03/10/1965			Converted to D Model		09/06/1983	83-24120	CH-47D
B095	64-13123	CH-47A		03/24/1965			Converted to D Model		04/30/1984	84-24168	CH-47D
B096	64-13124	CH-47A		04/06/1965			Destroyed by Enemy Action [RVN]	04/19/1968			
B097	64-13125	CH-47A		04/20/1965			Converted to D Model		01/26/1984	84-24159	CH-47D
B098	64-13126	CH-47A		04/21/1965			Converted to D Model		04/05/1984	84-24165	CH-47D
B099	64-13127	CH-47A		04/16/1965			Converted to D Model		09/13/1983	83-24123	CH-47D
B100	64-13128	CH-47A		05/08/1965			Accident/Destroyed [RVN]	11/03/1969			
B101	64-13129	CH-47A		05/10/1965			Converted to D Model		03/31/1984	84-24162	CH-47D
B102	64-13130	CH-47A		05/06/1965			Converted to D Model		08/31/1984	84-24180	CH-47D
B103	64-13131	CH-47A		05/12/1965			Accident/Destroyed [RVN]	11/12/1966			
B104	64-13132	CH-47A		05/21/1965			Converted to D Model		03/13/1981	81-23388	CH-47D

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B105	64-13133	CH-47A		06/03/1965			Converted to D Model		03/13/1981	81-23389	CH-47D
B106	64-13134	CH-47A		06/17/1965			Converted to D Model		03/13/1981	81-23387	CH-47D
B107	64-13135	CH-47A		06/23/1965			Converted to D Model		09/24/1986	86-01676	CH-47D
B108	64-13136	CH-47A		06/25/1965			Sold to Thailand				
B109	64-13137	CH-47A		06/28/1965			Converted to MH-47D		04/05/1984	86-01635	MH-47D
B110	64-13138	CH-47A		07/08/1965			Accident/Destroyed [RVN]	05/04/1966			
B111	64-13139	CH-47A		07/06/1965			Destroyed by Enemy Action [RVN]	02/07/1968			
B112	64-13140	CH-47A		07/16/1965			Converted to D Model		10/21/1983	84-24154	CH-47D
B113	64-13141	CH-47A		07/14/1965			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B114	64-13142	CH-47A		07/19/1965			Converted to D Model		06/04/1986	86-01662	CH-47D
B115	64-13143	CH-47A		07/24/1965			Transferred to VNAF - Destroyed by Enemy Action [RVN]	05/02/1972			
B116	64-13144	CH-47A		07/24/1965			Converted to D Model		06/21/1982	82-23774	CH-47D
B117	64-13145	ACH-47A		12/20/1965			Accident/Destroyed [RVN]	05/05/1967			
B118	64-13146	CH-47A		08/02/1965			Destroyed by Enemy Action [RVN]	02/26/1969			
B119	64-13147	CH-47A		08/06/1965			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/25/1975			
B120	64-13148	CH-47A		08/16/1965			Sold to Thailand				
B121	64-13149	ACH-47A		11/30/1965			"Easy Money" Display Aircraft-Redstone Arsenal				
B122	64-13150	CH-47A		08/28/1965			Converted to D Model		03/31/1984	84-24163	CH-47D
B123	64-13151	ACH-47A		12/10/1965			Accident/Destroyed [RVN]	08/05/1966			
B124	64-13152	CH-47A		09/08/1965			Destroyed by Enemy Action [RVN]	04/19/1968			
B125	64-13153	CH-47A		09/15/1965			Accident/Destroyed [RVN]	06/25/1967			
B126	64-13154	ACH-47A		09/01/1965			Destroyed by Enemy Action [RVN]	02/22/1968			
B127	64-13155	CH-47A		11/17/1965			Converted to D Model		06/10/1986	86-01663	CH-47D
B128	64-13156	CH-47A		09/29/1965			Accident/Destroyed [RVN]	05/30/1966			
B129	64-13157	CH-47A		10/19/1965			Accident/Destroyed [RVN]	05/10/1972			
B130	64-13158	CH-47A		10/29/1965			Accident/Destroyed [RVN]	08/18/1967			
B131	64-13159	CH-47A		10/09/1965			Converted to D Model		12/20/1985	86-01638	CH-47D
B132	64-13160	CH-47A		10/20/1965			Converted to D Model		04/30/1984	84-24166	CH-47D
B133	64-13161	CH-47A		11/18/1965			Accident/Destroyed [RVN]	08/30/1969			
B134	64-13162	CH-47A		11/17/1965			Accident/Destroyed [RVN]	06/27/1966			
B135	64-13163	CH-47A		10/29/1965			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B136	64-13164	CH-47A		11/09/1965			Converted to D Model		01/22/1986	86-01641	CH-47D
B137	64-13165	CH-47A		11/12/1965			Converted to D Model		12/11/1986	87-00072	CH-47D
B138	65-07966	CH-47A		12/02/1965			Accident/Destroyed [RVN]	06/23/1970			
B139	65-07967	CH-47A		11/24/1965			Converted to D Model		07/09/1986	86-01667	CH-47D
B140	65-07968	CH-47A		12/16/1965			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B141	65-07969	CH-47A		12/15/1965			Destroyed by Enemy Action [RVN]	10/09/1968			
B142	65-07970	CH-47A		12/03/1965			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B143	65-07971	CH-47A		12/14/1965			Converted to D Model		07/01/1985	85-24351	CH-47D
B144	65-07972	CH-47A		12/11/1965			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B145	65-07973	CH-47A		12/15/1965			Accident/Destroyed [Korea]	03/22/1972			
B146	65-07974	CH-47A		12/20/1965			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B147	65-07975	CH-47A		12/30/1965			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B148	65-07976	CH-47A		01/25/1966			Destroyed by Enemy Action [RVN]	05/07/1967			
B149	65-07977	CH-47A		01/07/1966			Converted to D Model		10/30/1985	85-24366	CH-47D
B150	65-07978	CH-47A		01/04/1966			Converted to D Model		10/25/1983	84-24157	CH-47D
B151	65-07979	CH-47A		01/10/1966			Converted to D Model		03/29/1985	85-24338	CH-47D
B152	65-07980	CH-47A		01/26/1966			Converted to D Model		04/30/1986	86-01656	CH-47D
B153	65-07981	CH-47A		01/24/1966			Converted to D Model		12/05/1984	85-24323	CH-47D
B154	65-07982	CH-47A		01/24/1966			Converted to D Model		01/04/1985	85-24326	CH-47D
B155	65-07983	CH-47A		02/01/1966			Converted to D Model		11/28/1984	85-24322	CH-47D
B156	65-07984	CH-47A		02/04/1966			Converted to D Model		01/08/1986	86-01639	CH-47D

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B157	65-07985	CH-47A		02/04/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B158	65-07986	CH-47A		02/08/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	12/23/1975			
B159	65-07987	CH-47A		02/10/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	02/17/1975			
B160	65-07988	CH-47A		02/16/1966			Accident/Destroyed [RVN]	01/18/1970			
B161	65-07989	CH-47A		02/15/1966			Destroyed by Enemy Action [RVN]	08/20/1968			
B162	65-07990	CH-47A		03/01/1966			Converted to D Model		05/31/1984	84-24169	CH-47D
B163	65-07991	CH-47A		02/21/1966			Converted to D Model		10/20/1986	86-01679	CH-47D
B164	65-07992	CH-47A		02/24/1966			Converted to BC-347 - Museum Display - Ft Rucker				
B165	65-07993	CH-47A		03/01/1966			Converted to D Model		04/14/1986	86-01653	CH-47D
B166	65-07994	CH-47A		03/04/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/25/1975			
B167	65-07995	CH-47A		03/15/1966			Converted to D Model		05/22/1986	86-01660	CH-47D
B168	65-07996	CH-47A		03/14/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B169	65-07997	CH-47A		03/15/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B170	65-07998	CH-47A		03/22/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B171	65-07999	CH-47A		03/23/1966			Destroyed by Enemy Action [RVN]	07/10/1970			
B172	65-08000	CH-47A		03/25/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B173	65-08001	CH-47A		03/29/1966			Accident/Destroyed [US]	08/20/1979			
B174	65-08002	CH-47A		03/29/1966			Converted to D Model		10/23/1985	85-24365	CH-47D
B175	65-08003	CH-47A		03/29/1966			Converted to D Model		10/28/1986	86-01680	CH-47D
B176	65-08004	CH-47A		03/31/1966			Converted to D Model		02/12/1986	86-01644	CH-47D
B177	65-08005	CH-47A		04/06/1966			Converted to D Model		03/24/1982	82-23769	CH-47D
B178	65-08006	CH-47A		04/08/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B179	65-08007	CH-47A		04/14/1966			Accident/Destroyed [RVN]	02/01/1967			
B180	65-08008	CH-47A		04/13/1966			Converted to D Model Prototype			76-08008	YCH-47D
B181	65-08009	CH-47A		04/15/1966			Converted to D Model		05/06/1986	86-01657	CH-47D
B182	65-08010	CH-47A		04/19/1966			Converted to MH-47D		11/06/1985	85-24367	MH-47D
B183	65-08011	CH-47A		04/26/1966			Converted to D Model		11/19/1981	82-23764	CH-47D
B184	65-08012	CH-47A		04/27/1966			Converted to D Model		11/05/1986	86-01681	CH-47D
B185	65-08013	CH-47A		05/02/1966			Converted to D Model		03/12/1986	86-01648	CH-47D
B186	65-08014	CH-47A		05/12/1966			Converted to D Model		03/08/1985	85-24335	CH-47D
B187	65-08015	CH-47A		05/10/1966			Converted to D Model		04/02/1986	86-01651	CH-47D
B188	65-08016	CH-47A		05/10/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B189	65-08017	CH-47A		05/16/1966			Converted to D Model		02/22/1985	85-24333	CH-47D
B190	65-08018	CH-47A		05/18/1966			Converted to D Model		07/16/1985	85-24353	CH-47D
B191	65-08019	CH-47A		05/23/1966			Converted to D Model		04/05/1985	85-24339	CH-47D
B192	65-08020	CH-47A		05/18/1966			Converted to D Model		02/19/1986	86-01645	CH-47D
B193	65-08021	CH-47A		05/24/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/25/1975			
B194	65-08022	CH-47A		05/31/1966			Accident/Destroyed [RVN]	10/15/1970			
B195	65-08023	CH-47A		05/27/1966			Converted to D Model		12/06/1985	86-01636	CH-47D
B196	65-08024	CH-47A		06/09/1966			Destroyed by Enemy Action [RVN]	02/26/1969			
B197	65-08025	CH-47A		06/01/1966			Trans to VNAF-Captured by NVA-On Display Khe Sahn Battle Field	04/30/1975			
B198	66-00066	CH-47A		06/08/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	10/27/1972			
B199	66-00067	CH-47A		06/09/1966			Accident/Destroyed [RVN]	05/28/1968			
B200	66-00068	CH-47A		06/20/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B201	66-00069	CH-47A		06/15/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B202	66-00070	CH-47A		06/16/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B203	66-00071	CH-47A		06/21/1966			Destroyed by Enemy Action [RVN]	03/05/1967			
B204	66-00072	CH-47A		06/21/1966			Accident/Destroyed [RVN]	01/15/1967			
B205	66-00073	CH-47A		06/30/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B206	66-00074	CH-47A		06/29/1966			Converted to D Model		03/05/1986	86-01647	CH-47D
B207	66-00075	CH-47A		07/07/1966			Converted to D Model		07/15/1986	86-01668	CH-47D
B208	66-00076	CH-47A		07/05/1966			Accident/Destroyed [RVN]	05/30/1970			

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B209	66-00077	CH-47A		07/11/1966			Converted to D Model		04/19/1985	85-24341	CH-47D
B210	66-00078	CH-47A		07/13/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/25/1975			
B211	66-00079	CH-47A		07/20/1966			Transferred to VNAF - Accident/Destroyed [RVN]	11/10/1970			
B212	66-00080	CH-47A		07/20/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B213	66-00081	CH-47A		07/20/1966			Transferred to VNAF - Accident/Destroyed [RVN]	04/30/1975			
B214	66-00082	CH-47A		07/22/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	11/09/1973			
B215	66-00083	CH-47A		07/25/1966			Accident/Destroyed [RVN]	11/01/1967			
B216	66-00084	CH-47A		08/01/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	12/26/1973			
B217	66-00085	CH-47A		08/04/1966			Transferred to VNAF - Accident/Destroyed [RVN]	11/03/1972			
B218	66-00086	CH-47A		08/04/1966			Trans to VNAF-Captured by NVA-On Display HoChiMinh City	04/30/1975			
B219	66-00087	CH-47A		08/08/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B220	66-00088	CH-47A		08/08/1966			Destroyed by Enemy Action [RVN]	05/13/1967			
B221	66-00089	CH-47A		08/11/1966			Converted to D Model		06/03/1985	85-24347	CH-47D
B222	66-00090	CH-47A		08/16/1966			Converted to D Model		05/17/1985	85-24345	CH-47D
B223	66-00091	CH-47A		08/15/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	06/03/1973			
B224	66-00092	CH-47A		08/20/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B225	66-00093	CH-47A		08/18/1966			Converted to D Model		08/27/1985	85-24357	CH-47D
B226	66-00094	CH-47A		08/23/1966			Trans to VNAF-Captured by NVA-On Display China Aviation	03/23/1975			
B227	66-00095	CH-47A		08/24/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B228	66-00096	CH-47A		08/25/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B229	66-00097	CH-47A		08/31/1966			Converted to D Model		11/13/1986	87-00069	CH-47D
B230	66-00098	CH-47A		09/02/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B231	66-00099	CH-47A		09/02/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	04/26/1972			
B232	66-00100	CH-47A		09/08/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B233	66-00101	CH-47A		09/09/1966			Converted to D Model		06/10/1985	85-24348	CH-47D
B234	66-00102	CH-47A		09/12/1966			Converted to D Model		05/16/1986	86-01659	CH-47D
B235	66-00103	CH-47A		09/15/1966			Converted to D Model		03/26/1986	86-01650	CH-47D
B236	66-00104	CH-47A		09/23/1966			Converted to D Model		09/08/1986	86-01674	CH-47D
B237	66-00105	CH-47A		09/25/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	01/19/1975			
B238	66-00106	CH-47A		09/25/1966			Converted to D Model		02/16/1982	82-23768	CH-47D
B239	66-00107	CH-47A		09/30/1966			Converted to D Model		05/10/1985	85-24344	CH-47D
B240	66-00108	CH-47A		09/30/1966			Converted to D Model		03/30/1982	82-23770	CH-47D
B241	66-00109	CH-47A		09/19/1966			Accident/Destroyed [RVN]	12/10/1969			
B242	66-00110	CH-47A		09/24/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	04/12/1972			
B243	66-00111	CH-47A		09/30/1966			Accident/Destroyed [RVN]	05/25/1971			
B244	66-00112	CH-47A		10/05/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	05/29/1971			
B245	66-00113	CH-47A		10/11/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B246	66-00114	CH-47A		10/11/1966			Converted to D Model		06/20/1986	86-01665	CH-47D
B247	66-00115	CH-47A		10/12/1966			Converted to D Model		01/16/1983	82-23776	CH-47D
B248	66-00116	CH-47A		10/12/1966			Converted to D Model		04/28/1982	82-23772	CH-47D
B249	66-00117	CH-47A		10/18/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B250	66-00118	CH-47A		10/17/1966			Accident/Destroyed [US]	11/22/1974			
B251	66-00119	CH-47A		10/20/1966			Converted to D Model		01/05/1982	82-23765	CH-47D
B252	66-00120	CH-47A		10/21/1966			Destroyed by Enemy Action [RVN]	10/22/1968			
B253	66-00121	CH-47A		10/22/1966			Accident/Destroyed [Germany]	02/17/1971			
B254	66-00122	CH-47A		10/24/1966			Converted to D Model		09/29/1981	82-23762	CH-47D
B255	66-00123	CH-47A		10/22/1966			Converted to D Model		02/15/1985	85-24332	CH-47D
B256	66-00124	CH-47A		10/26/1966			Converted to D Model		03/15/1985	85-24336	CH-47D
B257	66-00125	CH-47A		10/25/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B258	66-19000	CH-47A		10/28/1966			Converted to D Model		08/20/1985	85-24356	CH-47D
B259	66-19001	CH-47A		10/31/1966			Accident/Destroyed [RVN]	07/16/1969			
B260	66-19002	CH-47A		11/04/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B261	66-19003	CH-47A		11/04/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B262	66-19004	CH-47A		11/07/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B263	66-19005	CH-47A		11/10/1966			Accident/Destroyed [US]	07/18/1968			
B264	66-19006	CH-47A		11/09/1966			Accident/Destroyed [RVN]	12/26/1967			
B265	66-19007	CH-47A		11/10/1966			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B266	66-19008	CH-47A		11/10/1966			Converted to D Model		07/31/1984	84-24176	CH-47D
B267	66-19009	CH-47A		11/14/1966			Converted to D Model		07/23/1985	85-24354	CH-47D
B268	66-19010	CH-47A		11/15/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	12/12/1974			
B269	66-19011	CH-47A		11/16/1966			Accident/Destroyed [RVN]	07/23/1968			
B270	66-19012	CH-47A		11/17/1966			Destroyed by Enemy Action [RVN]	02/26/1969			
B271	66-19013	CH-47A		11/16/1966			Destroyed by Enemy Action [RVN]	02/26/1969			
B272	66-19014	CH-47A		11/19/1966			Destroyed by Enemy Action [RVN]	02/26/1969			
B273	66-19015	CH-47A		11/18/1966			Destroyed by Enemy Action [RVN]	02/26/1969			
B274	66-19016	CH-47A		11/28/1966			Destroyed by Enemy Action [RVN]	02/26/1969			
B275	66-19017	CH-47A		12/02/1966			Converted to D Model		09/30/1980	81-23383	CH-47D
B276	66-19018	CH-47A		11/29/1966			Converted to MH-47D		09/18/1985	85-24360	MH-47D
B277	66-19019	CH-47A		11/30/1966			Accident/Destroyed [RVN]	11/21/1968			
B278	66-19020	CH-47A		12/02/1966			Converted to D Model		01/31/1984	84-24160	CH-47D
B279	66-19021	CH-47A		12/10/1966			Converted to D Model		12/12/1984	85-24324	CH-47D
B280	66-19022	CH-47A		12/05/1966			Destroyed by Enemy Action [RVN]	02/26/1969			
B281	66-19023	CH-47A		12/12/1966			Accident/Destroyed [Germany]	08/18/1971			
B282	66-19024	CH-47A		12/09/1966			Converted to D Model		10/02/1985	85-24362	CH-47D
B283	66-19025	CH-47A		12/12/1966			Converted to D Model		09/05/1980	81-23381	CH-47D
B284	66-19026	CH-47A		12/19/1966			Converted to D Model		01/11/1985	85-24327	CH-47D
B285	66-19027	CH-47A		12/15/1966			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B286	66-19028	CH-47A		12/16/1966			Converted to D Model		04/18/1986	86-01654	CH-47D
B287	66-19029	CH-47A		12/16/1966			Accident/Destroyed [RVN]	05/06/1969			
B288	66-19030	CH-47A		12/19/1966			Converted to D Model		10/02/1986	86-01677	CH-47D
B289	66-19031	CH-47A		12/22/1966			Converted to D Model		06/24/1982	82-23775	CH-47D
B290	66-19032	CH-47A		12/28/1966			Destroyed by Enemy Action [RVN]	01/03/1968			
B291	66-19033	CH-47A		01/09/1967			Transferred to VNAF - Accident/Destroyed [RVN]	02/14/1974			
B292	66-19034	CH-47A		01/06/1967			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B293	66-19035	CH-47A		01/06/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/25/1975			
B294	66-19036	CH-47A		01/05/1967			Converted to D Model		01/25/1985	85-24329	CH-47D
B295	66-19037	CH-47A		01/10/1967			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B296	66-19038	CH-47A		01/12/1967			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B297	66-19039	CH-47A		01/18/1967			Accident/Destroyed [RVN]	10/30/1968			
B298	66-19040	CH-47A		01/17/1967			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B299	66-19041	CH-47A		01/17/1967			Accident/Destroyed [RVN]	10/03/1968			
B300	66-19042	CH-47A		01/20/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B301	66-19043	CH-47A		01/20/1967			Converted to D Model		02/24/1982	82-23767	CH-47D
B302	66-19044	CH-47A		01/23/1967			Converted to D Model		11/13/1985	85-24368	CH-47D
B303	66-19045	CH-47A		01/24/1967			Accident/Destroyed [RVN]	10/31/1969			
B304	66-19046	CH-47A		01/31/1967			Destroyed by Enemy Action [RVN]	11/16/1967			
B305	66-19047	CH-47A		01/31/1967			Destroyed by Enemy Action [RVN]	11/04/1968			
B306	66-19048	CH-47A		01/26/1967			Converted to D Model		01/29/1986	86-01642	CH-47D
B307	66-19049	CH-47A		02/01/1967			Converted to MH-47D		09/22/1981	82-23763	MH-47D
B308	66-19050	CH-47A		02/02/1967			Destroyed by Enemy Action [RVN]	04/01/1967			
B309	66-19051	CH-47A		02/08/1967			Converted to D Model		02/01/1985	85-24330	CH-47D
B310	66-19052	CH-47A		02/08/1967			Converted to D Model		09/05/1980	81-23382	CH-47D
B311	66-19053	CH-47A		02/14/1967			Accident/Destroyed [RVN]	10/20/1968			
B312	66-19054	CH-47A		02/08/1967			Converted to D Model		11/20/1985	85-24369	CH-47D

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B313	66-19055	CH-47A		02/22/1967			Converted to D Model		06/30/1984	84-24172	CH-47D
B314	66-19056	CH-47A		02/15/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]	12/05/1974			
B315	66-19057	CH-47A		02/15/1967			Converted to D Model		11/20/1980	81-23384	CH-47D
B316	66-19058	CH-47A		02/21/1967			Converted to D Model		01/27/1982	82-23766	CH-47D
B317	66-19059	CH-47A		02/22/1967			Destroyed by Enemy Action [RVN]	06/24/1970			
B318	66-19060	CH-47A		02/21/1967			Converted to D Model		06/24/1985	85-24350	CH-47D
B319	66-19061	CH-47A		02/28/1967			Destroyed by Enemy Action [RVN]	01/26/1969			
B320	66-19062	CH-47A		02/27/1967			Destroyed by Enemy Action [RVN]	02/07/1968			
B321	66-19063	CH-47A		02/28/1967			Destroyed by Enemy Action [RVN]	04/19/1968			
B322	66-19064	CH-47A		03/01/1967			Accident/Destroyed [RVN]	09/12/1970			
B323	66-19065	CH-47A		03/03/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]	06/13/1973			
B324	66-19066	CH-47A		03/08/1967			Converted to D Model		09/11/1985	85-24359	CH-47D
B325	66-19067	CH-47A		03/10/1967			Accident/Destroyed [RVN]	10/05/1968			
B326	66-19068	CH-47A		03/16/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B327	66-19069	CH-47A		03/14/1967			Accident/Destroyed [RVN]	04/26/1968			
B328	66-19070	CH-47A		03/10/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]	04/30/1975			
B329	66-19071	CH-47A		03/16/1967			Converted to MH-47D		04/26/1985	85-24342	MH-47D
B330	66-19072	CH-47A		03/15/1967			Converted to D Model		03/18/1982	82-23777	CH-47D
B331	66-19073	CH-47A		03/22/1967			Converted to D Model		12/09/1980	81-23385	CH-47D
B332	66-19074	CH-47A		03/22/1967			Converted to D Model		04/29/1982	82-23771	CH-47D
B333	66-19075	CH-47A		03/24/1967			Accident/Destroyed [RVN]	04/04/1971			
B334	66-19076	CH-47A		04/03/1967			Accident/Destroyed [RVN]	02/13/1968			
B335	66-19077	CH-47A		04/03/1967			Converted to D Model		10/09/1985	85-24363	CH-47D
B336	66-19078	CH-47A		03/30/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]	03/23/1975			
B337	66-19079	CH-47A		04/03/1967			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B338	66-19080	CH-47A		04/03/1967			Destroyed by Enemy Action [RVN]	04/25/1968			
B339	66-19081	CH-47A		04/11/1967			Accident/Destroyed [RVN]	09/15/1968			
B340	66-19082	CH-47A		04/10/1967			Trans to VNAF-Captured by NVA-On Display Hanoi	04/30/1975			
B341	66-19083	CH-47A		04/19/1967			Transferred to VNAF - Accident/Destroyed [RVN]	01/09/1974			
B342	66-19084	CH-47A		04/18/1967			Destroyed by Enemy Action [RVN]	11/08/1969			
B343	66-19085	CH-47A		04/20/1967			Accident/Destroyed [RVN]	04/10/1971			
B344	66-19086	CH-47A		04/18/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]]	03/23/1975			
B345	66-19087	CH-47A		04/27/1967			Converted to D Model		07/31/1986	86-01670	CH-47D
B346	66-19088	CH-47A		04/21/1967			Converted to D Model		01/25/1981	81-23386	CH-47D
B347	66-19089	CH-47A		04/24/1967			Transferred to VNAF - Captured by NVA [RVN]	04/30/1975			
B348	66-19090	CH-47A		02/24/1967			Accident/Destroyed [RVN]	02/27/1969			
B349	66-19091	CH-47A		05/02/1967			Destroyed by Enemy Action [RVN]	02/24/1969			
B350	66-19092	CH-47A		04/28/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]]	04/30/1975			
B351	66-19093	CH-47A		04/28/1967			Transferred to VNAF - Accident/Destroyed [RVN]	08/14/1972			
B352	66-19094	CH-47A		05/04/1967			Transferred to VNAF - Destroyed by Enemy Action [RVN]]	04/07/1972			
B353	66-19095	CH-47A		05/05/1967			Accident/Destroyed [RVN]	02/11/1970			
B354	66-19096	CH-47A		05/04/1967			Converted to D Model		08/20/1986	86-01671	CH-47D
B355	66-19097	CH-47A		05/12/1967			Converted to D Model		08/28/1986	86-01673	CH-47D
B356	66-19098	CH-47B		05/10/1967			Converted to D Model		10/01/1987	87-00109	CH-47D
B357	66-19099	CH-47B		05/19/1967			Converted to D Model		04/20/1988	88-00081	CH-47D
B358	66-19100	CH-47B		05/19/1967			Converted to D Model		06/16/1988	88-00089	CH-47D
B359	66-19101	CH-47B		05/23/1967			Destroyed by Enemy Action [RVN]	04/13/1970			
B360	66-19102	CH-47B		05/24/1967			Converted to D Model		01/16/1987	87-00075	CH-47D
B361	66-19103	CH-47B		05/30/1967			Sold to UK				
B362	66-19104	CH-47B		05/29/1967			Converted to D Model		07/08/1988	88-00092	CH-47D
B363	66-19105	CH-47B		05/25/1967			Converted to D Model		01/06/1988	88-00066	CH-47D
B364	66-19106	CH-47B		06/06/1967			Accident/Destroyed [RVN]	03/02/1970			

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B365	66-19107	CH-47B		06/09/1967			Converted to D Model		09/16/1986	86-01675	CH-47D
B366	66-19108	CH-47B		06/13/1967			Converted to D Model		04/13/1988	88-00080	CH-47D
B367	66-19109	CH-47B		06/12/1967			Converted to D Model		05/04/1988	88-00083	CH-47D
B368	66-19110	CH-47B		06/15/1967			Accident/Destroyed [Columbia]	08/19/1980			
B369	66-19111	CH-47B		06/19/1967			Converted to D Model		04/13/1987	87-00087	CH-47D
B370	66-19112	CH-47B		06/20/1967			Converted to D Model		08/19/1987	87-00103	CH-47D
B371	66-19113	CH-47B		06/20/1967			Accident/Destroyed [RVN]	07/16/1968			
B372	66-19114	CH-47B		06/20/1967			Converted to D Model		04/24/1986	86-01655	CH-47D
B373	66-19115	CH-47B		06/22/1967			Converted to D Model		02/26/1986	86-01646	CH-47D
B374	66-19116	CH-47B		06/23/1967			Converted to D Model		05/18/1988	88-00085	CH-47D
B375	66-19117	CH-47B		06/24/1967			Accident/Destroyed [US]	10/04/1984			
B376	66-19118	CH-47B		06/27/1967			Destroyed by Enemy Action [RVN]	01/13/1969			
B377	66-19119	CH-47B		06/27/1967			Converted to D Model		07/22/1987	87-00101	CH-47D
B378	66-19120	CH-47B		06/27/1967			Converted to D Model		02/16/1987	87-00079	CH-47D
B379	66-19121	CH-47B		07/06/1967			Converted to D Model		02/05/1986	86-01643	CH-47D
B380	66-19122	CH-47B		07/05/1967			Converted to D Model		02/24/1988	88-00073	CH-47D
B381	66-19123	CH-47B		07/14/1967			Converted to D Model		06/09/1988	88-00088	CH-47D
B382	66-19124	CH-47B		07/07/1967			Converted to D Model		10/15/1987	87-00111	CH-47D
B383	66-19125	CH-47B		07/18/1967			Converted to D Model		05/13/1986	86-01658	CH-47D
B384	66-19126	CH-47B		07/21/1967			Destroyed by Enemy Action [RVN]	05/08/1968			
B385	66-19127	CH-47B		07/18/1967			Converted to D Model		09/02/1987	87-00105	CH-47D
B386	66-19128	CH-47B		07/20/1967			Destroyed by Enemy Action [RVN]	01/13/1969			
B387	66-19129	CH-47B		07/21/1967			Converted to D Model		02/03/1988	88-00070	CH-47D
B388	66-19130	CH-47B		07/22/1967			Converted to D Model		03/09/1988	88-00075	CH-47D
B389	66-19131	CH-47B		07/24/1967			Converted to D Model		02/17/1988	88-00072	CH-47D
B390	66-19132	CH-47B		07/24/1967			Converted to D Model		02/02/1987	87-00077	CH-47D
B391	66-19133	CH-47B		07/26/1967			Converted to D Model		06/16/1986	86-01664	CH-47D
B392	66-19134	CH-47B		07/27/1967			Converted to D Model		05/11/1987	87-00091	CH-47D
B393	66-19135	CH-47B		07/28/1967			Converted to D Model		05/26/1987	87-00093	CH-47D
B394	66-19136	CH-47B		08/07/1967			Converted to D Model		11/30/1987	88-00062	CH-47D
B395	66-19137	CH-47B		08/11/1967			Converted to D Model		01/06/1983	83-24102	CH-47D
B396	66-19138	CH-47B		08/11/1967			Converted to D Model		11/14/1989	89-00176	CH-47D
B397	66-19139	CH-47B		08/10/1967			Accident/Destroyed [US]	07/05/1968			
B398	66-19140	CH-47B		08/16/1967			Converted to D Model		05/29/1986	86-01661	CH-47D
B399	66-19141	CH-47B		08/17/1967			Converted to D Model		12/07/1987	88-00063	CH-47D
B400	66-19142	CH-47B		08/18/1967			Accident/Destroyed [RVN]	06/09/1970			
B401	66-19143	CH-47B		08/24/1967			Accident/Destroyed [RVN]	10/26/1971			
B402	67-18432	CH-47B		08/23/1967			Converted to D Model		09/17/1987	87-00107	CH-47D
B403	67-18433	CH-47B		08/25/1967			Accident/Destroyed [RVN]	12/21/1970			
B404	67-18434	CH-47B		09/08/1967			Converted to D Model		06/09/1987	87-00095	CH-47D
B405	67-18435	CH-47B		09/06/1967			Destroyed by Enemy Action [RVN]	05/05/1970			
B406	67-18436	CH-47B		09/06/1967			Converted to D Model		02/09/1987	87-00078	CH-47D
B407	67-18437	CH-47B		09/15/1967			Converted to D Model		06/23/1987	87-00097	CH-47D
B408	67-18438	CH-47B		09/14/1967			Converted to D Model		12/13/1985	86-01637	CH-47D
B409	67-18439	CH-47B		09/11/1967			Converted to D Model		01/15/1986	86-01640	CH-47D
B410	67-18440	CH-47B		09/15/1967			Converted to D Model		04/06/1988	88-00079	CH-47D
B411	67-18441	CH-47B		09/21/1967			Converted to D Model		02/10/1988	88-00071	CH-47D
B412	67-18442	CH-47B		09/21/1967			Accident/Destroyed [RVN]	03/17/1970			
B413	67-18443	CH-47B		09/26/1967			Converted to D Model		10/29/1987	87-00113	CH-47D
B414	67-18444	CH-47B		09/27/1967			Converted to D Model		07/25/1986	86-01669	CH-47D
B415	67-18445	CH-47B		10/05/1967			Destroyed by Enemy Action [RVN]	08/26/1970			
B416	67-18446	CH-47B		10/04/1967			Converted to D Model		12/19/1986	87-00073	CH-47D

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B417	67-18447	CH-47B		10/11/1967			Converted to D Model		12/14/1987	88-00064	CH-47D
B418	67-18448	CH-47B		10/07/1967			Converted to D Model		07/21/1986	86-01672	CH-47D
B419	67-18449	CH-47B		10/16/1967			Destroyed by Enemy Action [RVN]	02/27/1971			
B420	67-18450	CH-47B		10/16/1967			Converted to D Model		01/13/1988	88-00067	CH-47D
B421	67-18451	CH-47B		10/19/1967			Converted to D Model		04/08/1986	86-01652	CH-47D
B422	67-18452	CH-47B		10/23/1967			Converted to D Model		11/05/1987	87-00114	CH-47D
B423	67-18453	CH-47B		10/25/1967			Converted to D Model		03/30/1987	87-00085	CH-47D
B424	67-18454	CH-47B		10/31/1967			Converted to D Model		04/27/1988	88-00082	CH-47D
B425	67-18455	CH-47B		10/13/1967			Accident/Destroyed [RVN]	06/19/1968			
B426	67-18456	CH-47B		11/06/1967			Converted to D Model		06/07/1983	83-24115	CH-47D
B427	67-18457	CH-47B		11/06/1967			Accident/Destroyed [RVN]	07/01/1968			
B428	67-18458	CH-47B		11/08/1967			Destroyed by Enemy Action [RVN]	05/15/1969			
B429	67-18459	CH-47B		11/13/1967			Converted to D Model		11/12/1987	87-00115	CH-47D
B430	67-18460	CH-47B		11/06/1967			Converted to D Model		04/21/1983	83-24112	CH-47D
B431	67-18461	CH-47B		11/16/1967			Accident/Destroyed [RVN]	03/22/1969			
B432	67-18462	CH-47B		11/27/1967			Accident/Destroyed [RVN]	06/09/1971			
B433	67-18463	CH-47B		11/26/1967			Converted to D Model		10/08/1987	87-00110	CH-47D
B434	67-18464	CH-47B		11/29/1967			Converted to D Model		12/10/1982	83-24108	CH-47D
B435	67-18465	CH-47B		12/09/1967			Converted to D Model		06/23/1988	88-00090	CH-47D
B436	67-18466	CH-47B		12/12/1967			Converted to D Model		03/16/1987	87-00083	CH-47D
B437	67-18467	CH-47B		12/14/1967			Converted to D Model		06/30/1988	88-00091	CH-47D
B438	67-18468	CH-47B		12/15/1967			Accident/Destroyed [RVN]	02/15/1971			
B439	67-18469	CH-47B		12/16/1967			Destroyed by Enemy Action [RVN]	05/12/1968			
B440	67-18470	CH-47B		12/16/1967			Destroyed by Enemy Action [RVN]	02/23/1969			
B441	67-18471	CH-47B		12/17/1967			Converted to D Model		12/03/1986	87-00071	CH-47D
B442	67-18472	CH-47B		12/18/1967			Converted to D Model		03/19/1986	86-01649	CH-47D
B443	67-18473	CH-47B		12/19/1967			Converted to D Model		06/02/1988	88-00087	CH-47D
B444	67-18474	CH-47B		01/08/1968			Converted to D Model		07/08/1987	87-00099	CH-47D
B445	67-18475	CH-47B		01/09/1968			Destroyed by Enemy Action [RVN]	05/12/1968			
B446	67-18476	CH-47B		01/09/1968			Converted to D Model		01/27/1988	88-00069	CH-47D
B447	67-18477	CH-47B		01/12/1968			Converted to D Model		03/02/1987	87-00081	CH-47D
B448	67-18478	CH-47B		01/16/1968			Converted to D Model		03/30/1988	88-00078	CH-47D
B449	67-18479	CH-47B		01/17/1968			Converted to D Model Prototype			76-18479	YCH-47D
B450	67-18480	CH-47B		01/18/1968			Destroyed by Enemy Action [RVN]	05/04/1970			
B451	67-18481	CH-47B		01/22/1968			Destroyed by Enemy Action [RVN]	01/13/1969			
B452	67-18482	CH-47B		01/24/1968			Converted to D Model		03/23/1988	88-00077	CH-47D
B453	67-18483	CH-47B		01/30/1968			Converted to D Model		12/13/1982	83-24105	CH-47D
B454	67-18484	CH-47B		02/09/1968			Converted to D Model		04/27/1987	87-00089	CH-47D
B455	67-18485	CH-47B		02/08/1968			Accident/Destroyed [RVN]	05/31/1970			
B456	67-18486	CH-47B		02/10/1968			Converted to D Model		01/20/1988	88-00068	CH-47D
B457	67-18487	CH-47B		02/12/1968			Accident/Destroyed [US]	02/06/1970			
B458	67-18488	CH-47B		02/19/1968			Converted to D Model		05/25/1988	88-00086	CH-47D
B459	67-18489	CH-47B		02/20/1968			Converted to D Model		03/02/1988	88-00074	CH-47D
B460	67-18490	CH-47B		02/23/1968			Accident/Destroyed [US]	09/27/1977			
B461	67-18491	CH-47B		02/26/1968			Converted to D Model		12/21/1987	88-00065	CH-47D
B462	67-18492	CH-47B		02/27/1968			Converted to D Model		03/16/1988	88-00076	CH-47D
B463	67-18493	CH-47B		02/28/1968			Accident/Destroyed [RVN]	02/06/1971			
B464	67-18494	CH-47C		03/30/1968			Converted to D Model		02/19/1991	91-00240	CH-47D
B465	67-18495	CH-47C		03/29/1968			Converted to D Model		04/09/1991	91-00247	CH-47D
B466	67-18496	CH-47C		03/29/1968			Accident/Destroyed [US]	02/13/1969			
B467	67-18497	CH-47C		03/29/1968			Destroyed by Enemy Action [RVN]	05/17/1970			
B468	67-18498	CH-47C		03/29/1968			Captured by North Korea	07/14/1977			

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B469	67-18499	CH-47C		03/29/1968			Accident/Destroyed [RVN]	07/03/1970			
B470	67-18500	CH-47C		03/29/1968			Converted to MH-47D		07/10/1989	89-00160	MH-47D
B471	67-18501	CH-47C		03/29/1968			Accident/Destroyed [RVN]	02/10/1969			
B472	67-18502	CH-47C		03/29/1968			Destroyed by Enemy Action [Laos]	03/18/1971			
B473	67-18503	CH-47C		03/29/1968			Converted to D Model		10/03/1989	89-00170	CH-47D
B474	67-18504	CH-47C		04/08/1968			Converted to D Model		05/24/1985	85-24346	CH-47D
B475	67-18505	CH-47C		04/09/1968			Converted to D Model		01/05/1989	89-00134	CH-47D
B476	67-18506	CH-47C		04/12/1968			Destroyed by Enemy Action [Laos]	02/15/1971			
B477	67-18507	CH-47C		04/12/1968			Destroyed by Enemy Action [RVN]	07/23/1970			
B478	67-18508	CH-47C		04/17/1968			Destroyed by Enemy Action [RVN]	05/11/1970			
B479	67-18509	CH-47C		04/19/1968			Converted to D Model		03/22/1985	85-24337	CH-47D
B480	67-18510	CH-47C		04/29/1968			Converted to D Model		02/09/1990	90-00189	CH-47D
B481	67-18511	CH-47C		04/22/1968			Accident/Destroyed [Korea]	03/02/1977			
B482	67-18512	CH-47C		04/26/1968			Accident/Destroyed [Peru]	06/13/1970			
B483	67-18513	CH-47C		04/29/1968			Accident/Destroyed [RVN]	08/02/1969			
B484	67-18514	CH-47C		05/03/1968			Destroyed by Enemy Action [RVN]	03/12/1970			
B485	67-18515	CH-47C		05/08/1968			Converted to D Model		01/19/1990	90-00186	CH-47D
B486	67-18516	CH-47C		05/09/1968			Converted to D Model		03/02/1989	89-00142	CH-47D
B487	67-18517	CH-47C		05/15/1968			Converted to D Model		01/26/1989	89-00137	CH-47D
B488	67-18518	CH-47C		05/16/1968			Accident/Destroyed [RVN]	03/05/1971			
B489	67-18519	CH-47C		05/20/1968			Destroyed by Enemy Action [RVN]	03/31/1972			
B490	67-18520	CH-47C		05/17/1968			Converted to D Model		09/12/1989	89-00167	CH-47D
B491	67-18521	CH-47C		05/20/1968			Converted to D Model		10/24/1990	90-00222	CH-47D
B492	67-18522	CH-47C		05/21/1968			Converted to D Model		06/26/1986	86-01666	CH-47D
B493	67-18523	CH-47C		05/23/1968			Accident/Destroyed [RVN]	04/02/1969			
B494	67-18524	CH-47C		05/27/1968			Accident/Destroyed [RVN]	01/10/1970			
B495	67-18525	CH-47C		05/31/1968			Converted to D Model		01/15/1991	91-00235	CH-47D
B496	67-18526	CH-47C		06/04/1968			Converted to D Model		06/30/1989	89-00159	CH-47D
B497	67-18527	CH-47C		06/10/1968			Accident/Destroyed [US]	03/20/1983			
B498	67-18528	CH-47C		06/07/1968			Converted to D Model		10/24/1989	89-00173	CH-47D
B499	67-18529	CH-47C		06/13/1968			Destroyed by Enemy Action [RVN]	02/16/1973			
B500	67-18530	CH-47C		06/17/1968			Converted to D Model		05/04/1990	90-00201	CH-47D
B501	67-18531	CH-47C		06/18/1968			Converted to D Model		09/30/1982	82-23780	CH-47D
B502	67-18532	CH-47C		06/18/1968			Converted to MH-47D		07/17/1989	89-00161	MH-47D
B503	67-18533	CH-47C		06/28/1968			Converted to D Model		02/02/1989	89-00138	CH-47D
B504	67-18534	CH-47C		07/03/1968			Accident/Destroyed [RVN]	07/27/1969			
B505	67-18535	CH-47C		07/01/1968			Accident/Destroyed [RVN]	03/20/1970			
B506	67-18536	CH-47C		07/29/1968			Destroyed by Enemy Action [RVN]	04/18/1969			
B507	67-18537	CH-47C		07/01/1968			Converted to D Model		08/25/1983	84-24167	CH-47D
B508	67-18538	CH-47C		07/25/1968			Converted to D Model Prototype			76-18538	YCH-47D
B509	67-18539	CH-47C		07/10/1968			Accident/Destroyed [US]	05/15/1987			
B510	67-18540	CH-47C		07/11/1968			Converted to D Model		11/22/1991	91-00271	CH-47D
B511	67-18541	CH-47C		07/16/1968			Converted to D Model		08/31/1983	83-24121	CH-47D
B512	67-18542	CH-47C		07/16/1968			Tested to Destruction at NASA Langley	02/08/1971			
B513	67-18543	CH-47C		07/18/1968			Destroyed by Enemy Action [RVN]	02/23/1969			
B514	67-18544	CH-47C		07/17/1968			Accident/Destroyed [RVN]	06/23/1969			
B515	67-18545	CH-47C		07/30/1968			Accident/Destroyed [RVN]	04/02/1971			
B516	67-18546	CH-47C		08/09/1968			Converted to D Model		09/05/1989	89-00166	CH-47D
B517	67-18547	CH-47C		07/28/1968			Converted to D Model		04/16/1991	91-00248	CH-47D
B518	67-18548	CH-47C		08/05/1968			Converted to D Model		01/24/1992	92-00284	CH-47D
B519	67-18549	CH-47C		08/09/1968			Converted to D Model		08/21/1989	89-00164	CH-47D
B520	67-18550	CH-47C		08/15/1968			Converted to D Model		09/30/1984	84-24181	CH-47D

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B521	67-18551	CH-47C		08/19/1968			Converted to D Model		10/31/1989	89-00174	CH-47D
B522	68-15810	CH-47C		08/28/1968			Destroyed by Enemy Action [RVN]	07/18/1970			
B523	68-15811	CH-47C		08/20/1968			Converted to D Model		04/30/1991	91-00250	CH-47D
B524	68-15812	CH-47C		08/28/1968			Converted to D Model		02/16/1990	90-00190	CH-47D
B525	68-15813	CH-47C		08/30/1968			Converted to D Model		04/21/1983	83-24113	CH-47D
B526	68-15814	CH-47C		09/11/1968			Converted to D Model		01/08/1991	91-00234	CH-47D
B527	68-15815	CH-47C		09/23/1968			Converted to D Model		07/24/1989	89-00162	CH-47D
B528	68-15816	CH-47C		09/24/1968			Converted to D Model		12/21/1989	90-00183	CH-47D
B529	68-15817	CH-47C		09/23/1968			Converted to D Model		11/07/1990	90-00224	CH-47D
B530	68-15818	CH-47C		09/23/1968			Converted to D Model		07/02/1990	90-00209	CH-47D
B531	68-15819	CH-47C		09/23/1968			Converted to D Model		11/21/1989	89-00177	CH-47D
B532	68-15820	CH-47C		09/27/1968			Converted to D Model		01/12/1989	89-00135	CH-47D
B533	68-15821	CH-47C		09/28/1968			Converted to D Model		10/10/1989	89-00171	CH-47D
B534	68-15822	CH-47C		10/04/1968			Converted to D Model		05/25/1989	89-00154	CH-47D
B535	68-15823	CH-47C		10/07/1968			Accident/Destroyed [RVN]	08/13/1970			
B536	68-15824	CH-47C		10/17/1968			Accident/Destroyed [RVN]	08/22/1969			
B537	68-15825	CH-47C		10/18/1968			Converted to D Model		10/17/1989	89-00172	CH-47D
B538	68-15826	CH-47C		10/23/1968			Accident/Destroyed [Columbia]	11/20/1987			
B539	68-15827	CH-47C		10/22/1968			Converted to D Model		10/17/1988	88-00104	CH-47D
B540	68-15828	CH-47C		10/24/1968			Converted to D Model		01/05/1990	90-00184	CH-47D
B541	68-15829	CH-47C		10/28/1968			Converted to D Model		03/09/1989	89-00143	CH-47D
B542	68-15830	CH-47C		10/29/1968			Converted to D Model		03/23/1984	84-24164	CH-47D
B543	68-15831	CH-47C		10/29/1968			Converted to D Model		10/31/1988	88-00106	CH-47D
B544	68-15832	CH-47C		11/08/1968			Accident/Destroyed [Panama]	06/15/1987			
B545	68-15833	CH-47C		11/08/1968			Converted to D Model		01/22/1991	91-00236	CH-47D
B546	68-15834	CH-47C		11/20/1968			Converted to D Model		02/23/1989	89-00141	CH-47D
B547	68-15835	CH-47C		11/21/1968			Accident/Destroyed [RVN]	02/15/1971			
B548	68-15836	CH-47C		11/25/1968			Converted to D Model		04/06/1989	89-00147	CH-47D
B549	68-15837	CH-47C		11/22/1968			Accident/Destroyed [RVN]	05/13/1970			
B550	68-15838	CH-47C		11/27/1968			Converted to E Model		05/11/1988	88-00267	YMH-47E
B551	68-15839	CH-47C		01/13/1969			Converted to D Model		06/17/1985	85-24349	CH-47D
B552	68-15840	CH-47C		12/16/1968			Converted to D Model		06/30/1984	84-24173	CH-47D
B553	68-15841	CH-47C		12/26/1968			Accident/Destroyed [RVN]	09/03/1969			
B554	68-15842	CH-47C		01/17/1969			Converted to D Model		09/05/1990	90-00215	CH-47D
B555	68-15843	CH-47C		01/27/1969			Converted to D Model		07/09/1985	85-24352	CH-47D
B556	68-15844	CH-47C		11/20/1968			Converted to D Model		05/07/1991	91-00251	CH-47D
B557	68-15845	CH-47C		11/26/1968			Accident/Destroyed [US]	07/11/1983			
B558	68-15846	CH-47C		11/25/1968			Converted to D Model		09/26/1988	88-00101	CH-47D
B559	68-15847	CH-47C		12/05/1968			Converted to D Model		07/29/1980	88-00095	CH-47D
B560	68-15848	CH-47C		12/10/1968			Converted to D Model		11/07/1989	89-00175	CH-47D
B561	68-15849	CH-47C		12/16/1968			Converted to D Model		02/09/1989	89-00139	CH-47D
B562	68-15850	CH-47C		12/13/1968			Converted to D Model		05/03/1985	85-24343	CH-47D
B563	68-15851	CH-47C		12/16/1968			Converted to D Model		07/22/1988	88-00094	CH-47D
B564	68-15852	CH-47C		12/18/1968			Converted to D Model		06/16/1989	89-00157	CH-47D
B565	68-15853	CH-47C		12/20/1968			Converted to D Model		07/10/1990	90-00210	CH-47D
B566	68-15854	CH-47C		12/26/1968			Destroyed by Enemy Action [RVN]	05/24/1972			
B567	68-15855	CH-47C		01/13/1969			Converted to D Model		10/10/1986	86-01678	CH-47D
B568	68-15856	CH-47C		01/15/1969			Converted to D Model		07/24/1990	90-00212	CH-47D
B569	68-15857	CH-47C		01/27/1969			Converted to D Model		10/03/1990	90-00219	CH-47D
B570	68-15858	CH-47C		04/30/1969			Converted to D Model		10/10/1990	90-00220	CH-47D
B571	68-15859	CH-47C		04/28/1969			Converted to D Model		03/09/1990	90-00193	CH-47D
B572	68-15860	CH-47C		04/23/1969			Converted to D Model		06/09/1989	89-00156	CH-47D

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B573	68-15861	CH-47C		04/28/1969			Converted to D Model		07/30/1985	85-24355	CH-47D
B574	68-15862	CH-47C		04/30/1969			Converted to D Model		05/18/1989	89-00153	CH-47D
B575	68-15863	CH-47C		04/30/1969			Converted to D Model		04/13/1989	89-00148	CH-47D
B576	68-15864	CH-47C		04/30/1969			Converted to D Model		03/23/1990	90-00195	CH-47D
B577	68-15865	CH-47C		04/30/1969			Converted to D Model		09/12/1988	88-00099	CH-47D
B578	68-15866	CH-47C		05/07/1969			Accident/Destroyed [RVN]	11/28/1971			
B579	68-15867	CH-47C		05/13/1969			Converted to D Model		09/19/1988	88-00100	CH-47D
B580	68-15868	CH-47C		05/14/1969			Converted to D Model		07/15/1988	88-00093	CH-47D
B581	68-15869	CH-47C		05/15/1969			Accident/Destroyed [RVN]	01/30/1971			
B582	68-15990	CH-47C		05/15/1969			Converted to D Model		02/16/1989	89-00140	CH-47D
B583	68-15991	CH-47C		05/19/1969			Converted to D Model		01/20/1984	84-24152	CH-47D
B584	68-15992	CH-47C		05/19/1969			Converted to D Model		08/28/1990	90-00214	CH-47D
B585	68-15993	CH-47C		05/21/1969			Accident/Destroyed [Germany]	02/25/1980			
B586	68-15994	CH-47C		05/26/1969			Accident/Destroyed [RVN]	08/31/1970			
B587	68-15995	CH-47C		05/26/1969			Converted to D Model		10/24/1988	88-00105	CH-47D
B588	68-15996	CH-47C		06/02/1969			Converted to D Model		05/18/1983	83-24116	CH-47D
B589	68-15997	CH-47C		06/12/1969			Converted to D Model		10/03/1988	88-00102	CH-47D
B590	68-15998	CH-47C		06/11/1969			Converted to D Model		09/19/1990	90-00217	CH-47D
B591	68-15999	CH-47C		06/10/1969			Destroyed by Enemy Action [RVN]	05/19/1972			
B592	68-16000	CH-47C		07/02/1969			Destroyed by Enemy Action [Cambodia]	12/10/1971			
B593	68-16001	CH-47C		06/30/1969			Converted to D Model		09/19/1983	83-24122	CH-47D
B594	68-16002	CH-47C		07/18/1969			Converted to D Model		06/17/1982	82-23773	CH-47D
B595	68-16003	CH-47C		08/25/1969			Converted to E Model		07/31/1990	90-00414	MH-47E
B596	68-16004	CH-47C		09/05/1969			Converted to D Model		05/18/1990	90-00203	CH-47D
B597	68-16005	CH-47C		08/29/1969			Converted to E Model		10/04/1991	91-00499	MH-47E
B598	68-16006	CH-47C		09/02/1969			Converted to D Model		10/10/1988	88-00103	CH-47D
B599	68-16007	CH-47C		09/16/1969			Converted to D Model		10/17/1990	90-00221	CH-47D
B600	68-16008	CH-47C		09/11/1969			Converted to D Model		03/16/1989	89-00144	CH-47D
B601	68-16009	CH-47C		09/23/1969			Converted to D Model		07/27/1982	82-23779	CH-47D
B602	68-16010	CH-47C		09/29/1969			Converted to D Model		02/08/1985	85-24331	CH-47D
B603	68-16011	CH-47C		07/01/1969			Converted to D Model		06/02/1989	89-00155	CH-47D
B604	68-16012	CH-47C		07/10/1969			Converted to D Model		09/26/1989	89-00169	CH-47D
B605	68-16013	CH-47C		07/16/1969			Converted to D Model		10/16/1985	85-24364	CH-47D
B606	68-16014	CH-47C		07/18/1969			Converted to D Model		08/22/1983	83-24119	CH-47D
B607	68-16015	CH-47C		08/27/1969			Converted to D Model		09/12/1990	90-00216	CH-47D
B608	68-16016	CH-47C		08/29/1969			Converted to D Model		08/19/1988	88-00096	CH-47D
B609	68-16017	CH-47C		12/15/1969			Converted to D Model		11/30/1988	89-00130	CH-47D
B610	68-16018	CH-47C		09/09/1969			Converted to D Model		04/23/1991	91-00249	CH-47D
B611	68-16019	CH-47C		09/11/1969			Converted to D Model		12/21/1990	91-00233	CH-47D
B612	68-16020	CH-47C		10/10/1969			Converted to D Model		09/30/1984	84-24187	CH-47D
B613	68-16021	CH-47C		10/15/1969			Converted to MH-47D		09/25/1985	85-24361	MH-47D
B614	68-16022	CH-47C		10/30/1969			Accident/Destroyed [Cambodia]	06/25/1970			
B615	69-17100	CH-47C		11/03/1969			Accident/Destroyed [RVN]	09/16/1970			
B616	69-17101	CH-47C		12/09/1969			Converted to D Model		06/12/1991	91-00256	CH-47D
B617	69-17102	CH-47C		11/07/1969			Converted to D Model		01/10/1983	83-24106	CH-47D
B618	69-17103	CH-47C		01/14/1970			Converted to D Model		07/03/1991	91-00259	CH-47D
B619	69-17104	CH-47C		01/31/1970			Converted to D Model		07/28/1982	82-23778	CH-47D
B620	69-17105	CH-47C		02/17/1970			Accident/Destroyed [US]	07/12/1979			
B621	69-17106	CH-47C		02/25/1970			Converted to MH-47D		12/07/1988	89-00131	MH-47D
B622	69-17107	CH-47C		03/26/1970			Converted to D Model		03/30/1990	90-00196	CH-47D
B623	69-17108	CH-47C		03/25/1970			Accident/Destroyed [US]	08/05/1976			
B624	69-17109	CH-47C		04/27/1970			Converted to D Model		08/25/1983	83-24124	CH-47D

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B625	69-17110	CH-47C		04/30/1970			Converted to D Model		04/02/1991	91-00246	CH-47D
B626	69-17111	CH-47C		05/28/1970			Converted to D Model		01/18/1985	85-24328	CH-47D
B627	69-17112	CH-47C		05/28/1970			Converted to D Model		03/01/1985	85-24334	CH-47D
B628	69-17113	CH-47C		06/15/1970			Converted to D Model		07/31/1984	84-24175	CH-47D
B629	69-17114	CH-47C		06/30/1970			Converted to D Model		11/14/1988	88-00108	CH-47D
B630	69-17115	CH-47C		07/28/1970			Converted to D Model		10/31/1990	90-00223	CH-47D
B631	69-17116	CH-47C		07/31/1970			Converted to D Model		09/02/1988	88-00098	CH-47D
B632	69-17117	CH-47C		08/20/1970			Converted to D Model		04/06/1990	90-00197	CH-47D
B633	69-17118	CH-47C		08/24/1970			Converted to E Model		06/15/1992	92-00471	MH-47E
B634	69-17119	CH-47C		09/28/1970			Destroyed by Enemy Action [RVN]	10/31/1972			
B635	69-17120	CH-47C		09/28/1970			Accident/Destroyed [RVN]	07/21/1971			
B636	69-17121	CH-47C		10/28/1970			Converted to D Model		04/12/1985	85-24340	CH-47D
B637	69-17122	CH-47C		10/28/1970			Converted to D Model		06/25/1990	90-00208	CH-47D
B638	69-17123	CH-47C		11/21/1970			Converted to D Model		11/21/1988	88-00109	CH-47D
B639	69-17124	CH-47C		11/25/1970			Accident/Destroyed [Germany]	07/15/1977			
B640	69-17125	CH-47C		12/28/1970			Converted to D Model		06/04/1990	90-00205	CH-47D
B641	69-17126	CH-47C		12/28/1970			Converted to D Model		12/09/1982	83-24103	CH-47D
B642	70-15000	CH-47C		01/28/1971			Converted to D Model		06/18/1990	90-00207	CH-47D
B643	70-15001	CH-47C		01/28/1971			Converted to D Model		05/31/1984	84-24170	CH-47D
B644	70-15002	CH-47C		01/31/1971			Converted to D Model		04/20/1989	89-00149	CH-47D
B645	70-15003	CH-47C		02/19/1971			Converted to D Model		08/01/1991	91-00262	CH-47D
B646	70-15004	CH-47C		02/26/1971			Converted to D Model		09/26/1990	90-00218	CH-47D
B647	70-15005	CH-47C		02/26/1971			Converted to D Model		04/27/1989	89-00150	CH-47D
B648	70-15006	CH-47C		03/17/1971			Converted to D Model		08/31/1984	84-24179	CH-47D
B649	70-15007	CH-47C		03/23/1971			Converted to E Model		12/10/1991	92-00400	MH-47E
B650	70-15008	CH-47C		03/26/1971			Converted to D Model		12/14/1988	89-00132	CH-47D
B651	70-15009	CH-47C		04/12/1971			Converted to D Model		01/12/1990	90-00185	CH-47D
B652	70-15010	CH-47C		04/15/1971			Converted to MH-47D		05/11/1983	83-24118	MH-47D
B653	70-15011	CH-47C		04/23/1971			Converted to D Model		09/04/1985	85-24358	CH-47D
B654	70-15012	CH-47C		05/10/1971			Converted to D Model		03/23/1989	89-00145	CH-47D
B655	70-15013	CH-47C		05/14/1971			Converted to D Model		09/30/1984	84-24185	CH-47D
B656	70-15014	CH-47C		05/25/1971			Converted to D Model		02/17/1984	84-24158	CH-47D
B657	70-15015	CH-47C		06/07/1971			Converted to E Model		07/28/1992	92-00474	MH-47E
B658	70-15016	CH-47C		06/17/1971			Converted to D Model		03/31/1984	84-24161	CH-47D
B659	70-15017	CH-47C		06/21/1971			Converted to D Model		02/16/1984	84-24155	CH-47D
B660	70-15018	CH-47C		07/15/1971			Converted to D Model		01/26/1990	90-00187	CH-47D
B661	70-15019	CH-47C		07/14/1971			Converted to D Model		09/30/1984	84-24183	CH-47D
B662	70-15020	CH-47C		07/23/1971			Converted to D Model		06/26/1991	91-00258	CH-47D
B663	70-15021	CH-47C		08/16/1971			Converted to D Model		07/17/1990	90-00211	CH-47D
B664	70-15022	CH-47C		08/23/1971			Converted to D Model		07/02/1986	86-01682	CH-47D
B665	70-15023	CH-47C		08/30/1971			Converted to D Model		07/31/1989	89-00163	CH-47D
B666	70-15024	CH-47C		09/17/1971			Converted to D Model		05/21/1991	91-00253	CH-47D
B667	70-15025	CH-47C		09/24/1971			Converted to D Model		12/19/1984	85-24325	CH-47D
B668	70-15026	CH-47C		09/28/1971			Converted to D Model		05/14/1991	91-00252	CH-47D
B669	70-15027	CH-47C		10/12/1971			Converted to D Model		09/19/1989	89-00168	CH-47D
B670	70-15028	CH-47C		10/14/1971			Converted to D Model		04/27/1990	90-00200	CH-47D
B671	70-15029	CH-47C		10/20/1971			Converted to E Model		01/10/1992	92-00401	MH-47E
B672	70-15030	CH-47C		11/01/1971			Converted to E Model		02/21/1992	92-00403	MH-47E
B673	70-15031	CH-47C		11/16/1971			Converted to MH-47D		03/30/1989	89-00146	MH-47D
B674	70-15032	CH-47C		11/30/1971			Converted to D Model		05/29/1991	91-00254	CH-47D
B675	70-15033	CH-47C		12/16/1971			Converted to D Model		12/14/1990	91-00232	CH-47D
B676	70-15034	CH-47C		12/17/1971			Converted to D Model		03/21/1983	83-24109	CH-47D

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B677	70-15035	CH-47C		12/22/1971			Accident/Destroyed [Germany]	06/13/1975			
B678	71-20944	CH-47C		01/12/1972			Accident/Destroyed [US]	01/12/1972			
B679	71-20945	CH-47C		02/17/1972			Converted to D Model		12/21/1988	89-00133	CH-47D
B680	71-20946	CH-47C		03/28/1972			Converted to E Model		05/15/1992	92-00469	MH-47E
B681	71-20947	CH-47C		04/17/1972			Converted to D Model		08/31/1984	84-24177	CH-47D
B682	71-20948	CH-47C		06/29/1972			Converted to D Model		01/29/1991	91-00237	CH-47D
B683	71-20949	CH-47C		07/14/1972			Converted to D Model		11/14/1990	90-00225	CH-47D
B684	71-20950	CH-47C		07/31/1972			Converted to E Model		06/01/1992	92-00470	MH-47E
B685	71-20951	CH-47C		07/21/1972			Converted to E Model		08/25/1992	92-00475	MH-47E
B686	71-20952	CH-47C		09/29/1972			Converted to D Model		08/26/1988	88-00097	CH-47D
B687	71-20953	CH-47C		10/31/1972			Converted to D Model		11/30/1990	91-00230	CH-47D
B688	71-20954	CH-47C		12/20/1973			Converted to E Model		10/16/1992	92-00476	MH-47E
B689	71-20955	CH-47C		07/31/1974			Converted to D Model		02/02/1990	90-00188	CH-47D
B690	74-22271	CH-47C		01/30/1975			Converted to D Model		12/07/1989	90-00181	CH-47D
B691	74-22272	CH-47C		05/19/1975			Converted to D Model		12/14/1989	90-00182	CH-47D
B692	74-22273	CH-47C		05/30/1975			Converted to D Model		02/23/1990	90-00191	CH-47D
B693	74-22274	CH-47C		06/20/1975			Converted to D Model		03/02/1990	90-00192	CH-47D
B694	74-22275	CH-47C		06/30/1975			Accident/Destroyed [Korea]	02/16/1984			
B695	74-22276	CH-47C		08/15/1975			Converted to E Model		01/31/1992	92-00402	MH-47E
B696	74-22277	CH-47C		08/22/1975			Converted to E Model		10/25/1991	91-00500	MH-47E
B697	74-22278	CH-47C		09/30/1975			Converted to D Model		08/28/1989	89-00165	CH-47D
B698	74-22279	CH-47C		11/21/1975			Converted to D Model		06/23/1989	89-00158	CH-47D
B699	74-22280	CH-47C		12/19/1975			Converted to D Model		12/07/1990	91-00231	CH-47D
B700	74-22281	CH-47C		01/19/1976			Converted to E Model		11/15/1991	91-00501	MH-47E
B701	74-22282	CH-47C		02/13/1976			Converted to D Model		02/26/1991	91-00241	CH-47D
B702	74-22283	CH-47C		02/27/1976			Converted to E Model		03/06/1992	92-00464	MH-47E
B703	74-22284	CH-47C		03/23/1976			Converted to D Model		06/05/1991	91-00255	CH-47D
B704	74-22285	CH-47C		04/27/1976			Converted to E Model		04/03/1992	92-00466	MH-47E
B705	74-22286	CH-47C		04/30/1976			Converted to D Model		11/30/1989	90-00180	CH-47D
B706	74-22287	CH-47C		06/30/1976			Converted to D Model		05/25/1990	90-00204	CH-47D
B707	74-22288	CH-47C		07/26/1976			Converted to E Model		09/13/1991	91-00498	MH-47E
B708	74-22289	CH-47C		08/31/1976			Converted to E Model		08/22/1991	91-00497	MH-47E
B709	74-22290	CH-47C		08/31/1976			Accident/Destroyed [US]	07/17/1980			
B710	74-22291	CH-47C		10/27/1976			Converted to D Model		06/19/1991	91-00257	CH-47D
B711	74-22292	CH-47C		10/29/1976			Accident/Destroyed [Germany]	09/11/1982			
B712	74-22293	CH-47C		11/29/1976			Converted to D Model		05/11/1990	90-00202	CH-47D
B713	74-22294	CH-47C		12/17/1976			Converted to D Model		03/16/1990	90-00194	CH-47D
B714	76-22673	CH-47C		12/17/1976			Converted to D Model		02/05/1991	91-00238	CH-47D
B715	76-22674	CH-47C		01/21/1977			Converted to D Model		02/12/1991	91-00239	CH-47D
B716	76-22675	CH-47C		02/24/1977			Converted to D Model		01/19/1989	89-00136	CH-47D
B717	76-22676	CH-47C		03/11/1977			Converted to D Model		04/20/1990	90-00199	CH-47D
B718	76-22677	CH-47C		04/11/1977			Converted to E Model		03/20/1992	92-00465	MH-47E
B719	76-22678	CH-47C		05/10/1977			Converted to D Model		05/04/1989	89-00151	CH-47D
B720	76-22679	CH-47C		06/17/1977			Converted to E Model		05/01/1992	92-00468	MH-47E
B721	76-22680	CH-47C		07/27/1977			Converted to D Model		03/26/1991	91-00245	CH-47D
B722	76-22681	CH-47C		08/31/1978			Converted to E Model		07/11/1991	91-00496	MH-47E
B723	76-22682	CH-47C		09/23/1977			Converted to D Model		04/13/1990	90-00198	CH-47D
B724	76-22683	CH-47C		11/02/1977			Converted to D Model		06/11/1990	90-00206	CH-47D
B725	76-22684	CH-47C		01/11/1978			Converted to D Model		05/11/1989	89-00152	CH-47D
B726	79-23394	CH-47C		11/27/1979			Converted to E Model		07/14/1992	92-00473	MH-47E
B727	79-23395	CH-47C		12/18/1979			Converted to D Model		08/21/1990	90-00213	CH-47D
B728	79-23396	CH-47C		03/27/1980			Converted to E Model		04/17/1992	92-00467	MH-47E

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
B729	79-23397	CH-47C		06/30/1980			Converted to D Model		11/21/1990	90-00226	CH-47D
B730	79-23398	CH-47C		02/08/1980			Converted to D Model		11/07/1988	88-00107	CH-47D
B731	79-23399	CH-47C		04/29/1980			Converted to D Model		03/05/1991	91-00242	CH-47D
B732	79-23400	CH-47C		05/28/1980			Converted to D Model		03/19/1991	91-00244	CH-47D
B733	79-23401	CH-47C		05/30/1980			Converted to D Model		03/12/1991	91-00243	CH-47D
B734	85-24734	CH-47C		08/09/1985			Converted to E Model		06/29/1992	92-00472	MH-47E
B735	85-24735	CH-47C		08/09/1985			Converted to D Model		04/24/1992	92-00291	CH-47D
B736	85-24736	CH-47C		08/09/1985			Converted to D Model		12/17/1991	92-00281	CH-47D
B737	85-24737	CH-47C		08/09/1985			Converted to D Model		09/16/1992	92-00300	CH-47D
B738	85-24738	CH-47C		08/13/1985			Converted to D Model		11/04/1992	92-00306	CH-47D
B739	85-24739	CH-47C		08/15/1985			Converted to D Model		03/13/1992	92-00288	CH-47D
B740	85-24740	CH-47C		08/13/1985			Converted to D Model		01/17/1992	92-00283	CH-47D
B741	85-24741	CH-47C		08/09/1985			Converted to D Model		02/07/1992	92-00285	CH-47D
B742	85-24742	CH-47C		08/13/1985			Converted to D Model		06/08/1992	92-00294	CH-47D
B743	85-24743	CH-47C		08/15/1985			Converted to E Model		08/15/1985	92-00477	MH-47E
B744	85-24744	CH-47C		08/15/1985			Converted to D Model		08/15/1985	92-00297	CH-47D
CE005	A15-0005	CH-47C					Converted to D Model			93-00928	CH-47D
CE006	A15-0007	CH-47C					Converted to D Model			93-00929	CH-47D
CE007	A15-0008	CH-47C					Converted to D Model			93-00930	CH-47D
CE008	A15-0009	CH-47C					Converted to D Model			93-00931	CH-47D
CE009	A15-0010	CH-47C					Converted to D Model			93-00932	CH-47D
CE010	A15-0011	CH-47C					Converted to D Model			93-00933	CH-47D
CE011	A15-0012	CH-47C					Converted to D Model			93-00934	CH-47D
	76-08008	YCH-47D		12/01/1976	CH-47A	65-08008	Converted to D Model		10/21/1992	92-00304	CH-47D
	76-18479	YCH-47D		12/01/1976	CH-47B	67-18479	Trainer - Ft Eustis VA				
	76-18538	YCH-47D		12/01/1976	CH-47C	67-18538	Converted to D Model		10/14/1992	92-00303	CH-47D
M3004	81-23381	CH-47D		03/31/1982	CH-47A	66-19025	Category B Trainer - Ft Rucker AL				
M3005	81-23382	CH-47D		07/16/1982	CH-47A	66-19052	Inducted to F Model Program		12/14/2005	06-08021	CH-47F
M3006	81-23383	CH-47D		11/24/1982	CH-47A	66-19017	Inducted to F Model Program		03/22/2006	06-08026	CH-47F
M3007	81-23384	CH-47D		11/30/1982	CH-47A	66-19057	Inducted to F Model Program		09/12/2006	06-08029	CH-47F
M3008	81-23385	CH-47D		12/18/1982	CH-47A	66-19073	Converted to G Model		12/22/2004	05-03753	MH-47G
M3009	81-23386	CH-47D		12/22/1982	CH-47A	66-19088	Converted to G Model		10/10/2005	06-03763	MH-47G
M3010	81-23387	CH-47D		03/12/1983	CH-47A	64-13134	Converted to G Model		12/13/2004	05-03752	MH-47G
M3011	81-23388	CH-47D		02/20/1983	CH-47A	64-13132	Converted to G Model		02/22/2005	05-03757	MH-47G
M3012	81-23389	CH-47D		04/13/1983	CH-47A	64-13133	Inducted to F Model Program		02/06/2006	06-08024	CH-47F
M3013	82-23762	CH-47D		04/30/1983	CH-47A	66-00122	Converted to G Model		03/10/2005	05-03758	MH-47G
M3015	82-23764	CH-47D		06/29/1983	CH-47A	65-08011	Accident/Destroyed [US]	07/24/1990			
M3016	82-23765	CH-47D		07/11/1983	CH-47A	66-00119	Inducted to F Model Program		02/11/2009	09-08063	CH-47F
M3017	82-23766	CH-47D		07/07/1983	CH-47A	66-19058	Converted to G Model		12/03/2004	05-03751	MH-47G
M3018	82-23767	CH-47D		07/22/1983	CH-47A	66-19043	Converted to G Model		04/15/2005	05-03761	MH-47G
M3019	82-23768	CH-47D		08/09/1983	CH-47A	66-00106	Cat B Trainer - Ft Eustis VA				
M3020	82-23769	CH-47D		09/26/1983	CH-47A	65-08005	Inducted to F Model Program		03/22/2007	07-08035	CH-47F
M3021	82-23770	CH-47D		09/21/1983	CH-47A	66-00108	Converted to G Model		06/29/2004	04-03746	MH-47G
M3022	82-23771	CH-47D		10/19/1983	CH-47A	66-19074	Inducted to F Model Program		06/26/2007	07-08039	CH-47F
M3023	82-23772	CH-47D		10/20/1983	CH-47A	66-00116	Converted to G Model		12/11/2003	04-03736	MH-47G
M3024	82-23773	CH-47D		11/01/1983	CH-47C	68-16002	Converted to G Model		06/15/2004	04-03745	MH-47G
M3025	82-23774	CH-47D		11/08/1983	CH-47A	64-13144	Converted to G Model		12/08/2003	04-03735	MH-47G
M3026	82-23775	CH-47D		12/05/1983	CH-47A	66-19031	Inducted to F Model Program		09/30/2005	05-08015	CH-47F
M3027	82-23776	CH-47D		12/16/1983	CH-47A	66-00115	Inducted to F Model Program		05/18/2007	07-08038	CH-47F
M3028	82-23777	CH-47D		12/16/1983	CH-47A	66-19072	Inducted to F Model Program		10/20/2005	05-08016	CH-47F
M3029	82-23778	CH-47D		01/24/1984	CH-47C	69-17104	Converted to G Model		01/24/2007	07-03769	MH-47G
M3030	82-23779	CH-47D		02/02/1984	CH-47C	68-16009	Converted to G Model		04/06/2005	05-03760	MH-47G

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3085	84-24181	CH-47D		10/31/1985	CH-47C	67-18550	Sold to Canada				
M3086	84-24182	CH-47D		10/31/1985	CH-47A	62-02135	Inducted to F Model Program		04/20/2009	09-08066	CH-47F
M3087	84-24183	CH-47D		11/05/1985	CH-47C	70-15019	Guard - OH*				
M3088	84-24184	CH-47D		11/19/1985	CH-47A	62-02137	Inducted to F Model Program		03/09/2007	07-08034	CH-47F
M3089	84-24185	CH-47D		11/22/1985	CH-47C	70-15013	Inducted to F Model Program		01/14/2008	08-08045	CH-47F
M3090	84-24186	CH-47D		11/27/1985	CH-47A	63-07918	Inducted to F Model Program		08/13/2007	07-08041	CH-47F
M3091	84-24187	CH-47D		12/05/1985	CH-47C	68-16020	Guard - OK				
M3092	85-24322	CH-47D		12/07/1985	CH-47A	65-07983	Inducted to F Model Program		10/10/2005	05-08017	CH-47F
M3093	85-24323	CH-47D		12/13/1985	CH-47A	65-07981	Inducted to F Model Program		08/02/2010	10-08083	CH-47F
M3094	85-24324	CH-47D		12/19/1985	CH-47A	66-19021	Guard - OH				
M3095	85-24325	CH-47D		12/23/1985	CH-47C	70-15025	Accident/Destroyed [US]	04/09/1986			
M3096	85-24326	CH-47D		12/31/1985	CH-47A	65-07982	Guard - NE				
M3097	85-24327	CH-47D		01/29/1986	CH-47A	66-19026	Inducted to F Model Program		04/02/2012	12-08106	CH-47F
M3098	85-24328	CH-47D		01/25/1986	CH-47C	69-17111	Inducted to F Model Program		02/21/2008	08-08047	CH-47F
M3099	85-24329	CH-47D		01/25/1986	CH-47A	66-19036	Guard - MI				
M3100	85-24330	CH-47D		01/25/1986	CH-47A	66-19051	Inducted to F Model Program		06/24/2009	09-08071	CH-47F
M3101	85-24331	CH-47D		02/11/1986	CH-47C	68-16010	Inducted to F Model Program		01/14/2010	10-08076	CH-47F
M3102	85-24332	CH-47D		02/26/1986	CH-47A	66-00123	Accident/Destroyed [Honduras]	12/08/1988			
M3103	85-24333	CH-47D		02/27/1986	CH-47A	65-08017	Inducted to F Model Program		05/14/2009	09-08067	CH-47F
M3104	85-24334	CH-47D		03/06/1986	CH-47C	69-17112	Depot - Philadelphia PA				
M3105	85-24335	CH-47D		03/12/1986	CH-47A	65-08014	Accident/Destroyed [OIF]	07/02/2005			
M3106	85-24336	CH-47D		03/22/1986	CH-47A	66-00124	Guard - OH*				
M3107	85-24337	CH-47D		03/27/1986	CH-47C	67-18509	Guard - IL*				
M3108	85-24338	CH-47D		03/31/1986	CH-47A	65-07979	Reserve - VA				
M3109	85-24339	CH-47D		03/31/1986	CH-47A	65-08019	Inducted to F Model Program		11/22/2008	09-08062	CH-47F
M3110	85-24340	CH-47D		04/29/1986	CH-47C	69-17121	Converted to Trainer				
M3111	85-24341	CH-47D		04/29/1986	CH-47A	66-00077	Converted to G Model		09/15/2004	04-03749	MH-47G
M3113	85-24343	CH-47D		04/30/1986	CH-47C	68-15850	Inducted to F Model Program		11/10/2008	09-08060	CH-47F
M3114	85-24344	CH-47D		04/30/1986	CH-47A	66-00107	Inducted to F Model Program		12/23/2005	06-08018	CH-47F
M3115	85-24345	CH-47D		05/13/1986	CH-47A	66-00090	Depot - Philadelphia PA				
M3116	85-24346	CH-47D		05/15/1986	CH-47C	67-18504	Reserve - KS				
M3117	85-24347	CH-47D		05/27/1986	CH-47A	66-00089	Inducted to F Model Program		11/08/2011	12-08100	CH-47F
M3118	85-24348	CH-47D		05/27/1986	CH-47A	66-00101	Accident/Destroyed [OIF]	07/01/2010			
M3119	85-24349	CH-47D		05/30/1986	CH-47C	68-15839	Accident/Destroyed [OEF]	05/05/2006			
M3120	85-24350	CH-47D		05/31/1986	CH-47A	66-19060	Inducted to F Model Program		06/10/2009	09-08068	CH-47F
M3121	85-24351	CH-47D		06/14/1986	CH-47A	65-07971	Converted to Trainer				
M3122	85-24352	CH-47D		06/20/1986	CH-47C	68-15843	Converted to G Model		02/08/2003	03-03729	MH-47G
M3123	85-24353	CH-47D		06/25/1986	CH-47A	65-08018	Inducted to F Model Program		06/10/2010	10-08082	CH-47F
M3124	85-24354	CH-47D		06/26/1986	CH-47A	66-19009	Cat B Trainer - Ft Eustis VA				
M3125	85-24355	CH-47D		07/10/1986	CH-47C	68-15861	Converted to G Model		03/19/2003	03-03730	MH-47G
M3126	85-24356	CH-47D		07/16/1986	CH-47A	66-19000	Converted to G Model		08/17/2004	04-03747	MH-47G
M3127	85-24357	CH-47D		07/25/1986	CH-47A	66-00093	Converted to G Model		02/11/2004	04-03738	MH-47G
M3128	85-24358	CH-47D		07/28/1986	CH-47C	70-15011	Converted to G Model		10/07/2002	03-03727	MH-47G
M3129	85-24359	CH-47D		08/01/1986	CH-47A	66-19066	Converted to G Model		02/08/2005	05-03756	MH-47G
M3132	85-24362	CH-47D		09/15/1986	CH-47A	66-19024	Depot - Philadelphia PA				
M3133	85-24363	CH-47D		09/25/1986	CH-47A	66-19077	Inducted to F Model Program		02/10/2006	06-08030	CH-47F
M3134	85-24364	CH-47D		09/29/1986	CH-47C	68-16013	Converted to G Model		04/22/2004	04-03750	MH-47G
M3135	85-24365	CH-47D		09/29/1986	CH-47A	65-08002	Converted to G Model		04/22/2004	04-03740	MH-47G
M3136	85-24366	CH-47D		09/30/1986	CH-47A	65-07977	Inducted to F Model Program		06/01/2006	06-08025	CH-47F
M3138	85-24368	CH-47D		10/24/1986	CH-47A	66-19044	Cat B Trainer - Ft Eustis VA				
M3139	85-24369	CH-47D		10/30/1986	CH-47A	66-19054	Inducted to F Model Program		07/17/2009	09-08072	CH-47F
M3141	86-01636	CH-47D		11/26/1986	CH-47A	65-08023	Converted to G Model		05/12/2004	04-03741	MH-47G






Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3142	86-01637	CH-47D		11/26/1986	CH-47B	67-18438	Converted to G Model		05/27/2004	04-03742	MH-47G
M3143	86-01638	CH-47D		11/26/1986	CH-47A	64-13159	Active - Soto Cano AB				
M3144	86-01639	CH-47D		11/26/1986	CH-47A	65-07984	Cat B Trainer - Ft Eustis VA				
M3145	86-01640	CH-47D		12/03/1986	CH-47B	67-18439	Inducted to F Model Program		01/19/2006	06-08023	CH-47F
M3146	86-01641	CH-47D		12/22/1986	CH-47A	64-13164	Depot - Philadelphia PA				
M3147	86-01642	CH-47D		12/18/1986	CH-47A	66-19048	Guard - MD/NY*				
M3148	86-01643	CH-47D		12/23/1986	CH-47B	66-19121	Accident/Destroyed [US]	02/25/1988			
M3149	86-01644	CH-47D		01/20/1987	CH-47A	65-08004	Destroyed by Enemy Action [OEF]	05/30/2007			
M3150	86-01645	CH-47D		01/22/1987	CH-47A	65-08020	Cat B Trainer - Ft Eustis VA				
M3151	86-01646	CH-47D		01/29/1987	CH-47B	66-19115	Guard - MD/NY*				
M3152	86-01647	CH-47D		02/09/1987	CH-47A	66-00074	Accident/Destroyed [US]	06/15/2010			
M3153	86-01648	CH-47D		02/10/1987	CH-47A	65-08013	Inducted to F Model Program		02/04/2008	08-08046	CH-47F
M3154	86-01649	CH-47D		02/17/1987	CH-47B	67-18472	Inducted to F Model Program		11/26/2008	09-08064	CH-47F
M3155	86-01650	CH-47D		02/27/1987	CH-47A	66-00103	Sold to Canada				
M3156	86-01651	CH-47D		02/27/1987	CH-47A	65-08015	Sold to Canada				
M3157	86-01652	CH-47D		03/31/1987	CH-47B	67-18451	Inducted to F Model Program		03/24/2008	08-08049	CH-47F
M3158	86-01653	CH-47D		03/31/1987	CH-47A	65-07993	Guard - MD/NY*				
M3159	86-01654	CH-47D		03/31/1987	CH-47A	66-19028	Active - Camp Humphries				
M3160	86-01655	CH-47D		03/31/1987	CH-47B	66-19114	Inducted to F Model Program		06/24/2008	08-08055	CH-47F
M3161	86-01656	CH-47D		04/08/1987	CH-47A	65-07980	Inducted to F Model Program		08/18/2011	11-08097	CH-47F
M3162	86-01657	CH-47D		04/27/1987	CH-47A	65-08009	Inducted to F Model Program		08/28/2009	08-08050	CH-47F
M3163	86-01658	CH-47D		04/30/1987	CH-47B	66-19125	Inducted to F Model Program		08/28/2009	08-08056	CH-47F
M3164	86-01659	CH-47D		05/28/1987	CH-47A	66-00102	Active - Ft Riley KS				
M3165	86-01660	CH-47D		05/28/1987	CH-47A	65-07995	Active - Ft Rucker AL				
M3166	86-01661	CH-47D		05/29/1987	CH-47B	66-19140	Inducted to F Model Program		03/23/2010	10-08078	CH-47F
M3167	86-01662	CH-47D		05/29/1987	CH-47A	64-13142	Inducted to F Model Program		10/14/2010	10-08086	CH-47F
M3168	86-01663	CH-47D		06/19/1987	CH-47A	64-13155	Guard - OH*				
M3169	86-01664	CH-47D		06/19/1987	CH-47B	66-19133	Cat B Trainer - Ft Eustis VA				
M3170	86-01665	CH-47D		06/24/1987	CH-47A	66-00114	Reserve - VA				
M3171	86-01666	CH-47D		06/26/1987	CH-47C	67-18522	Guard - NV				
M3172	86-01667	CH-47D		07/08/1987	CH-47A	65-07967	Inducted to F Model Program		12/07/2011	12-08101	CH-47F
M3173	86-01668	CH-47D		07/23/1987	CH-47A	66-00075	Cat B Trainer - Ft Eustis VA				
M3174	86-01669	CH-47D		07/23/1987	CH-47B	67-18444	Inducted to F Model Program		10/08/2009	10-08085	CH-47F
M3175	86-01670	CH-47D		07/29/1987	CH-47A	66-19087	Active - Ft Rucker AL				
M3176	86-01671	CH-47D		08/19/1987	CH-47A	66-19096	Inducted to F Model Program		12/09/2010	11-08088	CH-47F
M3177	86-01672	CH-47D		08/20/1987	CH-47B	67-18448	Inducted to F Model Program		10/12/2011	11-8099	CH-47F
M3178	86-01673	CH-47D		08/28/1987	CH-47A	66-19097	Inducted to F Model Program		09/15/2011	11-08098	CH-47F
M3179	86-01674	CH-47D		08/31/1987	CH-47A	66-00104	Reserve - KS				
M3180	86-01675	CH-47D		09/23/1987	CH-47B	66-19107	Inducted to F Model Program		07/30/2008	08-08057	CH-47F
M3181	86-01676	CH-47D		09/24/1987	CH-47A	64-13135	Active - Redstone Arsenal AL				
M3182	86-01677	CH-47D		09/28/1987	CH-47A	66-19030	Inducted to F Model Program		01/14/2011	09-08089	CH-47F
M3183	86-01678	CH-47D		09/29/1987	CH-47C	68-15855	Converted to G Model		10/05/2000	00-02160	MH-47G
M3184	86-01679	CH-47D		10/16/1987	CH-47A	65-07991	Converted to G Model		06/15/2004	04-03743	MH-47G
M3185	86-01680	CH-47D		10/23/1987	CH-47A	65-08003	Active - Ft Rucker AL				
M3186	86-01681	CH-47D		10/29/1987	CH-47A	65-08012	Accident/Destroyed [US]	04/24/1995			
M3187	86-01682	CH-47D		10/31/1987	CH-47C	70-15022	Guard - NY				
M3188	87-00069	CH-47D		11/19/1987	CH-47A	66-00097	Trainer - Ft Eustis VA				
M3189	87-00070	CH-47D		11/23/1987	CH-47A	61-02424	Guard - NE				
M3190	87-00071	CH-47D		11/30/1987	CH-47B	67-18471	Guard - IL				
M3191	87-00072	CH-47D		11/30/1987	CH-47A	64-13165	Active - Ft Riley KS				
M3192	87-00073	CH-47D		12/23/1987	CH-47B	67-18446	Accident/Destroyed [OEF]	10/01/2012			
M3193	87-00074	CH-47D		12/22/1987	CH-47A	61-02422	Active - Ft Rucker AL				








Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3194	87-00075	CH-47D		11/22/1987	CH-47B	66-19102	Guard - NV/MT*				
M3195	87-00076	CH-47D		12/23/1987	CH-47A	62-02117	Active - Ft Rucker AL				
M3196	87-00077	CH-47D		01/30/1988	CH-47B	66-19132	Guard - CO				
M3197	87-00078	CH-47D		01/31/1988	CH-47B	67-18436	Guard - OH*				
M3198	87-00079	CH-47D		02/05/1988	CH-47B	66-19120	Guard - SC				
M3199	87-00080	CH-47D		02/10/1988	CH-47A	62-02118	Reserve - WA				
M3200	87-00081	CH-47D		02/23/1988	CH-47B	67-18477	Inducted to F Model Program		07/29/2009	08-08054	CH-47F
M3201	87-00082	CH-47D		02/26/1988	CH-47A	63-07919	Inducted to F Model Program		07/22/2011	11-08096	CH-47F
M3202	87-00083	CH-47D		02/29/1988	CH-47B	67-18466	Inducted to F Model Program		02/12/2010	10-08077	CH-47F
M3203	87-00084	CH-47D		03/22/1988	CH-47A	62-02132	Cat B Trainer - Ft Eustis VA				
M3204	87-00085	CH-47D		03/29/1988	CH-47B	67-18453	Inducted to F Model Program		06/03/2010	10-08081	CH-47F
M3205	87-00086	CH-47D		03/31/1988	CH-47A	62-02133	Sold to Canada				
M3206	87-00087	CH-47D		04/27/1988	CH-47B	66-19111	Inducted to F Model Program		05/20/2008	08-08052	CH-47F
M3207	87-00088	CH-47D		04/28/1988	CH-47A	62-02136	Guard - CA				
M3208	87-00089	CH-47D		04/27/1988	CH-47B	67-18484	Accident/Destroyed [OEF]	01/01/2011			
M3209	87-00090	CH-47D		04/28/1988	CH-47A	63-07902	Active - Ft Rucker AL				
M3210	87-00091	CH-47D		04/28/1988	CH-47B	66-19134	Reserve - KS				
M3211	87-00092	CH-47D		04/29/1988	CH-47A	63-07903	Reserve - KS				
M3212	87-00093	CH-47D		05/26/1988	CH-47B	66-19135	Reserve - KS				
M3213	87-00094	CH-47D		05/24/1988	CH-47A	63-07904	Accident/Destroyed [OEF]	06/17/2008			
M3214	87-00095	CH-47D		05/27/1988	CH-47B	67-18434	Converted to G Model		06/29/2004	04-03744	MH-47G
M3215	87-00096	CH-47D		05/27/1988	CH-47A	63-07906	Leased to Canada				
M3216	87-00097	CH-47D		06/21/1988	CH-47B	67-18437	Guard - CO				
M3217	87-00098	CH-47D		06/21/1988	CH-47A	63-07907	Guard - NE				
M3218	87-00099	CH-47D		06/22/1988	CH-47B	67-18474	Guard - CA				
M3219	87-00100	CH-47D		06/27/1988	CH-47A	63-07909	Guard - IL				
M3220	87-00101	CH-47D		07/12/1988	CH-47B	66-19119	Guard - TX				
M3221	87-00102	CH-47D		07/25/1988	CH-47A	63-07911	Accident/Destroyed [OIF]	05/22/2005			
M3222	87-00103	CH-47D		07/25/1988	CH-47B	66-19112	Inducted to F Model Program		03/04/2008	08-08048	CH-47F
M3223	87-00104	CH-47D		07/30/1988	CH-47A	63-07914	Guard - MD				
M3224	87-00105	CH-47D		08/09/1988	CH-47B	66-19127	Guard - TX				
M3225	87-00106	CH-47D		08/18/1988	CH-47A	63-07917	Guard - MT				
M3226	87-00107	CH-47D		08/30/1988	CH-47B	67-18432	Guard - IA				
M3227	87-00108	CH-47D		08/31/1988	CH-47A	62-02129	Active - Ft Rucker AL				
M3228	87-00109	CH-47D		09/20/1988	CH-47B	66-19098	Guard - OH				
M3229	87-00110	CH-47D		09/22/1988	CH-47B	67-18463	Reserve - WA				
M3230	87-00111	CH-47D		09/28/1988	CH-47B	66-19124	Accident/Destroyed [OEF]	08/12/2012			
M3231	87-00112	CH-47D		09/29/1988	CH-47A	63-07920	Inducted to F Model Program		06/21/2012	12-08108	CH-47F
M3232	87-00113	CH-47D		09/30/1988	CH-47B	67-18443	Guard - FL				
M3233	87-00114	CH-47D		10/25/1988	CH-47B	67-18452	Guard - CA				
M3234	87-00115	CH-47D		10/27/1988	CH-47B	67-18459	Guard - FL				
M3235	87-00116	CH-47D		10/31/1988	CH-47A	63-07921	Guard - MD				
M3236	88-00062	CH-47D		11/28/1988	CH-47B	66-19136	Active - Ft Rucker AL				
M3237	88-00063	CH-47D		11/29/1988	CH-47B	66-19141	Reserve - KS				
M3238	88-00064	CH-47D		11/30/1988	CH-47B	67-18447	Guard - OK				
M3239	88-00065	CH-47D		11/30/1988	CH-47B	67-18491	Guard - OK				
M3240	88-00066	CH-47D		12/19/1988	CH-47B	66-19105	Guard - OK				
M3241	88-00067	CH-47D		12/21/1988	CH-47B	67-18450	Active - Ft Riley KS				
M3242	88-00068	CH-47D		12/28/1988	CH-47B	67-18486	Active - Ft Riley KS				
M3243	88-00069	CH-47D		12/22/1988	CH-47B	67-18476	Active - Ft Riley KS				
M3244	88-00070	CH-47D		02/08/1989	CH-47B	66-19129	Active - Camp Humphries				
M3245	88-00071	CH-47D		02/11/1989	CH-47B	67-18441	Active - Ft Riley KS				













Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3246	88-00072	CH-47D		02/08/1989	CH-47B	66-19131	Active - Ft Riley KS				
M3247	88-00073	CH-47D		02/14/1989	CH-47B	66-19122	Active - Camp Humphries				
M3248	88-00074	CH-47D		02/27/1989	CH-47B	67-18489	Inducted to F Model Program		06/24/2009	09-08069	CH-47F
M3249	88-00075	CH-47D		02/28/1989	CH-47B	66-19130	Guard - GA				
M3250	88-00076	CH-47D		03/02/1989	CH-47B	67-18492	Inducted to F Model Program		05/27/2011	11-08094	CH-47F
M3251	88-00077	CH-47D		03/13/1989	CH-47B	67-18482	Active - Ft Rucker AL				
M3252	88-00078	CH-47D		03/22/1989	CH-47B	67-18478	Inducted to F Model Program		12/15/2008	09-08061	CH-47F
M3253	88-00079	CH-47D		03/22/1989	CH-47B	67-18440	Guard - NY				
M3254	88-00080	CH-47D		03/30/1989	CH-47B	66-19108	Active - Ft Riley KS				
M3255	88-00081	CH-47D		04/07/1989	CH-47B	66-19099	Active - Camp Humphries				
M3256	88-00082	CH-47D		04/21/1989	CH-47B	67-18454	Guard - OH*				
M3257	88-00083	CH-47D		04/27/1989	CH-47B	66-19109	Active - Camp Humphries				
M3259	88-00085	CH-47D		04/29/1989	CH-47B	66-19116	Active - Camp Humphries				
M3260	88-00086	CH-47D		05/05/1989	CH-47B	67-18488	Active - Ft Rucker AL				
M3261	88-00087	CH-47D		05/16/1989	CH-47B	67-18473	Active - Ft Riley KS				
M3262	88-00088	CH-47D		05/31/1989	CH-47B	66-19123	Active - Ft Rucker AL				
M3263	88-00089	CH-47D		05/31/1989	CH-47B	66-19100	Active - Camp Humphries				
M3264	88-00090	CH-47D		06/13/1989	CH-47B	67-18465	Active - Ft Riley KS				
M3265	88-00091	CH-47D		06/23/1989	CH-47B	67-18467	Active - Camp Humphries				
M3266	88-00092	CH-47D		06/30/1989	CH-47B	66-19104	Accident/Destroyed [Korea]	12/04/1989			
M3267	88-00093	CH-47D		06/30/1989	CH-47C	68-15868	Active - Camp Humphries				
M3268	88-00094	CH-47D		06/30/1989	CH-47C	68-15851	Active - Camp Humphries				
M3269	88-00095	CH-47D		07/27/1989	CH-47C	68-15847	Active - Camp Humphries				
M3270	88-00096	CH-47D		07/26/1989	CH-47C	68-16016	Active - Camp Humphries				
M3271	88-00097	CH-47D		07/31/1989	CH-47C	71-20952	Active - Ft Riley KS				
M3272	88-00098	CH-47D		08/03/1989	CH-47C	69-17116	Accident/Destroyed [OIF]	08/28/2003			
M3273	88-00099	CH-47D		11/15/1989	CH-47C	68-15865	Guard - MD/NY*				
M3274	88-00100	CH-47D		11/20/1989	CH-47C	68-15867	Accident/Destroyed [OEF]	04/06/2005			
M3275	88-00101	CH-47D		11/24/1989	CH-47C	68-15846	Inducted to F Model Program		06/24/2011	11-08095	CH-47f
M3276	88-00102	CH-47D		11/29/1989	CH-47C	68-15997	Guard - IL				
M3277	88-00103	CH-47D		11/29/1989	CH-47C	68-16006	Reserve - KS				
M3278	88-00104	CH-47D		12/04/1989	CH-47C	68-15827	Inducted to F Model Program		10/08/2009	10-08074	CH-47F
M3279	88-00105	CH-47D		12/11/1989	CH-47C	68-15995	Trainer - Ft Eustis VA				
M3280	88-00106	CH-47D		12/04/1989	CH-47C	68-15831	Guard - MD/NY*				
M3281	88-00107	CH-47D		12/20/1989	CH-47C	79-23398	Active - Camp Humphries				
M3282	88-00108	CH-47D		12/19/1989	CH-47C	69-17114	Guard - MD				
M3283	88-00109	CH-47D		12/19/1989	CH-47C	69-17123	Active - Ft Riley KS				
M3284	89-00130	CH-47D		01/19/1990	CH-47C	68-16017	Sold to Canada				
M3286	89-00132	CH-47D		12/22/1989	CH-47C	70-15008	Active - Soto Cano AB				
M3287	89-00133	CH-47D		01/29/1990	CH-47C	71-20945	Reserve - VA				
M3288	89-00134	CH-47D		01/31/1990	CH-47C	67-18505	Active - Soto Cano AB				
M3289	89-00135	CH-47D		02/06/1990	CH-47C	68-15820	Cat B Trainer - Ft Eustis VA				
M3290	89-00136	CH-47D		02/08/1990	CH-47C	76-22675	Reserve - VA				
M3291	89-00137	CH-47D		02/15/1990	CH-47C	67-18517	Reserve - VA				
M3292	89-00138	CH-47D		02/27/1990	CH-47C	67-18533	Active - Ft Riley KS				
M3293	89-00139	CH-47D		02/28/1990	CH-47C	68-15849	Accident/Destroyed [OIF]	05/11/2008			
M3294	89-00140	CH-47D		03/07/1990	CH-47C	68-15990	Guard - IL				
M3295	89-00141	CH-47D		03/20/1990	CH-47C	68-15834	Accident/Destroyed [OEF]	08/05/2011			
M3296	89-00142	CH-47D		03/26/1990	CH-47C	67-18516	Destroyed by Enemy Action [OEF]	09/10/2012			
M3297	89-00143	CH-47D		03/26/1990	CH-47C	68-15829	Sold to Australia				
M3298	89-00144	CH-47D		03/30/1990	CH-47C	68-16008	Guard - MD/NY*				
M3299	89-00145	CH-47D		03/31/1990	CH-47C	70-15012	Guard - MD/NY*				






Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3301	89-00147	CH-47D		04/26/1990	CH-47C	68-15836	Destroyed by Enemy Action [OEF]	05/12/2008			
M3302	89-00148	CH-47D		04/27/1990	CH-47C	68-15863	Guard - OR				
M3303	89-00149	CH-47D		05/08/1990	CH-47C	70-15002	Reserve - KS				
M3304	89-00150	CH-47D		04/30/1990	CH-47C	70-15005	Guard - CO				
M3305	89-00151	CH-47D		05/25/1990	CH-47C	76-22678	Guard - OH*				
M3306	89-00152	CH-47D		05/30/1990	CH-47C	76-22684	Guard - OR				
M3307	89-00153	CH-47D		05/30/1990	CH-47C	68-15862	Guard - OH*				
M3308	89-00154	CH-47D		06/01/1990	CH-47C	68-15822	Inducted to F Model Program		10/08/2009	10-08075	CH-47F
M3309	89-00155	CH-47D		06/25/1990	CH-47C	68-16011	Inducted to F Model Program		02/08/2012	12-08105	CH-47F
M3310	89-00156	CH-47D		07/05/1990	CH-47C	68-15860	Reserve - WA				
M3311	89-00157	CH-47D		06/30/1990	CH-47C	68-15852	Inducted to F Model Program		04/19/2010	10-08079	CH-47F
M3312	89-00158	CH-47D		06/30/1990	CH-47C	74-22279	Cat B Trainer - Ft Eustis VA				
M3313	89-00159	CH-47D		06/30/1990	CH-47C	67-18526	Inducted to F Model Program		03/09/2011	11-08091	
M3316	89-00162	CH-47D		07/30/1990	CH-47C	68-15815	Reserve - VA				
M3317	89-00163	CH-47D		08/03/1990	CH-47C	70-15023	Sold to Australia				
M3318	89-00164	CH-47D		08/21/1990	CH-47C	67-18549	Inducted to F Model Program		08/20/2010	10-08084	CH-47F
M3319	89-00165	CH-47D		08/28/1990	CH-47C	74-22278	Accident/Destroyed [Desert Storm]	01/11/1991			
M3320	89-00166	CH-47D		08/31/1990	CH-47C	67-18546	Guard - OH*				
M3321	89-00167	CH-47D		08/31/1990	CH-47C	67-18520	Guard - MD/NY*				
M3322	89-00168	CH-47D		09/06/1990	CH-47C	70-15027	Guard - MD/NY*				
M3323	89-00169	CH-47D		09/14/1990	CH-47C	68-16012	Guard - NV/MT*				
M3324	89-00170	CH-47D		09/27/1990	CH-47C	67-18503	Guard - MD/NYL*				
M3325	89-00171	CH-47D		09/28/1990	CH-47C	68-15821	Accident/Destroyed [OIF]	08/14/2007			
M3326	89-00172	CH-47D		09/29/1990	CH-47C	68-15825	Cat B Trainer - Ft Eustis VA				
M3327	89-00173	CH-47D		10/25/1990	CH-47C	67-18528	Accident/Destroyed [US]	10/10/1992			
M3328	89-00174	CH-47D		10/26/1990	CH-47C	67-18551	Guard - CA				
M3329	89-00175	CH-47D		10/29/1990	CH-47C	68-15848	Inducted to F Model Program		06/24/2009	09-08070	CH-47F
M3330	89-00176	CH-47D		10/30/1990	CH-47B	66-19138	Active - Soto Cano AB				
M3331	89-00177	CH-47D		10/31/1990	CH-47C	68-15819	Guard - OH*				
M3332	90-00180	CH-47D		11/27/1990	CH-47C	74-22286	Active - Redstone Arsenal AL				
M3333	90-00181	CH-47D		11/30/1990	CH-47C	74-22271	Inducted to F Model Program		02/10/2011	11-08090	CH-47F
M3334	90-00182	CH-47D		11/30/1990	CH-47C	74-22272	Guard - OH*				
M3335	90-00183	CH-47D		11/30/1990	CH-47C	68-15816	Accident/Destroyed [US]	04/20/2004			
M3336	90-00184	CH-47D		11/30/1990	CH-47C	68-15828	Reserve - WA				
M3337	90-00185	CH-47D		12/21/1990	CH-47C	70-15009	Reserve - WA				
M3338	90-00186	CH-47D		12/29/1990	CH-47C	67-18515	Reserve - VA				
M3339	90-00187	CH-47D		12/28/1990	CH-47C	70-15018	Active - Ft Rucker AL				
M3340	90-00188	CH-47D		01/25/1991	CH-47C	71-20955	Active - Ft Rucker AL				
M3341	90-00189	CH-47D		01/30/1991	CH-47C	67-18510	Reserve - WA				
M3342	90-00190	CH-47D		02/28/1991	CH-47C	68-15812	Active - Ft Rucker AL				
M3343	90-00191	CH-47D		01/31/1991	CH-47C	74-22273	Active - Soto Cano AB				
M3344	90-00192	CH-47D		01/31/1991	CH-47C	74-22274	Accident/Destroyed [US]	10/28/2011			
M3345	90-00193	CH-47D		02/28/1991	CH-47C	68-15859	Reserve - WA				
M3346	90-00194	CH-47D		02/28/1991	CH-47C	74-22294	Trainer - Ft Eustis VA				
M3347	90-00195	CH-47D		02/28/1991	CH-47C	68-15864	Accident/Destroyed [US]	05/29/2002			
M3348	90-00196	CH-47D		03/29/1991	CH-47C	69-17107	Reserve - KS				
M3349	90-00197	CH-47D		03/30/1991	CH-47C	69-17117	Guard - CA				
M3350	90-00198	CH-47D		07/31/1991	CH-47C	76-22682	Active - Ft Rucker AL				
M3351	90-00199	CH-47D		01/10/1992	CH-47C	76-22676	Inducted to F Model Program		02/08/2012	12-08104	CH-47F
M3352	90-00200	CH-47D		03/30/1991	CH-47C	70-15028	Destroyed by Enemy Action [OEF]	09/25/2005			
M3353	90-00201	CH-47D		04/30/1991	CH-47C	67-18530	Accident/Destroyed [US]	07/31/1994			
M3354	90-00202	CH-47D		04/11/1991	CH-47C	74-22293	Guard - TX				

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3355	90-00203	CH-47D		04/24/1991	CH-47C	68-16004	Active - Ft Rucker AL				
M3356	90-00204	CH-47D		04/30/1991	CH-47C	74-22287	Guard - OH*				
M3357	90-00205	CH-47D		05/21/1991	CH-47C	69-17125	Active - Ft Rucker AL				
M3358	90-00206	CH-47D		06/28/1991	CH-47C	76-22683	Guard - MD				
M3359	90-00207	CH-47D		09/30/1991	CH-47C	70-15000	Reserve - WA				
M3360	90-00208	CH-47D		10/16/1991	CH-47C	69-17122	Reserve - VA				
M3361	90-00209	CH-47D		04/30/1991	CH-47C	68-15818	Active - Ft Rucker AL				
M3362	90-00210	CH-47D		12/31/1991	CH-47C	68-15853	Guard - TX				
M3363	90-00211	CH-47D		09/19/1991	CH-47C	70-15021	Reserve - WA				
M3364	90-00212	CH-47D		05/24/1991	CH-47C	68-15856	Reserve - VA				
M3365	90-00213	CH-47D		05/31/1991	CH-47C	79-23395	Reserve - WA				
M3366	90-00214	CH-47D		05/31/1991	CH-47C	68-15992	Guard - IL				
M3367	90-00215	CH-47D		06/28/1991	CH-47C	68-15842	Guard - NY				
M3368	90-00216	CH-47D		06/27/1991	CH-47C	68-16015	Guard - NY				
M3369	90-00217	CH-47D		06/28/1991	CH-47C	68-15998	Accident/Destroyed [OEF]	04/23/2003			
M3370	90-00218	CH-47D		07/18/1991	CH-47C	70-15004	Guard - OH*				
M3371	90-00219	CH-47D		07/31/1991	CH-47C	68-15857	Guard - OH*				
M3372	90-00220	CH-47D		07/31/1991	CH-47C	68-15858	Accident/Destroyed [US]	09/23/1994			
M3373	90-00221	CH-47D		07/31/1991	CH-47C	68-16007	Reserve - WA				
M3374	90-00222	CH-47D		09/12/1991	CH-47C	67-18521	Reserve - VA				
M3375	90-00223	CH-47D		09/19/1991	CH-47C	69-17115	Reserve - WA				
M3376	90-00224	CH-47D		10/02/1991	CH-47C	68-15817	Cat B Trainer - Ft Eustis VA				
M3377	90-00225	CH-47D		10/04/1991	CH-47C	71-20949	Reserve - VA				
M3378	90-00226	CH-47D		10/31/1991	CH-47C	79-23397	Guard - SC				
M3379	91-00230	CH-47D		10/31/1991	CH-47C	71-20953	Destroyed by Enemy Action [OIF]	11/02/2003			
M3380	91-00231	CH-47D		12/30/1991	CH-47C	74-22280	Active - Ft Rucker AL				
M3381	91-00232	CH-47D		10/31/1991	CH-47C	70-15033	Guard - NV/MT*				
M3382	91-00233	CH-47D		10/31/1991	CH-47C	68-16019	Guard - MD/NY*				
M3383	91-00234	CH-47D		11/29/1991	CH-47C	68-15814	Guard - MD				
M3384	91-00235	CH-47D		01/29/1991	CH-47C	67-18525	Guard - FL				
M3385	91-00236	CH-47D		11/29/1991	CH-47C	68-15833	Guard - OK				
M3386	91-00237	CH-47D		11/29/1991	CH-47C	71-20948	Reserve - WA				
M3387	91-00238	CH-47D		12/14/1991	CH-47C	76-22673	Active - Soto Cano AB				
M3388	91-00239	CH-47D		02/04/1992	CH-47C	76-22674	Accident/Destroyed [OEF]	04/22/2012			
M3389	91-00240	CH-47D		01/31/1992	CH-47C	67-18494	Reserve - WA				
M3390	91-00241	CH-47D		02/12/1992	CH-47C	74-22282	Inducted to F Model Program		01/12/2012	12-08102	CH-47F
M3391	91-00242	CH-47D		02/07/1992	CH-47C	79-23399	Inducted to F Model Program		05/24/2012	12-08107	CH-47F
M3392	91-00243	CH-47D		02/25/1992	CH-47C	79-23401	Guard - MD/NY*				
M3393	91-00244	CH-47D		02/24/1992	CH-47C	79-23400	Guard - CA				
M3394	91-00245	CH-47D		02/28/1992	CH-47C	76-22680	Depot - Philadelphia PA				
M3395	91-00246	CH-47D		02/28/1992	CH-47C	69-17110	Guard - SC				
M3396	91-00247	CH-47D		03/20/1992	CH-47C	67-18495	Guard - CO				
M3397	91-00248	CH-47D		03/31/1992	CH-47C	67-18547	Guard - WA				
M3398	91-00249	CH-47D		03/25/1992	CH-47C	68-16018	Guard - NV				
M3399	91-00250	CH-47D		03/31/1992	CH-47C	68-15811	Guard - EAATS - PA				
M3400	91-00251	CH-47D		04/16/1992	CH-47C	68-15844	Guard - WA				
M3401	91-00252	CH-47D		04/27/1992	CH-47C	70-15026	Guard - OR				
M3402	91-00253	CH-47D		04/28/1992	CH-47C	70-15024	Guard - EAATS - PA				
M3403	91-00254	CH-47D		04/30/1992	CH-47C	70-15032	Guard - EAATS - PA				
M3404	91-00255	CH-47D		05/27/1992	CH-47C	74-22284	Guard - NV/MT*				
M3405	91-00256	CH-47D		05/30/1992	CH-47C	69-17101	Guard - OR				
M3406	91-00257	CH-47D		05/29/1992	CH-47C	74-22291	Guard - NY				

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3407	91-00258	CH-47D		05/30/1992	CH-47C	70-15020	Guard - NY				
M3408	91-00259	CH-47D		06/29/1992	CH-47C	69-17103	Reserve - KS				
M3409	91-00260	CH-47D		06/29/1992	CH-47A	61-02416	Guard - CA				
M3410	91-00261	CH-47D		09/04/1992	CH-47A	61-02409	Guard - WA				
M3411	91-00262	CH-47D		09/09/1992	CH-47C	70-15003	Guard - OR				
M3412	91-00263	CH-47D		09/04/1992	CH-47A	62-02114	Guard - NY				
M3413	91-00264	CH-47D		09/04/1992	CH-47A	61-02420	Inducted to F Model Program		02/08/2012	12-08103	CH-47F
M3414	91-00265	CH-47D		09/21/1992	CH-47A	61-02410	Guard - IA				
M3415	91-00266	CH-47D		09/23/1992	CH-47A	61-02415	Reserve - KS				
M3416	91-00267	CH-47D		10/07/1992	CH-47A	61-02417	Accident/Destroyed [OIF]	09/18/2008			
M3417	91-00268	CH-47D		10/14/1992	CH-47A	61-02419	Guard - IA				
M3418	91-00269	CH-47D		10/22/1992	CH-47A	61-02421	Destroyed by Enemy Action [OEF]	12/04/2005			
M3419	91-00270	CH-47D		12/15/1992	CH-47A	61-02423	Guard - NE				
M3420	91-00271	CH-47D		12/15/1992	CH-47C	67-18540	Guard - CO				
M3421	92-00280	CH-47D		12/18/1992	CH-47A	62-02115	Guard - CO				
M3422	92-00281	CH-47D		12/15/1992	CH-47C	85-24736	Guard - WA				
M3423	92-00282	CH-47D		01/23/1993	CH-47A	62-02116	Guard - NV				
M3424	92-00283	CH-47D		01/23/1993	CH-47C	85-24740	Guard - IA				
M3425	92-00284	CH-47D		03/15/1993	CH-47C	67-18548	Guard - OR				
M3426	92-00285	CH-47D		03/15/1993	CH-47C	85-24741	Guard - IL*				
M3427	92-00286	CH-47D		06/30/1993	CH-47A	62-02130	Guard - CO				
M3428	92-00287	CH-47D		06/30/1993	CH-47A	62-02131	Guard - NE				
M3429	92-00288	CH-47D		06/30/1993	CH-47C	85-24739	Guard - NE				
M3430	92-00289	CH-47D		06/30/1993	CH-47A	63-07905	Guard - TX				
M3431	92-00290	CH-47D		06/30/1993	CH-47A	63-07908	Guard - TX				
M3432	92-00291	CH-47D		06/30/1993	CH-47C	85-24735	Inducted to F Model Program		05/02/2011	11-08093	CH-47F
M3433	92-00292	CH-47D		06/25/1993	CH-47A	63-07916	Guard - CA				
M3434	92-00293	CH-47D		06/30/1993	CH-47A	62-02127	Guard - CO				
M3435	92-00294	CH-47D		08/26/1993	CH-47C	85-24742	Reserve -WA				
M3436	92-00295	CH-47D		09/16/1993	CH-47A	63-07912	Accident/Destroyed [OEF]	08/26/2012			
M3437	92-00296	CH-47D		09/08/1993	CH-47A	62-02128	Reserve - WA				
M3438	92-00297	CH-47D		09/07/1993	CH-47C	85-24744	Guard - TX				
M3439	92-00298	CH-47D		09/10/1993	CH-47A	63-07915	Guard - SC				
M3440	92-00299	CH-47D		09/14/1993	CH-47A	61-02413	Guard - FL				
M3441	92-00300	CH-47D		11/05/1993	CH-47C	85-24737	Guard - MN				
M3442	92-00301	CH-47D		10/25/1993	CH-47A	61-02412	Accident/Destroyed [OIF]	04/14/2004			
M3443	92-00302	CH-47D		10/25/1993	CH-47A	62-02123	Guard - OH*				
M3444	92-00303	CH-47D		11/05/1993	YCH-47D	76-18538	Guard - OK				
M3445	92-00304	CH-47D		11/12/1993	YCH-47D	76-08008	Guard - MN				
M3446	92-00305	CH-47D		12/09/1993	CH-47A	63-07900	Guard - IA				
M3447	92-00306	CH-47D		12/23/1993	CH-47C	85-24738	Accident/Destroyed [OEF]	06/25/2011			
M3448	92-00307	CH-47D		01/12/1994	CH-47A	62-02119	Guard - OK				
M3449	92-00308	CH-47D		01/12/1994	CH-47A	62-02124	Reserve - KS				
M3450	92-00309	CH-47D		02/28/1994	CH-47A	60-03449	Guard - NV/MT*				
M4301	92-00367	CH-47D		02/28/1994	NB-1		Inducted to F Model Program		12/17/2007	08-08043	CH-47F
M4302	92-00368	CH-47D		03/15/1994	NB-2		Guard - SC				
M3455	93-00928	CH-47D		05/31/1995	CH-47C	A15-0005	Guard - WA				
M3456	93-00929	CH-47D		06/30/1995	CH-47C	A15-0007	Guard - NV/MT*				
M3457	93-00930	CH-47D		07/31/1995	CH-47C	A15-0008	Guard - SC				
M3458	93-00931	CH-47D		09/13/1995	CH-47C	A15-0009	Guard - OH*				
M3459	93-00932	CH-47D		10/13/1995	CH-47C	A15-0010	Guard - NV/MT*				
M3460	93-00933	CH-47D		11/29/1995	CH-47C	A15-0011	Guard - WA				















Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3461	93-00934	CH-47D		12/22/1995	CH-47C	A15-0012	Guard - NV/MT*				
	98-00200	CH-47D		06/26/2002	NB-3		Reserve - VA				
M8001	98-00011	YCH-47F		12/17/2002	CH-47D	83-24107	Inducted to F Model Program		10/08/2008	09-08059	CH-47F
M8002	98-00012	YCH-47F		05/07/2002	CH-47D	83-24115	Inducted to F Model Program		08/05/2009	09-08073	CH-47F
M8003	03-08003	YCH-47F		07/21/2004	CH-47D	83-24121	Inducted to F Program/Trans to RAF-On Display RAF Odiham		11/10/2010	10-08087	CH-47F
M8701	04-08701	CH-47F		11/30/2006	NB-01		Active - Redstone Arsenal AL				
M8702	04-08702	CH-47F		12/20/2006	NB-02		Active - Ft Rucker AL				
M8703	04-08703	CH-47F		01/11/2007	NB-03		Active - Ft Campbell KY				
M8704	04-08704	CH-47F		02/21/2007	NB-04		Active - Ft Campbell KY				
M8705	04-08705	CH-47F		02/16/2007	NB-05		Active - Ft Campbell KY				
M8706	04-08706	CH-47F		02/28/2007	NB-06		Active - Wheeler AFB HI*				
M8707	04-08707	CH-47F		03/09/2007	NB-07		Active - Ft Campbell KY				
M8708	04-08708	CH-47F		06/29/2007	NB-08		Active - Ft Bragg NC				
M8709	04-08709	CH-47F		08/27/2007	NB-09		Active - Ft Hood TX				
M8710	04-08710	CH-47F		10/26/2007	NB-10		Active - Wheeler AFB HI*				
M8711	04-08711	CH-47F		11/07/2007	NB-11		Active - Ft Rucker AL				
M8712	04-08712	CH-47F		11/26/2007	NB-12		Active - Ft Rucker AL				
M8713	04-08713	CH-47F		01/24/2008	NB-13		Active - Katterbach*				
M8714	04-08714	CH-47F		02/27/2008	NB-14		Active - Ft Bragg NC*				
M8715	04-08715	CH-47F		04/30/2008	NB-15		Active - Ft Hood TX				
M8716	04-08716	CH-47F		05/29/2008	NB-16		Active - Katterbach*				
M8717	04-08717	CH-47F		08/27/2008	NB-17		Active - Ft Drum NY				
M8010	05-08010	CH-47F		11/17/2006	MH-47D	83-24118	Active - Wheeler AFB HI*				
M8011	05-08011	CH-47F		12/13/2006	CH-47D	85-24367	Active - Wheeler AFB HI*				
M8012	05-08012	CH-47F		12/29/2006	MH-47D	86-01635	Destroyed by Enemy Action [OEF]	01/17/2009			
M8013	05-08013	CH-47F		01/31/2007	CH-47D	83-24104	Active - Ft Campbell KY				
M8014	05-08014	CH-47F		04/09/2007	MH-47D	82-23763	Active - Ft Drum NY				
M8015	05-08015	CH-47F		04/09/2007	CH-47D	82-23775	Active - Ft Campbell KY				
M8016	05-08016	CH-47F		04/20/2007	CH-47D	82-23777	Active - Ft Bragg NC*				
M8017	05-08017	CH-47F		04/27/2007	CH-47D	85-24322	Active - Redstone Arsenal AL				
M8018	06-08018	CH-47F		05/25/2007	CH-47D	85-24344	Active - Ft Hood TX				
M8019	06-08019	CH-47F		05/30/2007	CH-47D	84-24169	Active - Ft Bliss TX				
M8020	06-08020	CH-47F		06/18/2007	CH-47D	83-24119	Active - Ft Bragg NC				
M8021	06-08021	CH-47F		07/29/2007	CH-47D	81-23382	Active - Ft Hood TX				
M8022	06-08022	CH-47F		07/20/2007	CH-47D	83-24105	Active - Ft Hood TX				
M8023	06-08023	CH-47F		07/31/2007	CH-47D	86-01640	Active - Ft Bliss TX				
M8024	06-08024	CH-47F		08/30/2007	CH-47D	81-23389	Active - Ft Hood TX				
M8025	06-08025	CH-47F		09/29/2007	CH-47D	85-24366	Active - Ft Drum NY				
M8026	06-08026	CH-47F		09/29/2007	CH-47D	81-23383	Active - Ft Bragg NC*				
M8027	06-08027	CH-47F		10/30/2007	CH-47D	83-24125	Active - Ft BlissTX				
M8028	06-08028	CH-47F		10/31/2007	CH-47D	84-24164	Active - Ft Campbell KY				
M8029	06-08029	CH-47F		11/21/2007	CH-47D	81-23384	Active - Ft Rucker AL				
M8030	06-08030	CH-47F		11/30/2007	CH-47D	85-24363	Active - Katterbach*				
M8031	06-08031	CH-47F		12/14/2007	CH-47D	85-24173	Active - Katterbach*				
M8032	06-08032	CH-47F		12/28/2007	CH-47D	83-24103	Active - Ft Drum NY				
M8718	06-08718	CH-47F		09/26/2008	NB-18		Active - Ft Drum NY				
M8719	06-08719	CH-47F		08/29/2008	NB-19		Active - Ft Campbell KY				
M8720	06-08720	CH-47F		09/30/2008	NB-20		Active - Ft Campbell KY				
M8033	07-08033	CH-47F		02/06/2008	CH-47D	83-24111	Active - Ft Drum NY				
M8034	07-08034	CH-47F		03/03/2008	CH-47D	84-24184	Active - Ft Bliss TX				
M8035	07-08035	CH-47F		03/24/2008	CH-47D	82-23769	Active - Ft Bragg NC*				
M8036	07-08036	CH-47F		03/31/2008	CH-47D	83-24120	Active - Katterbach*				

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M8037	07-08037	CH-47F		05/07/2008	CH-47D	83-24113	Active - Ft Bliss TX				
M8038	07-08038	CH-47F		06/11/2008	CH-47D	82-23776	Active - Ft Bragg NC*				
M8039	07-08039	CH-47F		06/24/2008	CH-47D	82-23771	Active - Wheeler AFB HI*				
M8040	07-08040	CH-47F		06/30/2008	CH-47D	83-24114	Active - Ft Bragg NC*				
M8041	07-08041	CH-47F		07/31/2008	CH-47D	84-24186	Accident/Destroyed (OEF)	08/18/2010			
M8721	07-08721	CH-47F		11/13/2008	NB-21		Active - Ft Campbell KY				
M8722	07-08722	CH-47F		11/13/2008	NB-22		Active - Ft Campbell KY				
M8723	07-08723	CH-47F		12/12/2008	NB-23		Active - Ft Campbell KY				
M8724	07-08724	CH-47F		12/13/2008	NB-24		Active - Ft Bliss TX				
M8725	07-08725	CH-47F		06/24/2009	NB-25		Active - Ft Bliss TX				
M8726	07-08726	CH-47F		07/31/2009	NB-26		Active - Ft Rucker AL				
M8727	07-08727	CH-47F		08/31/2009	NB-27		Active - Ft Bragg NC*				
M8728	07-08728	CH-47F		10/08/2009	NB-28		Active - Ft Bragg NC*				
M8729	07-08729	CH-47F		10/15/2009	NB-29		Active - Ft Drum NY				
M8730	07-08730	CH-47F		12/01/2009	NB-30		Active - Ft Bragg NC*				
M8731	07-08731	CH-47F		12/29/2009	NB-31		Accident/Destroyed (OEF)	08/08/2011			
M8732	07-08732	CH-47F		02/05/2010	NB-32		Active - Ft Rucker AL				
M8733	07-08733	CH-47F		03/05/2010	NB-33		Active - Ft Rucker AL				
M8734	07-08734	CH-47F		04/07/2010	NB-34		Active - Ft Rucker AL				
M8735	07-08735	CH-47F		04/23/2010	NB-35		Guard - Wheeler AFB HI				
M8736	07-08736	CH-47F		05/05/2010	NB-36		Guard - Wheeler AFB HI				
M8737	07-08737	CH-47F		05/18/2010	NB-37		Guard - Indiantown Gap PA				
M8738	07-08738	CH-47F		06/21/2010	NB-38		Guard - Wheeler AFB HI				
M8739	07-08739	CH-47F		06/30/2010	NB-39		Accident/Destroyed (OEF)	01/22/2012			
M8740	07-08740	CH-47F		07/24/2010	NB-40		Active - Wheeler AFB HI*				
M8741	07-08741	CH-47F		07/31/2010	NB-41		Active - Wheeler AFB HI*				
M8742	07-08742	CH-47F		08/21/2010	NB-42		Active - Wheeler AFB HI*				
M8743	07-08743	CH-47F		09/02/2010	NB-43		Guard - Wheeler AFB HI				
M8744	07-08744	CH-47F		09/30/2010	NB-44		Active - Katterbach*				
M8745	07-08745	CH-47F		11/03/2010	NB-45		Active - Katterbach*				
M8746	07-08746	CH-47F		11/03/2010	NB-46		Active - Katterbach*				
M8747	07-08747	CH-47F		12/16/2010	NB-47		Active - Katterbach*				
M8748	07-08748	CH-47F		11/24/2010	NB-48		Active - Katterbach*				
M8042	08-08042	CH-47F		01/13/2009	CH-47D	83-24122	Accident/Destroyed [OEF]	10/14/2009			
M8043	08-08043	CH-47F		01/31/2008	CH-47D	92-00367	Active - Wheeler AFB HI*				
M8044	08-08044	CH-47F		02/26/2009	CH-47D	84-24155	Destroyed by Enemy Action [OEF]	07/24/2011			
M8045	08-08045	CH-47F		02/28/2009	CH-47D	84-24185	Active - Ft Bliss TX				
M8046	08-08046	CH-47F		03/27/2009	CH-47D	86-01648	Active - Ft Hood TX				
M8047	08-08047	CH-47F		03/31/2009	CH-47D	85-24328	Active - Ft Bliss TX				
M8048	08-08048	CH-47F		04/24/2009	CH-47D	87-01675	Accident/Destroyed [OEF]	07/25/2010			
M8049	08-08049	CH-47F		04/29/2009	CH-47D	86-01652	Active - Ft Bliss TX				
M8050	08-08050	CH-47F		04/30/2009	CH-47D	86-01657	Active - Wheeler AFB HI*				
M8051	08-08051	CH-47F		05/30/2009	CH-47D	84-24163	Active - Wheeler AFB HI*				
M8052	08-08052	CH-47F		05/30/2009	CH-47D	87-00087	Active - Ft Drum NY				
M8053	08-08053	CH-47F		07/30/2009	CH-47D	84-24165	Active - Ft Campbell KY				
M8054	08-08054	CH-47F		07/29/2009	CH-47D	87-00081	Active - Hunter AAF GA				
M8055	08-08055	CH-47F		07/31/2009	CH-47D	86-01655	Active - Ft Drum NY				
M8056	08-08056	CH-47F		08/28/2009	CH-47D	86-01658	Active - Ft Drum NY				
M8057	08-08057	CH-47F		08/22/2009	CH-47D	86-01675	Active - Ft Hood TX				
M8058	08-08058	CH-47F		09/21/2009	CH-47D	83-24109	Active - Ft Drum NY				
M8749	08-08749	CH-47F		12/08/2010	NB-49		Depot - Corpus Christi TX				
M8750	08-08750	CH-47F		12/23/2010	NB-50		Active - Katterbach*				

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M8751	08-08751	CH-47F		12/17/2010	NB-51		Active - Ft Bliss TX				
M8752	08-08752	CH-47F		01/27/2011	NB-52		Guard - Indiantown Gap PA				
M8753	08-08753	CH-47F		02/12/2011	NB-53		Active - Hunter AAF GA				
M8754	08-08754	CH-47F		02/12/2011	NB-54		Guard - Indiantown Gap PA				
M8755	08-08755	CH-47F		02/28/2011	NB-55		Active - Ft Rucker AL				
M8757	08-08756	CH-47F		03/22/2011	NB-56		Active - Ft Rucker AL				
M8756	08-08757	CH-47F		03/18/2011	NB-57		Active - Ft Rucker AL				
M8758	08-08758	CH-47F		03/30/2011	NB-58		Active - Ft Bragg NC*				
M8759	08-08759	CH-47F		04/12/2011	NB-59		Guard - Indiantown Gap PA				
M8760	08-08760	CH-47F		04/07/2011	NB-60		Guard - Indiantown Gap PA				
M8761	08-08761	CH-47F		04/29/2011	NB-61		Guard - Indiantown Gap PA				
M8762	08-08762	CH-47F		04/19/2011	NB-62		Guard - Indiantown Gap PA				
M8763	08-08763	CH-47F		05/25/2011	NB-63		Guard - Indiantown Gap PA				
M8764	08-08764	CH-47F		05/20/2011	NB-64		Active - Ft Wainwright AK				
M8765	08-08765	CH-47F		06/13/2011	NB-65		Guard - Wheeler AFB HI				
M8766	08-08766	CH-47F		06/21/2011	NB-66		Guard - Wheeler AFB HI				
M8767	08-08767	CH-47F		06/28/2011	NB-67		Guard - Wheeler AFB HI				
M8768	08-08768	CH-47F		07/31/2011	NB-68		Guard - Windsor Locks CT				
M8769	08-08769	CH-47F		07/26/2011	NB-69		Guard - Windsor Locks CT				
M8770	08-08770	CH-47F		07/30/2011	NB-70		Guard - Windsor Locks CT				
M8771	08-08771	CH-47F		08/31/2011	NB-71		Active - Ft Wainwright AK				
M8772	08-08772	CH-47F		09/21/2011	NB-72		Active - Ft Wainwright AK				
M8773	08-08773	CH-47F		10/03/2011	NB-73		Active - Ft Wainwright AK				
M8774	08-08774	CH-47F		09/29/2011	NB-74		Active - Ft Wainwright AK				
M8775	08-08775	CH-47F		10/04/2011	NB-75		Active - Ft Wainwright AK				
M8776	08-08776	CH-47F		10/27/2011	NB-76		Active - Ft Wainwright AK				
M8777	08-08777	CH-47F		10/29/2011	NB-77		Active - Ft Wainwright AK				
M8059	09-08059	CH-47F		02/17/2010	YCH-47F	98-00011	Active - Ft Bragg NC*				
M8060	09-08060	CH-47F		02/12/2010	CH-47D	85-24843	Active - Ft Bragg NC*				
M8061	09-08061	CH-47F		03/08/2010	CH-47D	88-00078	Active - Ft Rucker AL				
M8062	09-08062	CH-47F		04/08/2010	CH-47D	85-24339	Active - Ft Rucker AL				
M8063	09-08063	CH-47F		04/27/2010	CH-47D	82-23765	Active - Redstone Arsenal AL				
M8064	09-08064	CH-47F		05/12/2010	CH-47D	86-01649	Guard - Wheeler AFB HI				
M8065	09-08065	CH-47F		06/10/2010	CH-47D	84-24153	Guard - Wheeler AFB HI				
M8066	09-08066	CH-47F		07/08/2010	CH-47D	84-24182	Active - Wheeler AFB HI*				
M8067	09-08067	CH-47F		08/02/2010	CH-47D	85-24333	Active - Wheeler AFB HI*				
M8068	09-08068	CH-47F		09/02/2010	CH-47D	85-24350	Active - Wheeler AFB HI*				
M8069	09-08069	CH-47F		09/15/2010	CH-47D	88-00074	Guard - Wheeler AFB HI				
M8070	09-08070	CH-47F		10/01/2010	CH-47D	89-00175	Active - Katterbach*				
M8071	09-08071	CH-47F		10/13/2010	CH-47D	85-24330	Active - Katterbach*				
M8072	09-08072	CH-47F		10/29/2010	CH-47D	85-24369	Active - Ft Bliss TX				
M8073	09-08073	CH-47F		12/13/2010	YCH-47F	98-00012	Active - Ft Bliss TX				
M8778	09-08778	CH-47F		10/31/2011	NB-78		Active - Ft Wainwright AK				
M8779	09-08779	CH-47F		12/02/2011	NB-79		Guard - Birmingham AL				
M8780	09-08780	CH-47F		12/14/2011	NB-80		Guard - Savannah GA				
M8781	09-08781	CH-47F		12/23/2011	NB-81		Guard - Savannah GA				
M8782	09-08782	CH-47F		12/27/2011	NB-82		Active - Hunter AAF GA				
M8783	09-08783	CH-47F		12/29/2011	NB-83		Active - Hunter AAF GA				
M8784	09-08784	CH-47F		01/25/2012	NB-84		Active - Hunter AAF GA				
M8785	09-08785	CH-47F		01/31/2012	NB-85		Active - Hunter AAF GA				
M8786	09-08786	CH-47F		02/03/2012	NB-86		Active - Hunter AAF GA				
M8787	09-08787	CH-47F		03/06/2012	NB-87		Guard - Savannah GA				



Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M8788	09-08788	CH-47F		02/27/2012		NB-88	Active - Hunter AAF GA				
M8789	09-08789	CH-47F		03/10/2012		NB-89	Guard - Birmingham AL				
M8790	09-08790	CH-47F		03/19/2012		NB-90	Active - Hunter AAF GA				
M8791	09-08791	CH-47F		03/15/2012		NB-91	Active - Hunter AAF GA				
M8792	09-08792	CH-47F		04/07/2012		NB-92	Active - Ft Campbell KY				
M8793	09-08793	CH-47F		03/29/2012		NB-93	Active - Ft Campbell KY				
M8794	09-08794	CH-47F		03/30/2012		NB-94	Active - Ft Campbell KY				
M8795	09-08795	CH-47F		04/12/2012		NB-95	Active - Ft Drum NY				
M8796	09-08796	CH-47F		04/23/2012		NB-96	Active - Ft Rucker AL				
M8797	09-08797	CH-47F		05/14/2012		NB-97	Active				
M8798	09-08798	CH-47F		04/30/2012		NB-98	Guard - Savannah GA				
M8799	09-08799	CH-47F		05/11/2012		NB-99	Guard - Savannah GA				
M8800	09-08800	CH-47F		05/23/2012		NB-100	Guard - Birmingham AL				
M8822	09-08822	CH-47F		10/19/2012		NB-122	Guard - NE				
M8823	09-08823	CH-47F				NB-123	In Production				
M8824	09-08824	CH-47F				NB-124	In Production				
M8825	09-08825	CH-47F				NB-125	In Production				
M8826	09-08826	CH-47F				NB-126	In Production				
M8827	09-08827	CH-47F				NB-127	In Production				
M8828	09-08828	CH-47F				NB-128	In Production				
M8829	09-08829	CH-47F				NB-129	In Production				
M8074	10-08074	CH-47F		02/10/2011	CH-47D	89-00164	Active - Ft Rucker AL				
M8075	10-08075	CH-47F		03/30/2011	CH-47D	86-01669	Active - Ft Bragg NC*				
M8076	10-08076	CH-47F		05/18/2011	CH-47D	85-24331	Guard - Indiantown Gap PA				
M8077	10-08077	CH-47F		06/10/2011	CH-47D	87-00083	Active - Hunter AAF GA				
M8078	10-08078	CH-47F		06/27/2011	CH-47D	86-01661	Guard - Winsor Locks CT				
M8079	10-08079	CH-47F		07/01/2011	CH-47D	89-00157	Guard - Winsor Locks CT				
M8080	10-08080	CH-47F		07/21/2011	CH-47D	84-24176	Guard - Winsor Locks CT				
M8081	10-08081	CH-47F		08/23/2011	CH-47D	87-00085	Guard - Birmingham AL				
M8082	10-08082	CH-47F		09/10/2011	CH-47D	85-24353	Active - Ft Wainwright AK				
M8083	10-08083	CH-47F		09/28/2011	CH-47D	85-24323	Active - Ft Wainwright AK				
M8084	10-08084	CH-47F		11/16/2011	CH-47D	89-00164	Active - Ft Wainwright AK				
M8085	10-08085	CH-47F		11/23/2011	CH-47D	89-00154	Guard - Savannah GA				
M8086	10-08086	CH-47F		12/09/2011	CH-47D	86-01662	Active				
M8087	10-08087	CH-47F		12/09/2011	YCH-47F	03-08003	Guard - Birmingham AL				
M8801	10-08801	CH-47F		05/31/2012		NB-101	Active - Ft Riley KS				
M8802	10-08802	CH-47F		05/31/2012		NB-102	Active - Ft Riley KS				
M8803	10-08803	CH-47F		07/11/2012		NB-103	Active - Ft Riley KS				
M8804	10-08804	CH-47F		06/29/2012		NB-104	Active - Ft Riley KS				
M8805	10-08805	CH-47F		06/28/2012		NB-105	Active - Ft Riley KS				
M8806	10-08806	CH-47F		06/26/2012		NB-106	Active - Ft Riley KS				
M8807	10-08807	CH-47F		07/10/2012		NB-107	Active - Ft Riley KS				
M8808	10-08808	CH-47F		07/18/2012		NB-108	Active - Ft Riley KS				
M8809	10-08809	CH-47F		07/24/2012		NB-109	Sold to United Arab Emirates				
M8809	10-08810	CH-47F		08/21/2012		NB-110	Sold to United Arab Emirates				
M8811	10-08811	CH-47F		08/02/2012		NB-111	Guard - IA/MN				
M8812	10-08812	CH-47F		08/15/2012		NB-112	Guard - IA/MN				
M8813	10-08813	CH-47F		08/21/2012		NB-113	Guard - IA/MN				
M8814	10-08814	CH-47F		08/23/2012		NB-114	Guard - IA/MN				
M8815	10-08815	CH-47F		08/29/2012		NB-115	Guard - IA/MN				
M8816	10-08816	CH-47F		09/20/2012		NB-116	Guard - IA/MN				
M8817	10-08817	CH-47F		09/17/2012		NB-117	Guard - IA/MN				






Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M8818	10-08818	CH-47F		09/20/2012		NB-118	Guard - IA/MN				
M8819	10-08819	CH-47F		09/27/2012		NB-119	Guard - NE/CO				
M8820	10-08820	CH-47F		10/12/2012		NB-120	Guard - NE/CO				
M8821	10-08821	CH-47F		10/19/2012		NB-121	Guard - NE/CO				
M8088	11-08088	CH-47F		01/25/2012	CH-47D	86-01671	Active - Hunter AAF GA				
M8089	11-08089	CH-47F		02/29/2012	CH-47D	86-01677	Active - Hunter AAF GA				
M8090	11-08090	CH-47F		03/24/2012	CH-47D	90-00181	Active				
M8091	11-08091	CH-47F		04/30/2012	CH-47D	89-00159	Active - Ft Rucker AL				
M8092	11-08092	CH-47F		05/31/2012	CH-47D	84-24179	Active - Ft Riley KS				
M8093	11-08093	CH-47F		06/29/2012	CH-47D	92-00291	Active - Ft Riley KS				
M8094	11-08094	CH-47F		07/18/2012	CH-47D	88-00076	Active - Ft Riley KS				
M8095	11-08095	CH-47F		08/15/2012	CH-47D	88-00101	Guard - IA/MN				
M8096	11-08096	CH-47F		09/28/2012	CH-47D	87-00082	Guard - IA/MN				
M8097	11-08097	CH-47F		10/10/2012	CH-47D	86-01656	Guard - NE/CO				
M8098	11-08098	CH-47F			CH-47D	86-01673	In Production				
M8830	11-08830	CH-47F				NB-130	In Production				
M8831	11-08831	CH-47F				NB-131	In Production				
M8832	11-08832	CH-47F				NB-132	In Production				
M8833	11-08833	CH-47F				NB-133	In Production				
M8834	11-08834	CH-47F				NB-134	In Production				
M8835	11-08835	CH-47F				NB-135	In Production				
M8836	11-08836	CH-47F				NB-136	In Production				
M8837	11-08837	CH-47F				NB-137	In Production				
M8838	11-08838	CH-47F				NB-138	In Production				
M8839	11-08839	CH-47F				NB-139	In Production				
M8840	11-08840	CH-47F				NB-140	In Production				
M8841	11-08841	CH-47F				NB-141	In Production				
M8842	11-08842	CH-47F				NB-142	In Production				
M8843	11-08843	CH-47F				NB-143	In Production				
M8844	11-08844	CH-47F				NB-144	Lot 10				
M8845	11-08845	CH-47F				NB-145	Lot 10				
M8846	11-08846	CH-47F				NB-146	Lot 10				
M8847	11-08847	CH-47F				NB-147	Lot 10				
M8848	11-08848	CH-47F				NB-148	Lot 10				
M8849	11-08849	CH-47F				NB-149	Lot 10				
M8850	11-08850	CH-47F				NB-150	Lot 10				
M8851	11-08851	CH-47F				NB-151	Lot 10				
M8852	11-08852	CH-47F				NB-152	Lot 10				
M8853	11-08853	CH-47F				NB-153	Lot 10				
M8855	09-08855	CH-47F				NB-155	Lot 10				
M8856	09-08856	CH-47F				NB-156	Lot 10				
M8854	11-08854	CH-47F				NB-154	Lot 10				
M8099	12-08099	CH-47F			CH-47D	86-01672	In Production				
M8100	12-08100	CH-47F			CH-47D	85-24347	In Production				
M8101	12-08101	CH-47F			CH-47D	86-01667	In Production				
M8102	12-08102	CH-47F			CH-47D	91-00241	In Production				
M8103	12-08103	CH-47F			CH-47D	91-00264	In Production				
M8104	12-08104	CH-47F			CH-47D	90-00199	In Production				
M8105	12-08105	CH-47F			CH-47D	89-00155	In Production				
M8106	12-08106	CH-47F			CH-47D	85-24327	In Production				
M8107	12-08107	CH-47F			CH-47D	91-00242	In Production				
M8108	12-08108	CH-47F			CH-47D	87-00112	In Production				

Appendix A - H-47 Serial Number Database as of 01 November 2012

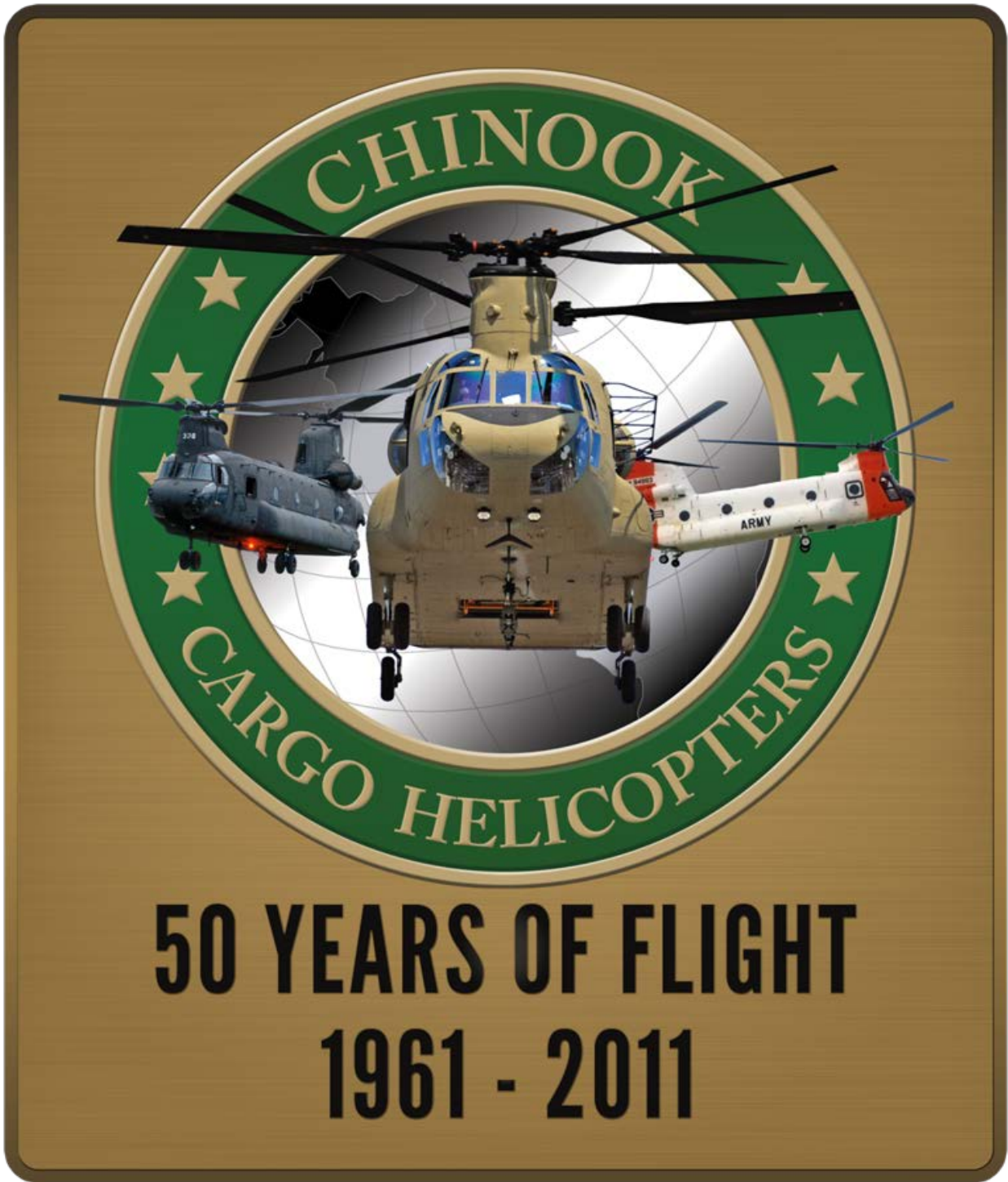
Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M8109	12-08109	CH-47F			CH-47D	87-00096	In Production				
M8110	12-08110	CH-47F			CH-47D	84-24178	Lot 10				
M8111	12-08111	CH-47F			CH-47D	84-24167	Lot 10				
M8112	12-08112	CH-47F			CH-47D		Lot 10				
M8113	12-08113	CH-47F			CH-47D		Lot 10				
M8857	12-08857	CH-47F			NB-157		Lot 11				
M8858	12-08858	CH-47F			NB-158		Lot 11				
M8859	12-08859	CH-47F			NB-159		Lot 11				
M8860	12-08860	CH-47F			NB-160		Lot 11				
M8861	12-08861	CH-47F			NB-161		Lot 11				
M8862	12-08862	CH-47F			NB-162		Lot 11				
M8863	12-08863	CH-47F			NB-163		Lot 11				
M8864	12-08864	CH-47F			NB-164		Lot 11				
M8865	12-08865	CH-47F			NB-165		Lot 11				
M8866	12-08866	CH-47F			NB-166		Lot 11				
M8867	12-08867	CH-47F			NB-167		Lot 11				
M8868	12-08868	CH-47F			NB-168		Lot 11				
M8869	12-08869	CH-47F			NB-169		Lot 11				
M8874	12-08874	CH-47F			NB-170		Lot 11				
M8875	12-08875	CH-47F			NB-171		Lot 11				
M8876	12-08876	CH-47F			NB-172		Lot 11				
M8877	12-08877	CH-47F			NB-173		Lot 11				
M8878	12-08878	CH-47F			NB-174		Lot 11				
M8879	12-08879	CH-47F			NB-175		Lot 11				
M8880	12-08880	CH-47F			NB-176		Lot 11				
M8881	12-08881	CH-47F			NB-177		Lot 11				
M8882	12-08882	CH-47F			NB-178		Lot 11				
M8883	12-08883	CH-47F			NB-179		Lot 11				
M8884	12-08884	CH-47F			NB-180		Lot 11				
M8885	12-08885	CH-47F			NB-181		Lot 11				
M8886	12-08886	CH-47F			NB-182		Lot 11				
M8887	12-08887	CH-47F			NB-183		Lot 11				
M8888	12-08888	CH-47F			NB-184		Lot 11				
M8400	12-08400	CH-47F			NB-185		Lot 11				
M8401	12-08401	CH-47F			NB-186		Lot 11				
M3014	82-23763	MH-47D		05/26/1983	CH-47A	66-19049	Inducted to F Model Program		09/06/2005	05-08014	CH-47F
M3040	83-24110	MH-47D		07/13/1984	CH-47A	64-13111	Accident/Destroyed [Panama]	06/12/1990			
M3048	83-24118	MH-47D		10/31/1984	CH-47C	70-15010	Inducted to F Model Program		05/03/2005	05-08010	CH-47F
M3112	85-24342	MH-47D		04/30/1986	CH-47A	66-19071	Converted to G Model		12/22/2004	06-03765	MH-47G
M3130	85-24360	MH-47D		09/02/1986	CH-47A	66-19018	Converted to G Model		05/03/2005	06-03768	MH-47G
M3131	85-24361	MH-47D		08/30/1986	CH-47C	68-16021	Converted to G Model		11/08/2006	06-03767	MH-47G
M3137	85-24367	MH-47D		10/17/1986	CH-47A	65-08010	Inducted to F Model Program		06/15/2005	05-08011	CH-47F
M3140	86-01635	MH-47D		10/31/1986	CH-47A	64-13137	Inducted to F Model Program		06/24/2005	05-08012	CH-47F
M3285	89-00131	MH-47D		01/17/1990	CH-47C	69-17106	Converted to G Model		01/24/2007	06-03766	MH-47G
M3300	89-00146	MH-47D		04/26/1990	CH-47C	70-15031	Destroyed by Enemy Action [OEF]	06/25/2005			
M3314	89-00160	MH-47D		07/27/1990	CH-47C	67-18500	Accident/Destroyed [OEF]	10/07/2005			
M3315	89-00161	MH-47D		07/31/1990	CH-47C	67-18532	Converted to G Model		03/06/2006	06-03764	MH-47G
M3258	88-00267	MH-47E		05/10/1991	CH-47C	68-15838	Converted to G Model		09/19/2007	07-03771	MH-47G
M3701	90-00414	MH-47E		01/08/1994	CH-47C	68-16003	Converted to G Model		03/13/2009	09-03784	MH-47G
M3702	91-00496	MH-47E		09/14/1993	CH-47C	76-22681	Converted to G Model		08/04/2008	08-03779	MH-47G
M3703	91-00497	MH-47E		10/21/1993	CH-47C	74-22289	Destroyed by Enemy Action [OEF]	06/11/2006			
M3704	91-00498	MH-47E		03/29/1994	CH-47C	74-22288	Converted to G Model		01/31/2009	08-03775	MH-47G

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Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3705	91-00499	MH-47E		05/17/1994	CH-47C	68-16005	Converted to G Model		01/26/2009	09-03783	MH-47G
M3706	91-00500	MH-47E		05/18/1994	CH-47C	74-22277	Converted to G Model		09/09/2007	07-03772	MH-47G
M3707	91-00501	MH-47E		06/03/1994	CH-47C	74-22281	E Model Shell/Pending G Model Upgrade		11/24/2009	XX-03788	MH-47G
M3708	92-00400	MH-47E		06/10/1994	CH-47C	70-15007	Converted to G Model		07/15/2009	09-03786	MH-47G
M3709	92-00401	MH-47E		06/14/1994	CH-47C	70-15029	Converted to G Model		09/16/2009	09-03787	MH-47G
M3710	92-00402	MH-47E		07/20/1994	CH-47C	74-22276	Converted to G Model		08/21/2008	08-03780	MH-47G
M3711	92-00403	MH-47E		02/08/1994	CH-47C	70-15030	E Model Shell/Pending G Model Upgrade		03/02/2010	XX-03789	MH-47G
M3712	92-00464	MH-47E		08/17/1994	CH-47C	74-22284	Converted to G Model		06/12/2007	06-03770	MH-47G
M3713	92-00465	MH-47E		08/19/1994	CH-47C	76-22677	Accident/Destroyed [US]	03/07/1996			
M3714	92-00466	MH-47E		09/29/1994	CH-47C	74-22285	Converted to G Model		10/19/2007	07-03774	MH-47G
M3715	92-00467	MH-47E		10/19/1994	CH-47C	79-23396	Converted to G Model		11/25/2008	09-03782	MH-47G
M3716	92-00468	MH-47E		07/11/1994	CH-47C	76-22679	Converted to G Model		07/09/2008	08-03778	MH-47G
M3717	92-00469	MH-47E		12/20/1994	CH-47C	71-20946	E Model Shell/Pending G Model Upgrade		04/01/2010	XX-03790	MH-47G
M3718	92-00470	MH-47E		09/30/1994	CH-47C	71-20950	Converted to G Model		10/24/2008	08-03781	MH-47G
M3719	92-00471	MH-47E		10/28/1994	CH-47C	69-17118	Accident/Destroyed [Philippines]	02/21/2002			
M3720	92-00472	MH-47E		11/16/1994	CH-47C	85-24734	Accident/Destroyed [OEF]	02/17/2007			
M3721	92-00473	MH-47E		12/30/1994	CH-47C	79-23394	Converted to G Model		08/17/2007	07-03773	MH-47G
M3722	92-00474	MH-47E		03/14/1995	CH-47C	70-15015	Converted to G Model		05/22/2009	09-03785	MH-47G
M3723	92-00475	MH-47E		05/08/1995	CH-47C	71-20951	Destroyed by Enemy Action [OEF]	03/04/2002			
M3724	92-00476	MH-47E		04/10/1995	CH-47C	71-20954	Converted to G Model		03/18/2008	08-03777	MH-47G
M3725	92-00477	MH-47E		05/16/1995	CH-47C	85-24743	Converted to G Model		01/22/2008	08-03776	MH-47G
M3726	00-02160	MH-47G		05/19/2004	CH-47D	86-01678	Active				
M3727	03-03727	MH-47G		04/14/2005	CH-47D	85-24358	Active				
M3728	03-03728	MH-47G		04/28/2005	CH-47D	84-24152	Active				
M3729	03-03729	MH-47G		10/08/2004	CH-47D	85-24352	Accident/Destroyed [US]	06/01/2006			
M3730	03-03730	MH-47G		11/24/2004	CH-47D	85-04355	Active				
M3731	03-03731	MH-47G		12/28/2004	CH-47D	84-24161	Active				
M3732	03-03732	MH-47G		01/26/2005	CH-47D	83-24106	Active				
M3733	03-03733	MH-47G		02/16/2005	CH-47D	83-24116	Depot - Corpus Christi				
M3734	03-03734	MH-47G		03/24/2005	CH-47D	82-23780	Active				
M3735	04-03735	MH-47G		05/18/2005	CH-47D	82-23774	Active				
M3736	04-03736	MH-47G		05/27/2005	CH-47D	82-23772	Active				
M3737	04-03737	MH-47G		06/20/2005	CH-47D	84-24171	Active				
M3738	04-03738	MH-47G		06/30/2005	CH-47D	85-24357	Active				
M3739	04-03739	MH-47G		07/22/2005	CH-47D	83-54102	Active				
M3740	04-03740	MH-47G		07/29/2005	CH-47D	85-24365	Active				
M3741	04-03741	MH-47G		08/31/2005	CH-47D	86-01636	Active				
M3742	04-03742	MH-47G		08/31/2005	CH-47D	86-01637	Active				
M3743	04-03743	MH-47G		09/26/2005	CH-47D	86-01679	Active				
M3744	04-03744	MH-47G		09/30/2005	CH-47D	87-00095	Active				
M3745	04-03745	MH-47G		10/31/2005	CH-47D	82-23773	Active				
M3746	04-03746	MH-47G		10/28/2005	CH-47D	82-23770	Active				
M3747	04-03747	MH-47G		11/28/2005	CH-47D	85-24356	Accident/Destroyed [OEF]	10/26/2009			
M3748	04-03748	MH-47G		12/15/2005	CH-47D	84-24180	Active				
M3749	04-03749	MH-47G		12/29/2005	CH-47D	85-24341	Active				
M3750	04-03750	MH-47G		12/30/2005	CH-47D	85-24364	Depot - Corpus Christi				
M3751	05-03751	MH-47G		02/27/2006	CH-47D	82-23766	Accident/Destroyed [OEF]	05/13/2010			
M3752	05-03752	MH-47G		03/31/2006	CH-47D	81-23387	Active				
M3753	05-03753	MH-47G		02/28/2006	CH-47D	81-23385	Active				
M3754	05-03754	MH-47G		04/29/2006	CH-47D	83-24112	Active				
M3755	05-03755	MH-47G		05/26/2006	CH-47D	83-24108	Active				
M3756	05-03756	MH-47G		05/31/2006	CH-47D	85-24359	Active				

Appendix A - H-47 Serial Number Database as of 01 November 2012

Build	SN	Model	Combat	Del Date	Prev Mo...	Prev SN	Disposition as of 1 Nov 2012	Loss Date	Induct Date	New SN	New Model
M3757	05-03757	MH-47G		07/11/2006	CH-47D	81-23388	Active				
M3758	05-03758	MH-47G		07/28/2006	CH-47D	82-23762	Active				
M3759	05-03759	MH-47G		08/31/2006	CH-47D	83-24117	Active				
M3760	05-03760	MH-47G		09/11/2006	CH-47D	82-23779	Active				
M3761	05-03761	MH-47G		10/31/2006	CH-47D	82-23767	Active				
M3762	05-03762	MH-47G		12/12/2006	CH-47D	84-24160	Active				
M3763	06-03763	MH-47G		06/01/2007	CH-47D	81-23386	Active				
M3764	06-03764	MH-47G		07/25/2007	MH-47D	89-00161	Active				
M3765	06-03765	MH-47G		09/29/2007	MH-47D	85-24342	Active				
M3766	06-03766	MH-47G		12/27/2007	MH-47D	89-00131	Active				
M3767	06-03767	MH-47G		02/20/2007	MH-47D	85-24361	Active				
M3768	06-03768	MH-47G		12/04/2008	MH-47D	85-24360	Active				
M3769	07-03769	MH-47G		06/14/2008	CH-47D	82-23778	Active				
M3770	07-03770	MH-47G		10/09/2008	MH-47E	92-00464	Active				
M3771	07-03771	MH-47G		10/31/2008	MH-47E	88-00267	Active				
M3772	07-03772	MH-47G		06/30/2008	MH-47E	91-00500	Active				
M3773	07-03773	MH-47G		10/30/2008	MH-47E	92-00473	Active				
M3774	07-03774	MH-47G		11/30/2008	MH-47E	92-00466	Active				
M3775	08-03775	MH-47G		01/31/2009	MH-47E	91-00498	Active				
M3776	08-03776	MH-47G		03/31/2009	MH-47E	92-00477	Active				
M3777	08-03777	MH-47G		06/30/2009	MH-47E	92-00476	Active				
M3778	08-03778	MH-47G		10/31/2009	MH-47E	92-00468	Active				
M3779	08-03779	MH-47G		11/30/2009	MH-47E	91-00496	Active				
M3780	08-03780	MH-47G		12/31/2009	MH-47E	92-00402	Active				
M3781	08-03781	MH-47G		02/28/2010	MH-47E	92-00470	Active				
M3782	08-03782	MH-47G		05/31/2010	MH-47E	92-00467	Active				
M3783	09-03783	MH-47G		06/30/2010	MH-47E	91-00499	Active				
M3784	09-03784	MH-47G		08/31/2010	MH-47E	90-00414	Active				
M3785	09-03785	MH-47G		09/30/2010	MH-47E	92-00474	Active				
M3786	09-03786	MH-47G		11/30/2010	MH-47E	92-00400	Active				
M3787	09-03787	MH-47G		12/31/2010	MH-47E	92-00401	Active				
M3788	XX-03788	MH-47G			MH-47E	91-00501	Pending Production				
M3789	XX-03789	MH-47G			MH-47E	92-00403	Pending Production				
M3790	XX-03790	MH-47G			MH-47E	92-00469	Pending Production				



Build
B001

59-04982

YCH-47A

Delivery Date
26 Oct 1962

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Tested to Destruction

1 Jun 1971

In July 1962, the Department of Defense redesignated all U. S. military aircraft to a new system. All YHC-1B helicopters became YCH-47A (the Y indicates prototype status)

59-04982 was the first aircraft on contract AF33(600)39452 (Fiscal Year 1959) for five YHC-1B helicopters, paid for by the U. S. Air Force due to U. S. Army funding constraints.

59-04982, Boeing build number B-001, was a prototype YCH-1B test device.

59-04982 was **rolled out on 28 April 1961** and immediately bailed to Vertol as a test bed.

On 12 July, 1961, the aircraft was involved in a major accident. As the aircraft was running up on the ramp, the decoupling device in the combining gearbox failed, dephasing the two rotors and causing them to strike each other. Total damage was done to the rotor system and the fore and aft pylons suffered extensive structural damage. Repairs were completed in November but the aircraft never flew. The Category I 50-hour preliminary flight approval test run was completed on 21 December and a release was issued for flight testing at the full design power of 4,400 shaft horsepower military rating. The U. S. Army acceptance date was 26 October 1962. Tied down securely on the Vertol plant ramp, this aircraft became the subject of an endurance project designed to explore the durability of the powerplant and drive train system.

The administrative strike date was 1 Jun 1971. 59-04982 accumulated 3854.0 hours as a tie down testing device at Boeing Vertol and then transferred on 17 May 1972 to Aberdeen Proving Ground for ballistic tests.

Build
B002

59-04983

YCH-47A

Delivery Date
24 Apr 1964

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Attrited/Cockpit used for simulator for RAF

1 Mar 1970

The second prototype, [59-04983] was finished in June 1961 and was the first Chinook to fly – first a fifteen minute hover on 21 September 1961 piloted by Vertol test pilot Leonard LaVassar and its first official flight on 19 October from the Vertol Flight Test Facility at Philadelphia Airport. This aircraft was bailed to Vertol for test purposes and eventually delivered to the Army in 1964. It was later used as a training device at Fort Eustis, VA in the 67U maintenance course and traded to SECO Aviation/Anthony Aviation in 1992 who registered the aircraft as N97645. In 2000, the aircraft was cut up and the cockpit section was used by CAE as part of one of the three Chinook simulators at the Medium Support Helicopter Training Facility (MSHATF) at RAF Benson, Wallingford, Oxfordshire, UK

In July 1962, the Department of Defense redesignated all U. S. military aircraft to a new system. All YHC-1B helicopters became YCH-47A.

Build
B003

59-04984

YCH-47A

Delivery Date
17 Jan 1964

Combat Service

Induction Date

Converted To
YCH-47B

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Museum Display - Ft Eustis VA

1 Mar 1970

In July 1962, the Department of Defense redesignated all U. S. military aircraft to a new system. All YHC-1B helicopters became YCH-47A.

59-04984 was rolled out in 1961 and was immediately bailed to Vertol for flight development testing . It was accepted by the Army 17 Jan 1964. 59-04984 became the flying testbed/prototype YCH-47B for the production of B model Chinooks. The first flight as a B model prototype which incorporated the use of Lycoming T55-L-7C engines rated at 2,850 shaft horsepower was completed on 9 September 1966. It was later assigned to Fort Eustis as a training device in the 67U maintenance course.

Traded to SECO Aviation Company (Anthony Aviation), moved to Augusta, GA and registered as N94368 Dec 7,1992.

Shipped back to Army Transportation Museum in August 2000, Ft Eustis VA where it is currently (SEP 2010) being restored for display.

At some point, 59-04984 was assigned to Fort Eustis, Virginia, where it was being utilized as a training device in the 67U maintenance course.[not verified]

Build
B004

59-04985

YCH-47A

Delivery Date
26 Apr 1962

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Attrited

1 Mar 1970

Assigned as the subject of joint Army/Air Force adverse weather and extreme temperature testing at Eglin AFB, Florida. Technical Documentary Report No ASD-TDR-62-1076, March 1963 - "Category II Extreme Temperature Evaluation of a YHC-1B Helicopter (YCH-47A) in the Climatic Laboratory"

59-04985 underwent extreme temperature testing (125° to -65° F) in the Climatic Laboratory, Eglin AFB, FL during the period 6 June through 4 September 1962.

The test began on 6 June with a series of APU, engine, and rotor runs at 70°F, followed by a one or two week period of low temperature testing at ambient temperatures of 0°, -25°, -45°, and -65°F. Special anti-icing rotor blades were then installed, the temperature was raised to 125°F for a one day hot test, and then lowered to 70°F for a final run which completed the first extreme temperature phase of testing on 13 August. During the next two-week period, 13 - 24 August, the helicopter underwent rotor blade, windshield, and engine anti-icing tests. Results of the anti-icing tests are included in a separate report (AST Nr 62-38). Following the anti-icing tests, an accelerated low and high temperature test (-65° to 125°F) was run during the period 24 August through 4 September. This was a special test phase designated primarily to assess rotor blade integrity evaluate several modifications to the utility hydraulic system, and obtain more data on use of the auxiliary electric aircraft heater. Testing was terminated on 4 September and work began to remove the tie-down assembly and accomplish the extensive maintenance that was required to prepare the helicopter for its return flight to Vertol.

The YHC-1B helicopter was tested in the Climatic Laboratory at Eglin Air Force Base, Florida, at temperatures of 70°F, 0°F, -25°F, -45°F, -65° F, and 125°F. The test schedule included a normal ten-week cycle at the above temperatures, 1 two-week antiicing test at 70°F to -10°F (discussed in a separate report), and a special one-week rotor blade re-evaluation at temperatures from -65°F to 125°F. This report on the extreme high and low temperature testing describes the test procedures, selected instrumentation data, discusses the deficiencies uncovered, and makes recommendations to the Program Manager for their correction. Tests of extreme low temperature effects on the YHC-1B helicopter determined that it is not operationally suitable at temperatures below 0°F. Limited testing at extreme high temperature (approximately 125°F) revealed a serious APU operating deficiency. The following are the major improvements which must be incorporated and tested to improve the suitability of the YHC-1B for extreme temperature operations:

- a. Improve structural integrity of the rotor blades.
- b. Improve the APU/AGB drive system and associated components to eliminate high starting and operating torque.
- c. Improve operation of the utility hydraulic system, including operation of the pump, ramp door, cargo hoist, hydraulic cooler, and other components, especially at low temperatures.
- d. Improve heating system for adequate capability below -25°F.
- e. Improve means of attaching winterization kit insulation, and generally improve the air tightness of the fuselage.
- f. Provide manual control of the engine start fuel and ignition system at all engine speeds.
- g. Conduct further investigations to determine the cause of generator shaft failures during low temperature operation.
- h. Insure proper APU starting at -65°F and take corrective action to prevent overtemperature shutdowns at high ambients (up to 125°F).
- i. Incorporate other improvements as discussed in this report.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B005

59-04986

YCH-47A

Delivery Date
01 Jan 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Fuselage on Display - Waverly Hall GA

11 Apr 1975

59-04986, Boeing build number B-005, was a prototype YHC-1B helicopter. The U.S. Army acceptance date was 29 August 1963. The administrative strike date was 11 April 1975. Aircraft hours are unknown. 59-04986 was bailed to Vertol for flight development test work. Following that, 59-04986 was used as a mock up Category C (Cat C) training device. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All YHC-1B helicopters became YCH-47A. At some point, 59-04986 was transferred to Fort Eustis, Virginia, and utilized as a sheet metal training aid for maintenance personnel learning to become structural repairmen. In approx 2005, the fuselage (less the aft pylon, rotor heads and rotor blades) of 59-04986 was transferred a private individual/organization (Air-Mech-Strike Study Group) in Georgia and underwent limited preservation and/or restoration. As of February 2006, the aft pylon for this aircraft was seen at Fort Indiantown Gap, Pennsylvania in the Defense Material Reutilization Office (DMRO) area about to be disposed of as scrap.

Photographed at Waverly Hall, Georgia, minus the aft pylon, rotor heads, rotor blades, and engines Oct 31, 2005. See http://www.combatreform.org/AIR_MECH_STRIKE/index.htm for more photos.

Build
B006

N/A

YCH-47A

Delivery Date
01 Jan 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Tested to Destruction

11 Apr 1975

Static test aircraft/tested to destruction/no flight time. No Army serial number assigned, manufactured for use as a static test article for destructive testing. In July 1962, the Department of Defense redesignated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. It was eventually tested to destruction. Boeing build number B-006 was a prototype HC-1B helicopter. The U.S. Army never accepted B-006. The administrative strike date was 11 April 1975. Aircraft hours: Zero. The helicopter was not assigned a serial number. It was manufactured and used as a static test article for destructive testing. It was eventually tested to destruction. In 1962, airframe B-006 was delivered to the Static Test Laboratory at Wright-Patterson Air Force Base (AFB) near Dayton, Ohio. From the factory near Philadelphia, B-006 was loaded into a C-133 transport aircraft and flown to Dover, Delaware, for a crew change. Enroute, the C-133 windshield cracked. That night, Air Force Loadmasters moved it to another aircraft and the next morning the C-133 flew to Wright-Patterson AFB. At the lab, B-006 was encased in a superstructure of moveable steel beams controlled by hydraulic actuators. This arrangement allowed the simulation of loads experienced in flight. After the fatigue testing was completed, the airframe was loaded to full destruction to determine what the ultimate failure loads were on the primary structure. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. Last known location of B-006 was Wright-Patterson AFB

Build
B007

60-03448

CH-47A

Delivery Date
08 Feb 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Attrited

25 May 1972

60-03448 accumulated 533.0 total aircraft hours. 60-03448 was the first production configured aircraft, manufactured as a result of expansion of contract AF33(600)39452 to include an additional five HC-1B production aircraft (60-03448, 60-03449, 60-03450, 60-03451, 60-03452). In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 60-03448 received the designation as a JCH-47A, where the J stood for Joint, as a result of U.S. Air Force and U.S. Army cooperation in developing the aircraft. In the Summer of 1963, 60-03448 was sent to the Air Force Flight Test Center, Edwards Air Force Base (AFB), California, for Air Force Category II tests encompassing performance, flying qualities, and operational capability. During the winter of 1965-1966, 60-03448 was located in North Dakota undergoing cold weather testing and evaluation. It is thought the name of the Crew Chief during that phase was S/SGT Paul J. Comstock. At some point, through an unknown end date, 60-03448 was assigned to Fort Eustis, Virginia, where it was used as a training device in the 67U maintenance course. Conversations between Joe Yaglinski, a former the Boeing Vertol Technical Representative (Tech Rep), and Lowell Maybrier, one of the first Crew Chiefs in the United States Air Force (USAF) on CH-47 helicopters, revealed that 60-03448 was at Boeing in 1987 where it was being utilized as a storage shed at the Morton, Pennsylvania, facilities. . Last known location of 60-03448 at the Boeing facilities in Morton, Pennsylvania in 1987. No further disposition status is available.

Also designated GCH-47A as grounded engineering test aircraft

In the early 1960's, while the YH-1B was still young and undergoing research and development, USAF aircrews would conduct testing and evaluation at Edwards AFB. Each year from May through October, or when the first snow fall occurred, helicopters undergoing testing would deploy from Edwards to stage at Bishop, California, to accomplish high altitude take offs and landings. Coyote Flats, southwest of Bishop, was the actual testing site. The altitude of the site was in excess of 10,000 feet - which was more than adequate for the high altitude testing required of the Chinook. In the photograph below, taken in the Summer of 1964, one can see the instrumentation boom on the front of the helicopter. When the 60-03448 initially arrived at Edwards, the boom was almost fifteen feet long. After several take-offs at Coyote Flats the boom kept getting shorter. Aircrews would try to get the Chinook in a stabilized hover, drop the nose and go for it. On several occasions the aircrew just drove the boom into the ground. Eventually, the boom became only five or six feet long.

On the deployment trip enroute to and at Edwards AFB, Lowell Maybrier remembers: "Every two hours we had to be on the ground to refuel and check the ship. For some reason the rotor blade tips would crack. They were made of metal and were screwed on. There was a whole big box of spares on board the first time saw the ship. The aircraft was full of spare parts actually. My first job on the Chinook was to inspect and replace cracked rotor blade tips. My next job was to remove and inspect any oil filters for pieces of metal that could be removed. This was done every day after we finished flying. At the end of one day, I did find metal in the forward gearbox and that scared the stuffing out of everyone. We had to change that gearbox before we could go on. Another job they gave me was to inspect the blower area [combining transmission area]. I was pretty small and if I stripped down to my waist I could get my upper body in there and have a good look. A year or so later, when we were all tired of testing and wanted a rest I would get in there and always find a crack. That's all it took to ground the ship. Then we had to wait for the sheet metal folks to come up from Edwards to fix it. We got a break. Some times it went the other way and the crew said if it's small don't mention it. We tested seven days a week and the days were long. I would get up at 2:30 go have breakfast, be at the aircraft before 4:00, pre-flight and take off at 5:00. This was the procedure anywhere we tested."

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B008

60-03449

CH-47A

Delivery Date
20 Feb 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
25 Nov 1992

Serial Number
92-00309



Status

Loss Date

Transfer Date

Converted to D Model

Redesignated JCH-47A for temporary test flights. After production, 60-03449 was bailed to the U. S. Army for Phase F testing. Following completion of these tests, 60-03449 was reallocated for service use. In July 1962, the Department of Defense redesignated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 60-03449, Boeing build number B-008, was a HC-1B helicopter. The U.S. Army acceptance date was 20 February 1963. 60-03449 accumulated 275.0 aircraft hours. After production, 60-03449 was bailed to the U.S. Army for Phase F testing. Following completion of these tests, 60-03449 was reallocated for service use. At some point, 60-03449 was assigned to Fort Eustis as a Category C training device for use in the 67U maintenance repair course, and remained at Fort Eustis until 1978. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 60-03449 received the designation as a JCH-47A, where the J stood for Joint, as a result of U.S. Air Force and U.S. Army cooperation in developing the aircraft. 60-03449 was in storage at Davis Monthan as XM0031 from Jul 1988 through about September 1992. 60-03449 was the last airframe to enter the D model conversion line. On 25 November 1992, 60-03449 was inducted into the D model program and converted to 92-00309. Photo: 27 April 1962: An unknown CH-47A tail number is officially accepted by a member of the U.S. Government at the Morton, Pennsylvania, manufacturing facility.

60-03449/92-00309 is the oldest tail number still in active service.

Build
B009

60-03450

CH-47A

Delivery Date
29 Jun 1962

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

19 Mar 1965

60-03450 was the first CH-47A accepted by the Army Aviation Board on August 16, 1962 at Ft Rucker. 60-03450 accumulated 784.0 aircraft hours. After production, 60-03450 was bailed to the U.S. Army for Phase E testing. Following completion of these tests, 60-03450 was reallocated for service use. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 60-03450 received the designation as a JCH-47A, where the J stood for Joint, as a result of U.S. Air Force and U.S. Army cooperation in developing the aircraft. On 16 August 1962, the U.S. Army Aviation Board, at Fort Rucker, accepted delivery of its first CH-47A - 60-03450. This aircraft sported minor upgrades and improved engines. The Lycoming T55-L-7 engine boasted 2,650 shaft horsepower which permitted a gross takeoff weight of 33,000lbs.

60-03450 was assigned to the US Army Aviation Test Board at Cairns Army Airfield (AAF), Fort Rucker, Alabama when it crashed in an accident, near Hartford, Alabama, on 19 March 1965. The remains of the aircraft were recovered and "laid out" in either Hanger 103 or 104 at Cairns AAF. It was determined that the aft yellow blade failed in the blade spar transition area. The aircraft had been loaded to the maximum gross weight of 28,550 pounds using lead weights. Soon after this accident an internal water ballast tank was developed with the capability to "dump" the water in the case of an emergency. Three people were killed in the crash. Two pilots and a crew chief - DAC Richard A. Daniels, LT Bud Hill and SP5 Ralph Pigg.

60-03450 was the first CH-47A delivered to an Army unit on 16 Aug 1962

Build
B010

60-03451

CH-47A

Delivery Date
08 Dec 1962

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Museum Display - Ft Rucker AL

11 Apr 1978

Redesignated JCH-47A (Joint Army/USAF) After production, 60-03451 was bailed to the U. S. Army for Phase F testing. Following completion of these tests, 60-03451 was reallocated for service use. In July 1962, the Department of Defense redesignated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. Last known location was at the U.S. Army Aviation Museum, Fort Rucker, Alabama. 60-03451, Boeing build number B-010, was a HC-1B helicopter. The U.S. Army acceptance date was 8 December 1962. The administrative strike date was 11 April 1975. 60-03451 accumulated 1,619.0 aircraft hours. After production, 60-03451 was bailed to the U.S. Army for Phase F testing. Following completion of these tests, 60-03451 was reallocated for service use. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 60-03451 received the designation as a JCH-47A, where the J stood for Joint, as a result of U.S. Air Force and U.S. Army cooperation in developing the aircraft. At some point, 60-03451 was transferred to the Army Aviation Museum, located at Fort Rucker, Alabama. As of 1 January 2002, this aircraft was one of the three surviving, although non-operational, CH-47A helicopters (60-03451, 61-02408, 64-13149 ("Guns-A-Go-Go")), and one of two surviving CH-47A model helicopters with dual wheels on the aft landing gear.

In speaking about the last flight of 60-03451, Colonel Kenneth C. Kleine, retired, reported: "I was fortunate enough to have flown 60-03451 from Stockton to Fort Rucker on its last flight. When we landed at Guthrie Field, next to the museum, the aircraft was running like a top. No problems to even write up."

Build
B011

60-03452

CH-47A

Delivery Date
14 Dec 1962

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Attrited

25 May 1972

After production, 60-03452 was bailed to the U. S. Army for Phase E testing. Following completion of these tests, 60-03452 was reallocated for service use. In July 1962, the Department of Defense redesignated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. Last known location was Fort Eustis, Virginia as it was utilized as a training device in the 67U maintenance course. 60-03452 accumulated 373.0 aircraft hours. After production, 60-03452 was bailed to the U.S. Army for Phase E testing. Following completion of these tests, 60-03452 was reallocated for service use. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 60-03452 received the designation as a JCH-47A, where the J stood for Joint, as a result of U.S. Air Force and U.S. Army cooperation in developing the aircraft. As of 25 May 1972, 60-03452 was at Fort Eustis, Virginia, where it was being utilized as a training device in the 67U maintenance course. It is no longer being used as a trainer and is presumed to have been turned over to salvage.

Also designated GCH-47A as grounded aircraft for engineering testing

Build
B012

61-02408

CH-47A

Delivery Date
19 Dec 1962

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Museum Display - Ft Campbell KY

1 Feb 1979

61-02408 accumulated 3,347.0 aircraft hours. 61-02408 was the first aircraft on contract AF33(600)42055 (Fiscal Year 1961), the second production contract awarded to Boeing for the production of an additional 18 HC-1B helicopters. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. As of 1 January 2002, this aircraft was one of the three surviving, although non-operational, CH-47A helicopters (60-03451, 61-02408, 64-13149 ("Guns-A-Go-Go")), and one of two surviving CH-47A model helicopters with dual wheels on the aft landing gear. At some point, 61-02408 was transferred to the California Army National Guard Aviation Museum. 61-02408 was put on display as a museum exhibit and was resting near San Luis Obispo, California at the California Army National Guard Aviation Museum, Camp San Luis, California. At some point after 2002, 61-02408 was acquired by the Don F. Pratt museum at Fort Campbell, Kentucky. The aircraft was shipped there and placed on display. It is one of the few A models with dual aft landing gear.

Build
B013

61-02409

CH-47A

Delivery Date
09 Jan 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
25 Jul 1991

Serial Number
91-00261

Status

Loss Date

Transfer Date

Converted to D Model

1-02409, Boeing build number B-013, was a HC-1B helicopter. The U.S. Army acceptance date was 9 January 1963. 61-02409 accumulated 2,463.0 aircraft hours. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02409 was in storage at MASDC/Davis Monthan AFB as XM0022 from 2 Dec 1978 through July 1991. On 25 July 1991, 61-02409 was inducted into the D model program on 25 July 1991 and converted to 91-00261.

61-02409/91-00261 is the oldest airframe (since delivery date) in the fleet still in active service

Build
B014

61-02410

CH-47A

Delivery Date
13 Feb 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
20 Sep 1991

Serial Number
91-00265



Status

Loss Date

Transfer Date

Converted to D Model

61-02410 was in storage at Davis Monthan through about July 1991. Inducted into the D model program on 20 September 1991, then assigned to Mississippi National Guard on or about 29 September 1992. 61-02410 was in storage at Davis Monthan as XM0010 17 Jul 1978 through about July 1991. On 20 September 1991, 61-02410 was inducted into the D model program and converted to 91-00265.

Build
B015

61-02411

CH-47A

Delivery Date
14 Feb 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

29 Jan 1964

61-02411 accumulated 299.0 aircraft hours. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. The last known location of 61-02411 was Fort Rucker, Alabama, where it crashed as a result of an accident, details unknown, on 29 January 1964.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B016

61-02412

CH-47A

Delivery Date
15 Feb 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
27 Aug 1992

Serial Number
92-00301

Status

Loss Date

Transfer Date

Converted to D Model

61-02412 accumulated 1,330.2 aircraft hours. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02412 was in storage at Davis Monthan from May 1988 through July 1992. On 27 August 1992, 61-02412 was inducted into the D model program and converted to 92-00301 which crashed and was destroyed in Iraq on 4/16/2004. Aircraft made a hard landing during sandstorm and was later destroyed.

Build
B017

61-02413

CH-47A

Delivery Date
28 Mar 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date

1 Sep 1992

Serial Number

92-00299

Status

Loss Date

Transfer Date

Converted to D Model

61-02413 accumulated 383.8 aircraft hours. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02413 was assigned to Fort Eustis through about June 1992. On 1 September 1992, 61-02413 was inducted into the D model program and converted to 92-00299.

Build
B018

61-02414

CH-47A

Delivery Date
25 Apr 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Sold to UK

1 Aug 1982

Sold to UK under FMS Case UK-8-VNG 8 Jan 1982 61-02414

Build
B019

61-02415

CH-47A

Delivery Date
30 Apr 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
27 Sep 1991

Serial Number
91-00266

Status

Loss Date

Transfer Date

Converted to D Model

61-02415 accumulated 2,092.5 aircraft hours. In July 1962, the Department of Defense re-designated all U.S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02415 was in storage at Davis Monthan as XM0002 through from Jun 17, 1975 to about July 1991. On 27 September 1991 61-02415 was inducted into the D model program and converted to 91-00266.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B020

61-02416

CH-47A

Delivery Date
29 Apr 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
18 Jul 1991

Serial Number
91-00260

Status

Loss Date

Transfer Date

Converted to D Model

61-02416 accumulated 4,173.0 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02416 was in storage at Davis Monthan as XM0014 from Oct 26, 1978 through about May 1991. On 18 July 1991, 61-02416 was inducted into the D model program and converted to 91-00260.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B021

61-02417

CH-47A

Delivery Date
31 May 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
11 Oct 1991

Serial Number
91-00267

Status

Loss Date

Transfer Date

Converted to D Model

61-02417 accumulated 3,898.6 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02417 was in storage at Davis Monthan as XM0008 from Jun 30,1978 through about August 1991. On 11 October 1991, 61-02417 was inducted into the D model program and converted to 91-00267 which crashed in Iraq about 62 miles west of Basra near Talil AB.

Build
B022

61-02418

CH-47A

Delivery Date
31 May 1963

Combat Service

Induction Date

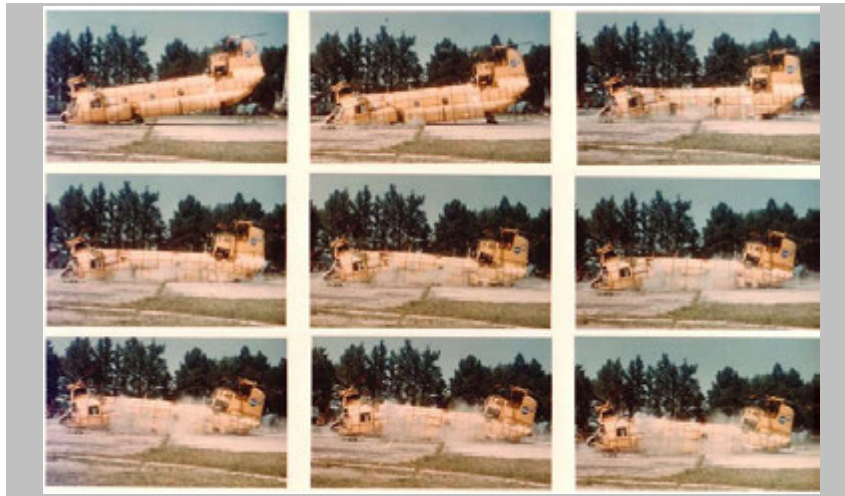
Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Tested to Destruction at NASA Langley

4 Aug 1976

61-02418 accumulated 1,216.0 aircraft hours. The administrative strike date was 15 December 1973. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. As of 15 December 1973, 61-02418 was at Fort Eustis, Virginia, where it was utilized as a training device in the 67U maintenance course. It is no longer being used as a trainer and is presumed to have been salvaged.

At some point, approximately 1976, 61-02418 was transported to the National Aeronautics and Space Administration's (NASA) Impact Dynamics Research Facility (IDRF) at Langley Air Force Base (AFB), Virginia.

The aircraft was utilized in the CH-47 Crash Test (T-40) Structural, Cargo Restraint, and Aircrew Inflatable Restraint Experiments. T-40 took place on 4 August 1976 with release at 1430:0.0381. Impact occurred at 1430:1.9243.

Aircraft status: Tested to Destruction

Note: Another CH-47A, tail number unknown, was also tested to destruction by NASA. Additional photos in the Accident Layout

Build
B023

61-02419

CH-47A

Delivery Date
31 May 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
18 Oct 1991

Serial Number
91-00268

Status

Loss Date

Transfer Date

Converted to D Model

61-02419 accumulated 4,349.6 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02419 was in storage at Davis Monthan as XM0007 from Jun 29, 1978 through about August 1991. On 18 October 1991, 61-02419 was inducted into the D model program on and converted to 91-00268.

Build
B024

61-02420

CH-47A

Delivery Date
27 Jun 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date

6 Sep 1991

Serial Number

91-00264

Status

Loss Date

Transfer Date

Converted to D Model

61-02420 accumulated 3,775.0 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02420 was in storage at Davis Monthan as XM0020 from Dec 1, 1978 through about June 1991. On 6 September 1991, 61-02420 was inducted into the D model program and converted to 91-00264.

Build
B025

61-02421

CH-47A

Delivery Date
29 Jun 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
1 Nov 1991

Serial Number
91-00269

Status

Loss Date

Transfer Date

Converted to D Model

61-02421 accumulated 3,071.3 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02421 was in storage at Davis Monthan as XM0003 from Jun 19, 1975 and then returned to service. Sent again to MASDC in Dec 1978 through about September 1991. On 1 November 1991, 61-02421 was inducted into the D model program and converted to 91-00269. [91-020269 was destroyed by enemy action in Afghanistan on 4/12/2005

Build
B026

61-02422

CH-47A

Delivery Date
29 Jun 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
8 Jan 1987

Serial Number
87-00074

Status

Loss Date

Transfer Date

Converted to D Model

61-02422 accumulated 4,529.0 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. On 8 January 1987, 61-02422 was inducted into the D model program and was converted to D model 87-00074.

Build
B027

61-02423

CH-47A

Delivery Date
30 Jun 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
8 Nov 1991

Serial Number
91-00270

Status

Loss Date

Transfer Date

Converted to D Model

61-02423, Boeing build number B-027, was a HC-1B helicopter. The U.S. Army acceptance date was 30 June 1963. 61-02423 accumulated 2,764.3 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02423 was in storage at Davis Monthan from Jun 1975 through about September 1991. On 8 November 1991, 61-02423 was inducted into the D model program and converted to 91-00270.

Build
B028

61-02424

CH-47A

Delivery Date
30 Jul 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
20 Nov 1986

Serial Number
87-00070



Status

Loss Date

Transfer Date

Converted to D Model

61-02424 accumulated 2,048.4 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. On 21 November 1986, 61-02424 was inducted into the D model program and converted to 87-00070.

Build
B029

61-02425

CH-47A

Delivery Date
31 Jul 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

15 Apr 1969

61-02425 accumulated 1,609.0 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. 61-02425 was the last aircraft on contract AF33(600)42055 (Fiscal Year 1961) to be designated as a HC-1B helicopter. AF33(600)42055 was the second production contract awarded to Boeing for the production of an additional 18 HC-1B helicopters. Subsequent helicopters were contracted as CH-47A helicopters. On 15 April 1969, while assigned to the U.S. Army Aviation School, Fort Rucker, Alabama, 61-02425 was lost due to an accident. At 1609 hours, 61-02425 was on take-off when, at about 200 feet AGL, the aft blades went to full pitch. This caused the aft pylon to climb, flipping the aircraft over to an inverted position. 61-02425 crashed and 4 personnel on board were fatalities, including the unit Standardization Instructor Pilot, CWO Owens. Prior to the accident, 61-02425 had been grounded repeatedly for excessive leakage and control stiffness in aft pitch change servo while in flight.

Build
B030

62-02114

CH-47A

Delivery Date
23 Aug 1963

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
29 Aug 1991

Prev SN

Serial Number
91-00263



62-2114 | Copyright by Peter Nicholson | 1978-10-13 | KEFO | Airport-Data.com

Status

Loss Date

Transfer Date

Converted to D Model

62-02114 accumulated 3,810.0 aircraft hours. 62-02114 was the first aircraft on the third production contract (contract number unknown) awarded to Boeing. Beginning with 62-02114, all contracts were awarded for the production of CH-47 helicopters, instead of the previous designation as HC-1B. 62-02114 was in storage at Davis Monthan as XM0025 from Jan 15, 1979 through about June 1991. On 29 August 1991, 62-02114 was inducted into the D model program and converted to 91-00263.

92-02114/91-00263 is the oldest surviving airframe still in service with Vietnam experience

RVN In country incident reports January-March 1966 VHPA

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	539	WCLUAA	611 TRA	NS CO DS	VIETNAM	RVN
196611	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	SUPMACOM
196612	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	SUPMACOM
196701	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196702	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196703	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196704	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196705	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196706	0	539	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196707	4	543	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196708	38	581	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196709	57	638	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196710	56	694	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196711	42	736	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196712	26	762	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196801	73	835	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196802	28	863	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196803	78	941	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196804	0	941	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196805	46	987	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196806	36	1023	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196807	16	1039	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196808	104	1143	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196809	29	1172	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196810	65	1237	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196811	39	1276	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196812	59	1335	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196901	44	1379	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196902	53	1432	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196903	51	1483	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196904	55	1538	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196905	42	1580	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196906	60	1640	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196907	97	1737	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196908	40	1777	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196909	57	1834	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196910	75	1909	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196911	30	1939	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196912	44	1983	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
197001	49	2032	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
197002	54	2086	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
197003	41	2127	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
197004	71	2198	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
197005	50	2248	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
197006	24	2272	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	
197007	36	2308	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER CONARCAS	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B031

62-02115

CH-47A

Delivery Date
28 Aug 1963

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
3 Dec 1991

Prev SN

Serial Number
92-00280



Status

Loss Date

Transfer Date

Converted to D Model

62-02115 accumulated 3,506.2 aircraft hours. 62-02115 was in storage at Davis Monthan as XM0013 from Oct 23, 1978 through about October 1991. On 3 December 1991, 62-02115 was inducted into the D model program and converted to 92-00280.

VHPA INCIDENTS Jan 1966 to May 1966

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	1	657	WCLUAA	611 TRANS CO DS	VIETNAM	RVN	RVN
196611	2	659	WCLUAA	611 TRANS CO DS	VIETNAM	RVN	RVN
196612	5	664	WCLUAA	611 TRANS CO DS	VIETNAM	RVN	RVN
196701	10	674	WCLUAA	611 TRANS CO DS	VIETNAM	RVN	RVN
196702	0	674	WCLUAA	611 TRANS CO DS	VIETNAM	RVN	RVN
196703	0	674	WCLSAA	388 TRANS CO	VIETNAM	RVN	RVN
196704	0	674	WCLSAA	388 TRANS CO	VIETNAM	RVN	RVN
196705	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	674	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	26	700	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	70	770	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	54	824	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	55	879	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	49	928	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	47	975	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	32	1007	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	79	1086	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	90	1176	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	55	1231	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	46	1277	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	28	1305	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	64	1369	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	58	1427	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	48	1475	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	68	1543	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	15	1558	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	58	1616	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	39	1655	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	29	1684	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196909	78	1762	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196910	94	1856	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196911	3	1859	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196912	60	1919	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197001	39	1958	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197002	78	2036	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197003	26	2062	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197004	63	2125	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197005	25	2150	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197006	26	2176	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197007	77	2253	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197008	39	2292	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197009	62	2354	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197010	127	2481	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B032

62-02116

CH-47A

Delivery Date
31 Aug 1963

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
3 Jan 1992

Prev SN

Serial Number
92-00282



Status

Loss Date

Transfer Date

Converted to D Model

62-02116 accumulated 2,030.9 aircraft hours. At some point, 62-02116 was assigned to A Company, 228th Assault Support Helicopter Battalion (ASHB), 1st Cavalry Division, located at An Khe, in the Republic of Vietnam (RVN). 62-02116 was placed into storage at Davis Monthan as XM0015 on Oct 26, 1978 through about October 1991. On 3 January 1992, 62-02116 was inducted into the D model program and converted to 92-00282.

GOLDBOOK RVN OCT 1966-APR1967

VHPA INCIDENT REPORTS RVN APR-JUN 1966

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	736	WC5DAA 605 TRANS CO DS	VIETNAM		RVN
196611	0	736	WC5DAA 605 TRANS CO DS	VIETNAM		RVN
196612	1	737	WC5DAA 605 TRANS CO DS	VIETNAM		RVN
196701	1	738	WC5DAA 605 TRANS CO DS	VIETNAM		RVN
196702	0	738	WC5DAA 605 TRANS CO DS	VIETNAM		RVN
196703	0	738	WC5DAA 605 TRANS CO DS	VIETNAM		RVN
196704	0	738	WC5DAA 605 TRANS CO DS	VIETNAM		RVN
196705	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	738	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	5	743	W0MAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	16	759	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	53	812	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	38	850	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	56	906	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196806	29	935	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196807	0	935	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196808	0	935	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196809	11	946	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196810	14	960	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196811	13	973	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196812	52	1025	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196901	12	1037	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196902	43	1080	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196903	17	1097	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196904	33	1130	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196905	0	1130	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196906	30	1160	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196907	16	1176	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196908	17	1193	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196909	0	1193	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196910	3	1196	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196911	20	1216	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196912	12	1228	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197001	2	1230	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197002	0	1230	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197003	2	1232	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197004	0	1232	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197005	4	1236	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197006	13	1249	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197007	6	1255	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197008	39	1294	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B033

62-02117

CH-47A

Delivery Date
25 Sep 1963

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Jan 1987

Prev SN

Serial Number
87-00076

Status

Loss Date

Transfer Date

Converted to D Model

62-02117 accumulated 4,646.0 aircraft hours. On 17 December 1987, 62-02117 was inducted into the D model program and converted to 87-00076.

VHPA NO INCIDENT REPORTS

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	609	WCLUAA	611 TRANS CO DS	VIETNAM		RVN
196611	0	609	WCLUAA	611 TRANS CO DS	VIETNAM		RVN
196612	0	609	WCLUAA	611 TRANS CO DS	VIETNAM		RVN
196701	0	609	WCLUAA	611 TRANS CO DS	VIETNAM		RVN
196702	0	609	WCLUAA	611 TRANS CO DS	VIETNAM		RVN
196703	0	609	WCLSAA	388 TRANS CO	VIETNAM		RVN
196704	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196705	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196706	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196707	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196708	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196709	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196710	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196711	0	609	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196712	2	611	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196801	34	645	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	69	714	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	30	744	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	82	826	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	91	917	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	25	942	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	74	1016	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	27	1043	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	73	1116	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	45	1161	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	56	1217	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	52	1269	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	0	1269	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	49	1318	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	28	1346	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	74	1420	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	39	1459	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	82	1541	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	55	1596	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	44	1640	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196909	51	1691	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196910	50	1741	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196911	0	1741	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196912	57	1798	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197001	37	1835	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197002	74	1909	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197003	25	1934	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197004	65	1999	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197005	55	2054	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197006	60	2114	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197007	41	2155	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197008	74	2229	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197009	52	2281	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197010	164	2445	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B034

62-02118

CH-47A

Delivery Date
13 Sep 1963

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Feb 1987

Prev SN

Serial Number
87-00080

Status

Loss Date

Transfer Date

Converted to D Model

62-02118 accumulated 4,754.0 hours. 62-02118 was assigned to the 147th Assault Helicopter Support Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) through approximately December 1966. On 31 December 1965, during a combat mission, 62-02118 received hits from small arms fire on the left side of the aircraft damaging the structure. The aircraft was repaired in theater. On 8 January 1966, during a combat mission, 62-02118 received small arms fire in the aft area of the aircraft, which caused fragmentation damage to the structure. The aircraft was repaired in theater. On 14 January 1966, while on a sling load mission to recover a downed aircraft, 62-02118 received small arms fire in the left side of the aircraft, damaging the fuel system and main rotor system. The aircraft was repaired in theater. On 5 August 1966, 62-02118 was involved in a ground accident while in parking at Vung Tao. Aircraft 64-13151 - "Stump Jumper" was in the process of ground taxiing when it ran into 62-02118 (Stump Jumper was destroyed). In approximately December 1966, 62-02118 was transferred to the 4th Army and underwent maintenance. In approximately March 1968, 62-02118 was transferred to the U.S. Army Aviation School at Fort Rucker, Alabama. In approximately July 1972, 62-02118 went into maintenance at the U.S. Army Aeronautical Depot Maintenance Center (ARADMAC), located in Corpus Christi, Texas. In August 1972, 62-02118 was on loan to the Aviation Systems Command (AVSCOM), headquartered in St. Louis, Missouri. In September 1972, 62-02118 was transferred to the 5th Army National Guard, in Chicago, Illinois. In October 1972, 62-02118 was in maintenance at ARADMAC. In November 1972, 62-02118 was transferred to the 85th Division, 5th Army National Guard, Chicago, Illinois. In February 1973, 62-02118 was on loan to AVSCOM in support of the Langley Research Center on a NASA project. In September 1973, 62-02118 was transferred to the National Guard (WP6QAA), where it remained at least through December 1975. On 23 February 1987, 62-02118 was inducted into the D model program and converted to 87-00080.

VHPA INCIDENT REPORTS RVN DEC 1965-JAN 1966

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	0	689	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN	
196611	0	689	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN	
196612	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		SUPMACOM
196701	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196702	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196703	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196704	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196705	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196706	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196707	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196708	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196709	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196710	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196711	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196712	0	689	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA		AVCOM
196801	0	689	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN		AVCOM
196802	6	695	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN		AVCOM
196803	28	723	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196804	65	788	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196805	40	828	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196806	50	878	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196807	18	896	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196808	91	987	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196809	41	1028	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196810	62	1090	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196811	65	1155	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196812	32	1187	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196901	53	1240	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196902	42	1282	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196903	42	1324	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196904	53	1377	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196905	98	1475	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196906	31	1506	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196907	56	1562	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196908	56	1618	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196909	68	1686	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196910	78	1764	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	
196911	24	1788	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B035

62-02119

CH-47A

Delivery Date
08 Sep 1963

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
11 Nov 1992

Serial Number
92-00307

Status

Loss Date

Transfer Date

Converted to D Model

For an unknown reason, it took a year for this aircraft to be accepted by the U.S. Army. 62-02119 accumulated 171.3 aircraft hours. 62-02119 was initially assigned to Fort Eustis, Virginia, as a training device in the 67U maintenance course. Also designated GCH-47 as grounded aircraft for engineering training. On 11 November 1992, 62-02119 was inducted into the D model program and converted to 92-00307.

62-02119 was not deployed to RVN

Build
B036

62-02120

CH-47A

Delivery Date
28 Oct 1963

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

29 Jul 1970

62-02120 accumulated 1,550.0 aircraft hours. 62-02120 was assigned to the 147th Assault Support Helicopter Company (ASHC) -"Hillclimbers" in the Republic of Vietnam (RVN) through approximately April 1967. On 1 January 1966, during a combat mission, 62-02120 was struck by small arms fire in the mid-section, damaging the structure. The aircraft was repaired in theater. On 18 January 1966, during a combat mission, 62-02120 was struck by small arms fire in the forward section, damaging the main rotor system. The aircraft was repaired in theater. On 20 April 1966, 62-02120 was on a combat mission sling loading artillery when it was struck by small arms fire in the bottom of the aircraft, damaging the structure. The aircraft was repaired in theater. When the 147th ASHC stood down for its return back to the United States, another 147th ASHC aircraft, 62-02124, slung aircraft 62-02120 to the port at Vung Tau, RVN, for upload on a ship. In May 1967, 62-02120 was transferred to 1st Army for maintenance at the New Cumberland Army Depot, Harrisburg, Pennsylvania. In December 1967, 62-02120 was transferred to the 4th Army, Fort Sill, Oklahoma. In January 1968, 62-02120 was transferred to the 177th ASHC Company, 3rd Army, Fort Benning, Georgia, where it remained until it crashed in an accident, details unknown, on 29 July 1970. The last known location of 62-02120 was Fort Benning, Georgia.

VHPA RVN INCIDENTS JAN-APR 1966

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	15	892	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	38	930	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	1	931	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	0	931	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	0	931	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	0	931	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	0	931	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	0	931	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	931	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	931	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	931	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	931	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	931	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	931	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	931	1623	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	1	932	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	11	943	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	26	969	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	38	1007	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	11	1018	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196806	29	1047	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196807	54	1101	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196808	16	1117	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196809	0	1117	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196810	0	1117	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196811	19	1136	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196812	48	1184	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196901	32	1216	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196902	0	1216	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196903	2	1218	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196904	17	1235	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196905	26	1261	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196906	49	1310	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196907	11	1321	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196908	51	1372	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196909	11	1383	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196910	27	1410	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196911	10	1420	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196912	4	1424	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
197001	19	1443	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
197002	6	1449	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
197003	1	1450	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
197004	10	1460	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B037

62-02121

CH-47A

Delivery Date
31 Oct 1963

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

9 May 1966

Transfer Date

62-02121 accumulated 598.0 aircraft hours. 62-02121 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) when it was lost due to an accident. On 9 May 1966, 62-02121 crashed, details unknown, between Vung Tau and Saigon. [chinookhelicopter.com]

A/C crashed between Vung Tau and Saigon. A/C lost all control except collective pitch (thrust) in the forward head. One fatality [armyaircrews.com]

VHPA:

Crew Members:

P CW ALGERMISSE

IP CW WATTS RL

CE E4 KUSANO RM

G SP4 TRINKLER DICKIE DAVIS KIA

Passengers:

O3 AS MCKEE, PAX, 2; E4 A POVENTUD, PAX, 2; E3 JARKOWSKY, PAX, 2; O2 VANDERWIEL, PAX, 2; E4 EL FITZ, PAX, 2; E4 W BURSE, PAX, 2; E4 WV BURNS, PAX, 2; E5 KG HILL, UNK, 2;

147 ASHC

GOLDBOOK RVN MAY 1966

VHPA INCIDENTS JAN-MAY 1966

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196605	0	0	WC06AA	147 ASHC	VIETNAM		VS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B038

62-02122

CH-47A

Delivery Date
31 Oct 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

31 Oct 1963

The U.S. Army never accepted 62-02122. 62-02122 accumulated 1.0 aircraft hours. On 31 October 1963, 62-02122 was lost due to an accident, details unknown, during the Boeing Vertol company test flight over Carmen, New Jersey.

Number 1 - 10/31/63 Accident: CONUS

Build
B039

62-02123

CH-47A

Delivery Date
19 Nov 1963

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
9 Sep 1992

Serial Number
92-00302

Status

Loss Date

Transfer Date

Converted to D Model

62-02123 accumulated 3,487.6 aircraft hours. At some point, 62-02123 was assigned to assigned to B Company, 228th Aviation Battalion, 11th Air Assault, from at least 1963 to 1964. 62-02123 was in storage at Davis Monthan as XM0009 from Jun 9, 1978 through about August 1992. On 9 September 1992, 62-02123 was inducted into the D model program and converted to 92-00302.

62-02123 may have served in Vietnam but there are no GOLDBOOK or incident reports available. Photo caption from 228th AHBN web site indicates that the aircraft being refueled at An Khe is 123.

Build
B040

62-02124

CH-47A

Delivery Date
27 Nov 1963

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 Nov 1992

Prev SN

Serial Number
92-00308

Status

Loss Date

Transfer Date

Converted to D Model

61-02424 accumulated 2,048.4 aircraft hours. In July 1962, the Department of Defense re-designated all U. S. military aircraft to a new system. All HC-1B helicopters became CH-47A. to MASDC as XM0024 from Dec 22, 1978 through late 1986. On 21 November 1986, 61-02424 was inducted into the D model program and converted to 92-0308

GOLDBOOK: RVN OCT 1966-APR 1967

VHPA INCIDENT REPORTS RVN JAN 1966-FEB 1967

147 ASHC

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	64	595	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196611	3	598	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196612	4	602	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196701	49	651	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196702	27	678	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196703	52	730	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196704	65	795	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196705	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	795	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	3	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	13	811	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	35	846	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	40	886	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	10	896	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196806	0	896	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196807	26	922	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196808	46	968	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196809	14	982	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196810	14	996	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196811	27	1023	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196812	55	1078	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196901	14	1092	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196902	6	1098	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196903	43	1141	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196904	40	1181	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196905	4	1185	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196906	0	1185	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196907	11	1196	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196908	19	1215	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196909	24	1239	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196910	12	1251	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196911	25	1276	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196912	17	1293	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197001	6	1299	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197002	5	1304	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197003	3	1307	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197004	7	1314	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197005	1	1315	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197006	0	1315	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197007	0	1315	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B041

62-02125

CH-47A

Delivery Date
27 Nov 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

29 Apr 1964

62-02125 accumulated 28 aircraft hours. On 29 April 1964, 62-02125 was lost due to an accident while assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion, Fort Benning, Georgia.

HERE ARE TWO DIFFERENT ACCOUNTS OF THE ACCIDENT:

According to an eye-witness account, the stripped airframe of 62-02125 was being slung by another Chinook when the drogue chute became fouled and the load began to pitch. The airframe was cut loose at about 500ft and the photo above shows the result. Photo was provided by Doug Eki and the eye-witness was Hans Halberstadt.

According to COL Benjamin Silver in his book, "*Ride at a Gallop*", p177:

"On the 6th of May, the same date as the briefing to General Rich, the 228th was requested by Lieutenant Colonel Charles McQuery, Commanding Officer, 611th Aircraft Maintenance and Supply Battalion, to airlift a CH-47 to the Atlanta Depot. All blades, engines and transmissions were removed and the aircraft stripped of excess weight. CWO-3 William A. Ralston was the pilot of the "lift" aircraft. He hovered very carefully over the load, and the hookup was made. He then raised the load very slowly and took off to the west-southwest from Lawson Army Airfield [near Ft Benning, GA]. The load did not "streamline" into the wind and parallel to the direction of flight as was anticipated. As CWO-3 Ralston gradually turned to a northeast heading and passed over the center of the airfield, vibrations caused by the non-streaming of the load caused the lift ship to vibrate so violently that CWO-3 Ralston released the load at about 800-900 feet of altitude. The load landed very near the wind tee, right side up, with such a force that a man of medium height could easily look over the top of the crashed aircraft. CWO-3 Ralston landed the lift ship and inspected it thoroughly to determine if the vibrations had caused any damage. That day we learned that a "drag chute" was required when participating in this type of operation."

All the Army records associated with this aircraft show the accident happening on 29 April 1964 and that is the "strike" date for the aircraft. COL Silver's account is one week later - no reason can be found for the different dates.

Build
B042

62-02126

CH-47A

Delivery Date
27 Dec 1963

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

4 Mar 1965

62-02126 accumulated 235.0 aircraft hours. On 4 March 1965, 62-02126 was lost due to an accident on 4 Mar 1965, details unknown, while assigned to B Company - "Longhorns", 228th Assault Support Helicopter Battalion.

Build
B043

62-02127

CH-47A

Delivery Date
31 Dec 1963

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 May 1992

Prev SN

Serial Number
92-00293



62-2127 | Copyright by Glenn E. Chatfield | 1970-12-00 | LSF | Airport-Data.com

Status

Loss Date

Transfer Date

Converted to D Model

62-02127 accumulated 1,432.1 aircraft hours. 62-02127 was in storage at Davis Monthan as XM0028 from Apr 15, 1978 through about March 1992. On 22 May 1992, 62-02127 was inducted into the D model program and converted to 92-00293.

GOLDBOOK: RVN OCT 1966

VHPA INCIDENT REPORT JAN 1966

611 TRANS

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	539	WCLUAA	611 TRANS CO DS	VIETNAM		RVN
196611	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	SUPMACOM
196612	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	SUPMACOM
196701	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196702	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196703	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196704	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196705	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196706	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196707	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196708	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196709	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196710	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196711	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196712	0	539	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196801	6	545	WOMUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196802	11	556	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	10	566	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	23	589	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	52	641	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196806	10	651	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196807	0	651	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196808	0	651	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196809	2	653	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196810	40	693	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196811	34	727	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196812	30	757	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196901	52	809	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196902	14	823	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196903	11	834	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196904	4	838	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196905	21	859	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196906	35	894	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196907	33	927	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196908	9	936	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196909	29	965	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196910	15	980	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196911	26	1006	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196912	15	1021	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197001	9	1030	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197002	7	1037	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197003	49	1086	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197004	5	1091	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197005	2	1093	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197006	4	1097	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197007	3	1100	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197008	28	1128	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197009	0	1128	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B044

62-02128

CH-47A

Delivery Date
04 Jan 1964

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
7 Jul 1992

Serial Number
92-00296



Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

The U.S. Army acceptance date was 4 January 1964. 62-02128 accumulated 2,116.2 aircraft hours. At some point, 62-02128 was assigned to the 147th Assault Helicopter Support Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) and remained there through April 1967. On 20 July 1966, while enroute on a combat mission, 62-02128 was struck in the bottom by small arms fire, damaging the structure. The aircraft was repaired in theater. On 5 August 1966, while enroute on a combat mission, 62-02128 was struck by small arms fire in the bottom, damaging the structure. The aircraft was repaired in theater. On 30 September 1966, while enroute on a close air support mission, 62-02128 was struck in the right side by small arms fire, damaging the fuel system and structure. The aircraft was repaired in theater. In May 1967, 62-02128 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In November 1967, 62-02128 was transferred to Fort Eustis, Virginia, for use in the 67U technical school for aircraft mechanics. In August 1972, 62-02128 was transferred to NCAD for maintenance. In June 1973, 62-02128 was transferred to the National Guard (WP6QAA), where it remained through at least December 1975. At some point, 62-02128 was in storage at Davis Monthan as XM0018 from Nov 20 1978 through about May 1992. On 7 July 1992, 62-02128 was inducted into the D model program and converted to 92-00296.

GOLDBOOK RVN OCT 1966-APR 1967

VHPA INCIDENT REPORTS JUL-SEP 1966

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	4	874	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	57	931	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	38	969	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	32	1001	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	5	1006	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	29	1035	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	0	1035	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	0	1035	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	1035	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	1035	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	1035	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	1035	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	1035	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	4	1039	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196712	18	1057	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196801	19	1076	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196802	16	1092	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196803	24	1116	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196804	29	1145	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196805	44	1189	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196806	10	1199	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196807	21	1220	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196808	9	1229	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196809	2	1231	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196810	6	1237	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196811	10	1247	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196812	4	1251	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196901	0	1251	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196902	0	1251	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196903	0	1251	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196904	10	1261	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196905	9	1270	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196906	15	1285	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196907	9	1294	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196908	24	1318	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196909	5	1323	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196910	37	1360	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196911	0	1360	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
196912	0	1360	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
197001	0	1360	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
197002	0	1360	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS
197003	9	1369	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B045

62-02129

CH-47A

Delivery Date
22 Jan 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Sep 1987

Prev SN

Serial Number
87-00108

Status

Loss Date

Transfer Date

Converted to D Model

62-02129 accumulated 4,285.0 aircraft hours. At some point, 62-02129 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) and remained there through approximately May 1967. On 30 April 1966, while enroute on a logistics resupply mission, 62-02129 received small arms fire on the right side of the aircraft, damaging the structure. The aircraft was repaired in theater. On 20 July 1966, while enroute during a combat mission, 62-02129 was struck by small arms fire in the forward area, damaging the structure and main rotor system, as well as wounding one crew member. The mission was aborted. The aircraft was repaired in theater. On 5 August 1966, while enroute during a combat mission, 62-02129 was struck by small arms fire, damaged unspecified. The aircraft was repaired in theater. On 28 December 1966, 62-02129 was in the pickup zone (PZ) and struck by small arms fire in the forward area while conducting sling load operations for artillery relocation, damaging the oil system, transmission, structure, and main rotor system. At 706.0 aircraft hours, the aircraft was repaired in theater. In June 1967, 62-02129 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In March 1968, 62-02129 was transferred to the U.S. Army Aviation School at Fort Rucker, Alabama. In March 1972, 62-02129 was transferred to the National Guard (WP6QAA). In June 1973, 62-02129 was transferred to NCAD for maintenance. In June 1974, 62-02129 was transferred to the National Guard (WQUKAA), where it remained through at least December 1975. On 24 September 1987, 62-02129 was inducted into the D model program and converted to 87-00108.

GOLDBOOK RVN OCT 1966-MAY 1967

VHPA INCIDENT REPORTS APR-DEC 1966

147ASHC

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	11	678	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196611	19	697	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196612	9	706	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196701	25	731	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196702	0	731	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196703	42	773	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196704	0	773	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196705	0	773	WC06AA	147ASLTSPHELCO			VIETNAM RVN
196706	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	0	773	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	3	776	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	37	813	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	59	872	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	100	972	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	35	1007	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	69	1076	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	32	1108	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	0	1108	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	0	1108	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	49	1157	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	14	1171	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	44	1215	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	30	1245	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	43	1288	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	40	1328	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	0	1328	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	35	1363	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	77	1440	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	49	1489	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196909	73	1562	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196910	12	1574	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196911	89	1663	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B046

62-02130

CH-47A

Delivery Date
28 Jan 1964

Combat Service



Vietnam

Induction Date

Converted To

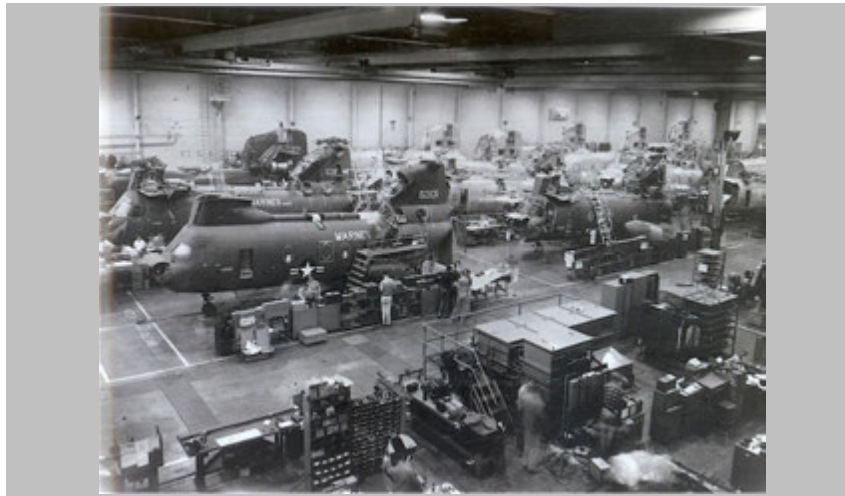
CH-47D

Prev Model

Induction Date
14 Feb 1992

Prev SN

Serial Number
92-00286



Status

Loss Date

Transfer Date

Converted to D Model

Aircraft in upper left corner of photo is 62-02130

62-02130, Boeing build number B-046, was a CH-47A helicopter. The U.S. Army acceptance date was 28 January 1964. 62-02130 accumulated 2,316.0 aircraft hours. At some point, 62-02130 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) through approximately April 1967. On 7 May 1966, 62-02130 was struck by small arms fire while enroute on a combat mission, damaging the engine, structure, and main rotor system. The aircraft was repaired in theater. On 12 May 1966, 62-02130 was struck by small arms fire in the bottom, while enroute on a close air support mission, damaging the structure and equipment. On 9 July 1966, 62-02130 was struck by small arms fire in the forward area while on a logistics support Air-Land re-supply mission, damaging the main rotor system. The aircraft was repaired in theater. On 17 August 1966, 62-02130 was struck by small arms fire in the cockpit, while enroute on a close air support mission, damaging the structure. The aircraft was repaired in theater. On 30 September 1966, 62-02130 was struck by small arms fire in the forward area, while enroute on a close air support mission, damaging the main rotor system. The aircraft was repaired in theater. In May 1967, 62-02130 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In January 1968, 62-02130 was transferred to the 177th ASHC, 3rd Army, Fort Benning, Georgia. In April 1971, 62-02130 was transferred to the 205th ASHC - "Geronimos", 3rd Army, Fort Benning, Georgia. In December 1972, 62-02130 was transferred to Boeing Vertol for maintenance. In February 1973, 62-02130 was on loan to the Aviation Systems Command (AVSCOM) headquartered in St. Louis, Missouri, in support of the Langley Research Center on a NASA project. In July 1973, 62-02130 was transferred to the National Guard (WP6QAA), where it remained at least through December 1975. At some point, 62-02130 was in storage at Davis Monthan as XM0021 from Dec 2, 1978 through about December 1991. On 14 February 1992, 62-02130 was inducted into the D model program and converted into 92-00286.

GOLDBOOK RVN OCT 1966-APR 1967

VHPA INCIDENT REPORTS MAY-SEP 1966

147 ASHC

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	28	727	WC06AA	147ASLTSPHELCO		VIETNAM
196611	22	749	WC06AA	147ASLTSPHELCO		VIETNAM
196612	49	798	WC06AA	147ASLTSPHELCO		VIETNAM
196701	44	842	WC06AA	147ASLTSPHELCO		VIETNAM
196702	12	854	WC06AA	147ASLTSPHELCO		VIETNAM
196703	40	894	WC06AA	147ASLTSPHELCO		VIETNAM
196704	0	894	WC06AA	147ASLTSPHELCO		VIETNAM
196705	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196706	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196707	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196708	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196709	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196710	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196711	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196712	0	894	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196801	12	906	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196802	7	913	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196803	31	944	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196804	50	994	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196805	67	1061	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196806	32	1093	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196807	69	1162	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196808	19	1181	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196809	11	1192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196810	0	1192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196811	0	1192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196812	14	1206	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196901	12	1218	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196902	30	1248	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196903	25	1273	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196904	23	1296	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196905	19	1315	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY
196906	16	1331	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING 3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B047

62-02131

CH-47A

Delivery Date
29 Jan 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
28 Feb 1992

Prev SN

Serial Number
92-00287



Status

Loss Date

Transfer Date

Converted to D Model

62-02131, Boeing build number B-047, was a CH-47A helicopter. The U.S. Army acceptance date was 29 January 1964. 62-02131 accumulated 2,683.3 aircraft hours. At some point, 62-02131 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) through March 1967. On 14 January 1966, 62-02131, while operating in support of a sling load rescue and recovery mission for a downed aircraft, was struck by small arms fire in the fuselage, damaging the fuel system and structure. The aircraft was repaired in theater. On 28 January 1966, 62-02131 was involved in a forced landing without damage, details unknown. On 14 September 1966, 62-02131, while enroute to relocate artillery by sling load, was struck by small arms fire in the bottom, injuring personnel and damaging the structure. Although one person was wounded in action, the flak vests protecting personnel were effective. The aircraft was repaired in theater. On 14 September 1966, 62-02131, while in the landing zone (LZ) during a rescue and recovery sling load mission in support of a downed aircraft, was struck by small arms fire in the mid area, damaging the structure. The aircraft was repaired in theater. On 20 September 1966, 62-02131, while on a maintenance test flight, was struck by small arms fire in the aft area, damaging the main rotor system. The aircraft was repaired in theater. In April 1967, 62-02131 was transferred to ARADMAC, 4th Army for maintenance. In February 1968, 62-02131 was transferred to the 177th ASHC, 3rd Army, Fort Benning, Georgia. In August 1968, 62-02131 was transferred to the U. S. Army Aviation School, Fort Rucker, Alabama. In July 1971, 62-02131 was transferred to the National Guard (WQUKAA). In December 1975, 62-02131 was transferred to Aviation Systems Command (AVSCOM) and loaned to the Langley Research Center in support of NASA. 62-02131 was in storage at Davis Monthan as XM0006 from Nov 25, 1975 through about December 1991 [see photo]. On 28 February 1992, 62-02131 was inducted into the D model program and converted to 92-00287.

GOLDBOOK RVN OCT 1966-MAR 1967

VHPA INCIDENT REPORTS JAN-SEP 1966

147ASHC & 605 TRANS

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	12	676	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	0	676	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196612	0	676	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196701	0	676	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196702	0	676	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196703	0	676	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196704	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196705	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196706	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196707	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196708	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196709	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196710	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196711	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196712	0	676	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196801	1	677	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196802	11	688	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	22	710	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	35	745	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	54	799	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196806	65	864	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196807	35	899	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196808	2	901	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	65	966	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	47	1013	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	66	1079	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	4	1083	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	70	1153	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	25	1178	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	53	1231	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	38	1269	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	60	1329	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	44	1373	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	52	1425	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	53	1478	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196909	73	1551	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B048

62-02132

CH-47A

Delivery Date
14 Feb 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Mar 1987

Prev SN

Serial Number
87-00084



Status

Loss Date

Transfer Date

Converted to D Model

62-02132, Boeing build number B-048, was a CH-47A. The U.S. Army acceptance date was 14 February 1964. 62-02132 accumulated 4,484.0 aircraft hours. At some point, 62-02132 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) and remained there through approximately April 1967. 62-02132 flew its 1,000th hour on 1 October 1966. This was the first operational CH-47 to break 1,000 hours in Vietnam. On 12 March 1967, 62-02132 was involved in a freak accident. Inside 62-02132, piloted by CW3 Harold Miller, a fragmentation grenade accidentally exploded after leaving the pickup zone (PZ) with a 105mm sling load and a gun crew of eight internal. After the explosion, they returned to the PZ and found the aircraft still flyable but 6 soldiers wounded and one dead. Crewmember PFC William Campbell was wounded. His flak vest saved his life. The crewmembers saved 3 of the 6 soldiers by using cardio-pulmonary resuscitation (CPR) and first aid. Both crewmembers received the Distinguished Flying Cross and Boeing Vertol Rescue Award. In May 1967, 62-02132 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In January 1968, 62-02132 was transferred to the 177th ASHC, 3rd Army, Fort Benning, Georgia. In August 1968, 62-02132 was transferred to the U. S. Army Aviation School at Fort Rucker, Alabama. In February 1973, 62-02132 was transferred to Boeing Vertol for maintenance. In March 1973, 62-02132 was on loan to the Aviation Systems Command (AVSCOM) in support of a Langley Research Center NASA project. In September 1973, 62-02132 was transferred to the National Guard (WQRSAA), where it remained at least until December 1975. On 23 March 1987, 62-02132 was inducted into the D model program and converted to 87-00084.

War Story:

This Hillclimber aircraft had a grenade go off in the back causing real carnage inside this Chinook. Two pax KIA, two lost a leg each and two with lesser wounds. The right gunner took some shrapnel, helmet save him. The AC's helmet was blown almost off by the concussion. The aircraft looked like it had been worked over by a shotgun. 43 holes on one side, hole in the floor and ceiling. Right fuel cell ruptured. My classmate Harold Miller crawled up the side of the aircraft and peeked under the tunnel cover to see if the drive shaft was ok. Elected to fly the dead and dying 20 nm to Vung Tau and the 36th Evac. Saved two of the criticals. One was DOA and one died that night. Aircrews taking care of the grunt once again. Harold died of a heart attack in the 80's up in NY state. The guys in the back got DFCs for saving 4 lives. George Miller, millerg@ala.net, August 2000.

GOLDBOOK RVN OCT 1966-APR 1967

147ASHC

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	18	633	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	42	675	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	23	698	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	27	725	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	23	748	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	5	753	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	0	753	WCLSA	388 TRANS CO	VIETNAM		RVN
196705	0	753	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	753	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	753	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	753	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	753	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B049

62-02133

CH-47A

Delivery Date
14 Feb 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Apr 1987

Prev SN

Serial Number
87-00086

Status

Loss Date

Transfer Date

Converted to D Model

62-02133, Boeing build number B-049, was a CH-47A helicopter. The U.S. Army acceptance date was 14 February 1964. 62-02133 accumulated 4,330.0 aircraft hours. At some point, 62-02133 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) through October 1966. On 8 January 1966, 62-02133, while on a combat mission, was struck by small arms fire on the right side damaging the structure. The aircraft was repaired in theater. On 14 January 1966, 62-02133, while on a rescue and recovery mission in support of a downed aircraft, was struck by small arms fire in the aft area damaging the fuel system, structure, driveshaft, hydraulics system, communication system, and landing gear. The aircraft was repaired in theater. On 22 March 1966, 62-02133, while enroute on an air assault mission into a hot area, was struck by small arms fire damaging the main rotor system. The aircraft was repaired in theater. On 7 May 1966, 62-02133, while on a logistics sling load re-supply mission, was struck by small arms fire in the forward area damaging the main rotor system. In November 1966, 62-02133 was transferred to the 605th Transportation Company. In April 1966, 62-02133 was transferred to ARADMAC, 4th Army. In December 1967, 62-02133 was transferred to the U. S. Army Aviation School at Fort Rucker, Alabama. In March 1972, 62-02133 was transferred to the National Guard (WQRSAA). In July 1973, 62-02133 was on loan to the Langley Research Center in support of NASA. In approximately March 1975, 62-02133 was transferred to the New Cumberland Army Depot (NCAD), Harrisburg, Pennsylvania, for maintenance. In June 1975, 62-02133 was in storage awaiting disposition at New Cumberland Army Depot where it remained through at least December 1975. On 24 February 1988, 62-02133 was inducted and converted to D model 87-00086.

GOLDBOOK RVN OCT 1966-MAR 1967

VHPA INCIDENT REPORTS JAN-MAY 1966

147ASHC & 605 TRANS

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	689	WC06AA	147ASLTSPHELCO		VIETNAM
196611	0	689	WC5DAA	605 TRANS CO DS		VIETNAM
196612	0	689	WC5DAA	605 TRANS CO DS		VIETNAM
196701	17	706	WC5DAA	605 TRANS CO DS		VIETNAM
196702	0	706	WC5DAA	605 TRANS CO DS		VIETNAM
196703	0	706	WC5DAA	605 TRANS CO DS		VIETNAM
196704	0	706	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196705	0	706	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196706	0	706	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196707	0	706	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196708	5	711	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196709	0	711	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196710	1	712	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196711	1	713	W0MUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196712	24	737	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196801	64	801	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196802	15	816	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196803	92	908	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196804	44	952	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196805	58	1010	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196806	61	1071	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196807	33	1104	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196808	105	1209	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196809	0	1209	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196810	90	1299	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196811	10	1309	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196812	61	1370	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196901	45	1415	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196902	60	1475	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196903	48	1523	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196904	75	1598	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196905	47	1645	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196906	62	1707	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196907	55	1762	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196908	45	1807	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196909	104	1911	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196910	54	1965	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196911	44	2009	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B050

62-02134

CH-47A

Delivery Date
27 Feb 1964

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

10 Jul 1965

62-02134, Boeing build number B-050, was a CH-47A helicopter. The U.S. Army acceptance date was 27 February 1964. The administrative strike date was 10 July 1965. 62-02134 accumulated 294.0 aircraft hours. 62-02134 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" at Fort Benning, Georgia, when it was lost due to an accident, details unknown, on 10 July 1965

Build
B051

62-02135

CH-47A

Delivery Date
13 Mar 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Apr 1984

Prev SN

Serial Number
84-24182



Status

Loss Date

Transfer Date

Converted to D Model

62-02135, Boeing build number B-051, was a CH-47A. The U.S. Army acceptance date was 13 March 1964. 62-02135 accumulated 3,949.3 aircraft hours. At some point, 62-02135 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) through March 1967. On 13 April 1966, 62-02135, while operating in support of a logistics sling load re-supply mission, was struck by small arms fire in the ramp, damaging the structure. The aircraft was repaired in theater. In April 1967, 62-02135 was transferred to ARADMAC, 4th Army, for maintenance. In December 1967, 62-02135 was transferred to the U. S. Army Aviation School, 3rd Army, at Fort Rucker, Alabama. In February 1973, 62-02135 was transferred to Boeing Vertol for maintenance. In March 1973, 62-02135 was transferred to the Aviation Systems Command (AVSCOM) and loaned to the Langley Research Center in support of NASA. In October 1973, 62-02135 was transferred to the National Guard (WQUKAA), where it remained through at least December 1975. Stored at Davis Monthan as XM0027 from Jan 18, 1979 to early 1984. On 30 April 1984, 62-02135 was inducted into the D model program and converted to 84-24182.

GOLDBOOK RVN OCT 1966-MAR 1967

VHPA INCIDENT APR 1966

147ASHC

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	71	1060	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196611	18	1078	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196612	24	1102	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196701	23	1125	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196702	14	1139	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196703	0	1139	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196704	0	1139	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196705	0	1139	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196706	0	1139	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196707	1	1140	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196708	4	1144	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196709	8	1152	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196710	1	1153	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196711	1	1154	WOMUAA	ARADMAC	4TH ARMY NAVAL AIR STA	AVCOM
196712	12	1166	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196801	22	1188	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196802	51	1239	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196803	19	1258	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196804	85	1343	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196805	46	1389	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196806	52	1441	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196807	57	1498	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196808	40	1538	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196809	55	1593	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196810	48	1641	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196811	0	1641	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196812	24	1665	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196901	66	1731	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196902	0	1731	W0U94B	CONSOL PROP OFC	3RD ARMY FORT RUCKER	3RD ARMY
196903	19	1750	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196904	51	1801	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196905	0	1801	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196906	32	1833	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196907	79	1912	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196908	7	1919	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196909	4	1923	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196910	81	2004	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196911	19	2023	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
196912	24	2047	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
197001	64	2111	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
197002	32	2143	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
197003	63	2206	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS
197004	36	2242	W1DZAA	USA AVN SCHOOL	AV SCH FORT RUCKER	CONARCAS

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Build
B052

62-02136

CH-47A

Delivery Date
22 Apr 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Apr 1987

Prev SN

Serial Number
87-00088

Status

Loss Date

Transfer Date

Converted to D Model

62-02136, Boeing build number B-052, was a CH-47A helicopter. The U.S. Army acceptance date was 22 April 1964. 62-02136 accumulated 4,114.0 aircraft hours. At some point, 62-02136 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN) through March 1967. On 16 April 1966, 62-02136, while operating on a logistics support mission for Air-Land re-supply, and in the pickup zone (PZ), was struck by small arms fire in the forward area, injuring personnel and damaging the structure and main rotor system. Three personnel were wounded in action. The aircraft made a precautionary landing for inspection, found to be flyable, then took off again to accomplish the mission. The aircraft was repaired in theater. On 20 May 1966, 62-02136, while on a sling load mission to relocate artillery, was struck by small arms fire in the forward area, damaging the structure. The aircraft was repaired in theater. On 1 June 1966, 62-02136, while on a sling load rescue and recovery mission in support of a downed aircraft, was struck by small arms fire in the forward area, damaging the structure. The aircraft was repaired in theater. On 30 September 1966, 62-02136 was struck by small arms fire in the right side, damaging the structure, transmission, gear box, oil system, wounding one person, and killing one person. The helicopter made a forced landing, and was recovered later by means other than its own power. The aircraft was a loss to the theater and was repaired elsewhere. In April 1967, 62-02136 was transferred to ARADMAC, 4th Army, for maintenance. In July 1968, 62-02136 was transferred to the U. S. Army Aviation School, Fort Rucker, Alabama. In April 1972, 62-02136 was transferred to the National Guard (WQRSAA). In September 1973, 62-02136 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, for maintenance. In October 1974, 62-02136 was transferred to the National Guard (WP6QAA), where it remained through at least December 1975. On 20 April 1987, 62-02136 was inducted into the D model program and converted to 87-00088.

GOLDBOOK RVN OCT 1966-MAR 1967

RVN INCIDENTS APR 1966- SEP 1966

147ASHC

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	677	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	0	677	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	0	677	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	0	677	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	0	677	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	0	677	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196705	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196706	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196707	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196708	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196709	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196710	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196711	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196712	0	677	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196801	0	677	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196802	0	677	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196803	0	677	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196804	0	677	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196805	0	677	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196806	0	677	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM
196807	67	744	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	39	783	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	100	883	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	73	956	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	25	981	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	11	992	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	73	1065	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	27	1092	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	71	1163	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	43	1206	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	71	1277	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	51	1328	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	51	1379	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	67	1446	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B053

62-02137

CH-47A

Delivery Date
24 Apr 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
4 May 1984

Prev SN

Serial Number
84-24184

Status

Loss Date

Transfer Date

Converted to D Model

62-02137, Boeing build number B-053, was a CH-47A helicopter. The U.S. Army acceptance date was 24 April 1964. 62-02137 accumulated 3,989.2 aircraft hours. Stored at Davis Monthan as XM0011 from Sep 6, 1978 to early 1984. On 30 April 1984, 62-02137 was inducted into the D model program and converted to 84-24184 which was later inducted to the F Model program
GOLDBOOK RVN OCT 1966-MAR 1967

INCIDENTS RVN SEP 1966

611 TRANS& 338 TRANS

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	570	WCLUAA 611 TRANS CO DS	VIETNAM		RVN
196611	0	570	WCLUAA 611 TRANS CO DS	VIETNAM		RVN
196612	0	570	WCLUAA 611 TRANS CO DS	VIETNAM		RVN
196701	0	570	WCLUAA 611 TRANS CO DS	VIETNAM		RVN
196702	0	570	WCLUAA 611 TRANS CO DS	VIETNAM		RVN
196703	0	570	WCLSAA 388 TRANS CO	VIETNAM		RVN
196704	0	570	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196705	0	570	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196706	0	570	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196707	0	570	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196708	1	571	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196709	8	579	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196710	0	579	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196711	0	579	W0MUAA ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196712	11	590	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196801	32	622	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	54	676	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	77	753	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	40	793	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	85	878	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	24	902	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	73	975	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	35	1010	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	67	1077	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	69	1146	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	29	1175	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	48	1223	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	48	1271	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	62	1333	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	42	1375	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	68	1443	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	12	1455	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	37	1492	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	59	1551	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	67	1618	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196909	51	1669	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196910	94	1763	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196911	23	1786	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196912	63	1849	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197001	38	1887	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197002	81	1968	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197003	59	2027	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197004	84	2111	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197005	60	2171	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197006	87	2258	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197007	26	2284	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B054

63-07900

CH-47A

Delivery Date
23 Apr 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Sep 1992

Prev SN

Serial Number
92-00305

Status

Loss Date

Transfer Date

Converted to D Model

63-07900, Boeing build number B-054, was a CH-47A helicopter. The U.S. Army acceptance date was 23 April 1964. 63-07900 had a previous strike date of 15 April 1969, but was somehow recovered. 63-07900 accumulated 2,048.3 aircraft hours. 62-02116 was assigned to A Company, 228th Assault Support Helicopter Battalion (ASHB), 1st Cavalry Division, located at An Khe, in the Republic of Vietnam (RVN).

63-07900 and 63-079067 were the last two CH-47A's to leave the USS Boxer on 14 Sep 1965.

63-07900 was placed into in storage at Davis Monthan as XM0016 on Oct 26, 1978 through about August 1992. On 25 September 1992, 63-07900 was inducted into the D model program and converted to 92-00305.

GOLDBOOK RVN OCT 1966-JUL 1967

228 AVN

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	35	578	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196611	55	633	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196612	68	701	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196701	63	764	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196702	56	820	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196703	28	848	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196704	62	910	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196705	12	922	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196706	21	943	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196707	0	943	WAAWA0	COA	228ABAH1CAV		VIETNAM	RVN
196708	0	943	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196709	0	943	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196710	0	943	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196711	0	943	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196712	0	943	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196801	0	943	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196802	9	952	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	24	976	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	0	976	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	3	979	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196806	46	1025	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196807	34	1059	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196808	45	1104	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196809	15	1119	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196810	5	1124	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196811	0	1124	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196812	0	1124	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196901	0	1124	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196902	0	1124	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196903	1	1125	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196904	28	1153	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196905	10	1163	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196906	0	1163	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196907	21	1184	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196908	27	1211	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196909	19	1230	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196910	15	1245	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196911	26	1271	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196912	24	1295	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197001	5	1300	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197002	3	1303	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B055

63-07901

CH-47A

Delivery Date
30 Apr 1964

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

18 Dec 1966

63-07901, Boeing build number B-055, was a CH-47A helicopter. The U.S. Army acceptance date was 30 April 1964. The administrative strike date was 18 December 1966. 63-07901 accumulated 545.0 aircraft hours. On 18 December 1966, 63-07901 was lost due to an accident, details unknown, while assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion (ASHB) in the Republic of Vietnam (RVN). 5 iNJURIES/ NO FATALITIES

18 DEC 1966 On TAC emergency resupply, aircraft inadvertently became IFR, crashed and burned - ground fog. [VHPA]
GOLDBOOK RVN DEC 1966
228 AVN & 610 TRANS

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	WAAWCO	C/228 AVN	VIETNAM		VS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B056

63-07902

CH-47A

Delivery Date
30 Apr 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
4 May 1987

Prev SN

Serial Number
87-00090



Status

Loss Date

Transfer Date

Converted to D Model

63-07902, Boeing build number B-056, was a CH-47A helicopter. The U.S. Army acceptance date was 30 April 1964. 63-07902 accumulated 3,071.0 aircraft hours. On 4 May 1987, 63-07902 was inducted into the D model program and converted to 87-00090.

RVN INCIDENTS - 4/66 TO 4/67

GOLDBOOK DATA - NOTE THAT DATA WAS NOT RECORDED PRIOR TO NOVEMBER 1966 OR AFTER DECEMBER 1975

Goldbook listing indicates aircraft assigned to Dugway but several combat incidents are reported in Vietnam from April 1966 to April 1967. It is not clear what unit was actually flying the aircraft but probably was one of the 228th ASHB units.

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	569 3478	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	14	583 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	93	676 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	69	745 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	50	795 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	53	848 3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	39	887 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	887 WCLMAA 56	TRANS CO DS	VIETNAM		RVN
196706	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	887 WOMAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	16	903 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196804	57	960 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196805	24	984 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196806	0	984 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196807	0	984 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196808	0	984 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196809	17	1001 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196810	0	1001 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196811	0	1001 WDHAAA 154	AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196812	5	1006 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196901	20	1026 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196902	20	1046 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196903	28	1074 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196904	16	1090 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196905	5	1095 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196906	9	1104 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196907	17	1121 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196908	35	1156 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196909	21	1177 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196910	5	1182 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196911	23	1205 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196912	12	1217 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197001	9	1226 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197002	3	1229 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197003	44	1273 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197004	11	1284 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197005	44	1328 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197006	28	1356 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
197007	12	1368 WCSHAA 177	AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY

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Build
B057

63-07903

CH-47A

Delivery Date
18 May 1964

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
18 May 1987

Serial Number
87-00092

Status

Loss Date

Transfer Date

Converted to D Model

63-07903, Boeing build number B-057, was a CH-47A helicopter. The U.S. Army acceptance date was 18 May 1964. 63-07903 accumulated 4,182.0 aircraft hours. 63-07903 was inducted into the D model program on 18 May 1987 and converted to 87-00092.

NO RECORD OF RVN SERVICE

Build
B058

63-07904

CH-47A

Delivery Date
25 May 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Jun 1987

Prev SN

Serial Number
87-00094

Status

Loss Date

Transfer Date

Converted to D Model

63-07904, Boeing build number B-058, was a CH-47A helicopter. The U.S. Army acceptance date was 25 May 1964. 63-07904 accumulated 4,500.0 aircraft hours. At some point, and as of 19 July 1974, 63-07904 was assigned to the 49th Aviation Company, 49th Aviation Battalion, 76th Aviation Group, Army National Guard, located at Stockton, California. On 19 July 1974, 63-07904 was involved in an accident. While ground taxiing at the airfield, located at Stockton Army Aviation Support Facility (AASF), the left aft landing gear came into contact with a raised concrete pad that supported a taxiway light. The minor damage to the landing gear was not discovered until the flight had continued on to Camp Roberts and the post-flight was conducted. On 2 June 1987, 63-07904 was inducted into the D model program and converted to 87-00094. On 17 Jun 2008, the aircraft had a blade strike at 9200 feet and slid down cliff - destroyed in place (OEF)

GOLDBOOK OCT 1966-JUN 1967

INCIDENTS RVN FEB 1966-AUG 1966

228 ABAH1CAV

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	24	611	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196611	26	637	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196612	1	638	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196701	47	685	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196702	32	717	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196703	46	763	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196704	36	799	WAAWAO	COA 228ABAH1CAV	VIETNAM		RVN
196705	27	826	WC5GAA	610 TRANS CO	VIETNAM		RVN
196706	0	826	WC5GAA	610 TRANS CO	VIETNAM		RVN
196707	0	826	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196708	0	826	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	0	826	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196710	0	826	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	826	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	10	836	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196801	48	884	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	43	927	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	100	1027	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	15	1042	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	44	1086	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	45	1131	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	66	1197	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	33	1230	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	95	1325	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	35	1360	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	69	1429	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	0	1429	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	0	1429	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	24	1453	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	56	1509	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	51	1560	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	72	1632	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	87	1719	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	65	1784	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	46	1830	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196909	29	1859	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196910	59	1918	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B059

63-07905

CH-47A

Delivery Date
27 May 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Mar 1992

Prev SN

Serial Number
92-00289

Status

Loss Date

Transfer Date

Converted to D Model

63-07905, Boeing build number B-059, was a CH-47A helicopter. The U.S. Army acceptance date was 27 May 1964. 63-07905 accumulated 2,336.8 aircraft hours. At some point, 63-07905 was in storage at Davis Monthan as XM0017 from Nov 20 1978 through about January 1992. On 27 March 1992, 63-07905 was inducted into the D model program and converted to 92-00289.

GOLDBOOK RVN MAY -JUL 1967

VHPA RVN INCIDENT **SEP 1966**

610 TRANS

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	27	610 3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196611	27	637 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	35	672 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	56	728 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	31	759 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	33	792 3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	25	817 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	16	833 WC5GAA	610 TRANS CO	VIETNAM		RVN
196706	0	833 WC5GAA	610 TRANS CO	VIETNAM		RVN
196707	0	833 WC5GAA	610 TRANS CO	VIETNAM		RVN
196708	0	833 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	0	833 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196710	0	833 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	833 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	833 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	833 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	15	848 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196803	23	871 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196804	29	900 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196805	47	947 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196806	23	970 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196807	8	978 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196808	58	1036 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	41	1077 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	34	1111 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	64	1175 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	15	1190 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	58	1248 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	46	1294 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	40	1334 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	26	1360 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	63	1423 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	50	1473 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196907	54	1527 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196908	13	1540 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196909	0	1540 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196910	19	1559 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196911	50	1609 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196912	54	1663 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
197001	7	1670 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197002	23	1693 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197003	24	1717 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197004	30	1747 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197005	6	1753 WDHAAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bairment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B060

63-07906

CH-47A

Delivery Date
22 Jun 1964



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
16 Jun 1987

Serial Number
87-00096

Induction Date

Prev Model

Prev SN

Status

Converted to D Model

Loss Date

Transfer Date

63-07906, Boeing build number B-060, was a CH-47A helicopter. The U.S. Army acceptance date was 22 June 1964. 63-07906 accumulated 4,701.0 aircraft hours. At some point, 63-07906 was assigned to C Company - "Crimson Tide", 228th assault Support Helicopter Battalion (ASHB), in the Republic of Vietnam (RVN), through an unknown end date. On 16 June 1987, 63-07906 was inducted into the D model program and converted to 87-00096

photo above - 63-07906 at AnKhe RVN in 1966/67 - no other information available

NOTE: THERE IS NO GOLDBOOK DATA RECORDED BY VHPA TO INDICATE THAT THE AIRCRAFT WAS IN VIETNAM. THE PHOTO ABOVE CLEARLY INDICATES THE AIRCRAFT ON THE "GOLF COURSE" AT AN KNE

Build
B061

63-07907

CH-47A

Delivery Date
26 Jun 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Jun 1987

Prev SN

Serial Number
87-00098



Status

Loss Date

Transfer Date

Converted to D Model

63-07907, Boeing build number B-061, was a CH-47A helicopter. The U.S. Army acceptance date was 26 June 1964. 63-07907 accumulated 2,943.0 aircraft hours. On 30 June 1987, 63-07907 was inducted into the D model program and converted to 87-00098.

GOLDBOOK RVN OCT 1966-FEB 1967

VHPA RVN INCIDENT APR 1966

79 TRANS

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	529	WCLNAA 79 TRANS CO		VIETNAM	RVN
196611	0	529	WCLNAA 79 TRANS CO		VIETNAM	RVN
196612	0	529	WCLNAA 79 TRANS CO		VIETNAM	RVN
196701	0	529	WCLNAA 79 TRANS CO		VIETNAM	RVN
196702	0	529	WCLNAA 79 TRANS CO		VIETNAM	RVN
196703	0	529 3478	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	46	575 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	9	584 3478	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	43	627 3478	USARV FLT DET		VIETNAM	RVN
196707	0	627 W0Y6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196708	0	627 W0Y6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196709	0	627 W0Y6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196710	0	627 W0Y6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196711	0	627 W0Y6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196712	10	637 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196801	49	686 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	72	758 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	37	795 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	63	858 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	31	889 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	8	897 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	63	960 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	0	960 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	1	961 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	80	1041 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	55	1096 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	18	1114 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	17	1131 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196902	28	1159 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196903	29	1188 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196904	47	1235 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196905	0	1235 W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196906	0	1235 W0U94B	CONSOL PROP OFC	3RDARMY	FORT RUCKER	3RD ARMY
196907	23	1258 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196908	16	1274 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196909	12	1286 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196910	21	1307 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196911	19	1326 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196912	10	1336 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197001	15	1351 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197002	16	1367 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197003	13	1380 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197004	27	1407 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197005	16	1423 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197006	1	1424 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197007	20	1454 WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B062

63-07908

CH-47A

Delivery Date
29 Jun 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Apr 1992

Prev SN

Serial Number
92-00290



Status

Loss Date

Transfer Date

Converted to D Model

63-07908, Boeing build number B-062, was a CH-47A helicopter. The U.S. Army acceptance date was 29 June 1964. 63-07908 accumulated 1,944.3 aircraft hours. At some point, 63-07908 was in storage at Davis Monthan as XM0019 from Nov 20 1978 through about February 1992. On 10 April 1992, 63-07908 was inducted into the D model program and converted to 92-00290. Photo: 63-07908 shortly before being prepared for storage at Davis-Monthan Dec 1978. Note dual wheel aft gear.
GOLDBOOK RVN OCT 1966-MAY 1967
228/388 TRANS

On 18 Sep 65, 63-07908 was hit by ground fire on a landing zone. The Flight Engineer, SSG Larry Lee Truesdale was killed. This was the first recorded CH-47 combat incident in Vietnam. **SSG Truesdale was the first recorded Chinook aircrew fatality in Vietnam**

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	24	746	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196611	22	768	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196612	26	794	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196701	31	825	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196702	42	867	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196703	62	929	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196704	40	969	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196705	0	969	WCLSA	388 TRANS CO	VIETNAM		RVN	
196706	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196707	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196708	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196709	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196710	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196711	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196712	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196801	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196802	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196803	0	969	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196804	36	1005	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196805	51	1056	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196806	1	1057	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196807	0	1057	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196808	0	1057	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196809	0	1057	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B063

63-07909

CH-47A

Delivery Date
24 Jul 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
15 Jul 1987

Prev SN

Serial Number
87-00100

Status

Loss Date

Transfer Date

Converted to D Model

63-07909, Boeing build number B-063, was a CH-47A helicopter. The U.S. Army acceptance date was 24 July 1964. 63-07909 accumulated 3,582.0 aircraft hours. On 17 July 1987, 63-07909 was inducted into the D model program and converted to 87-00100.

GOLDBOOK OCT 1966-JUN 1967

228ABAH/610 TRANS

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	35	798	WAAWA0	COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196611	38	836	WAAWA0	COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196612	46	882	WAAWA0	COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196701	21	903	WAAWA0	COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196702	29	932	WAAWA0	COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196703	25	957	WAAWA0	COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196704	57	1014	WAAWA0	COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196705	27	1041	WC5GAA	610 TRANS CO	VIETNAM		VIETNAM	RVN
196706	0	1041	WC5GAA	610 TRANS CO	VIETNAM		VIETNAM	RVN
196707	0	1041	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196708	0	1041	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196709	0	1041	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196710	0	1041	W0Y6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196711	8	1049	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196712	16	1065	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196801	12	1077	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196802	10	1087	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	0	1087	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	12	1099	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	40	1139	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196806	19	1158	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196807	30	1188	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196808	49	1237	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196809	0	1237	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196810	19	1256	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196811	26	1282	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196812	30	1312	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196901	14	1326	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196902	5	1331	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B064

63-07910

CH-47A

Delivery Date
29 Jul 1964

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

18 Nov 1966

63-07910, Boeing build number B-064, was a CH-47A helicopter. The U.S. Army acceptance date was 29 July 1964. The administrative strike date was 18 November 1966. 63-07910 accumulated 536.0 aircraft hours. On 18 November 1966, 63-07910 was lost due to an accident while assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion (ASHB) in the Republic of Vietnam (RVN). The aircraft suffered a mechanical failure and broke up in flight, the accident details are unknown. All five personnel on board suffered fatal injuries.

Transmission failure and crash with piggy backed 105 mm. A/C came apart in flight due to losing a bolt that attaches aft speed trim actuator to swashplate assembly.

Crew Members:

- P CW2 LEACH JAMES WILLIS KIA
- AC CW2 WAYMIRE BILLY JOE KIA
- G SP4 BROWN CARL KIA
- CE PFC ISELY MICHAEL GENE KIA
- C SP5 SMOOT RAYMOND EUGENE KIA

Accident Summary:

ACFT CAME APART IN FLT CRASHED & BURNED LOST BOLT THAT ATTACHES AFT SPEED TRIM ACTUATOR TO SWASH PLATE ASSEMBLY

GOLDBOOK NOV 1966
 VHPA RVN INCIDENTS JUN-NOV 1966
 C/228 ASHB

196611 0 0 WAAWCO C/228 ASHB 1 CAV VIETNAM VS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B065

63-07911

CH-47A

Delivery Date
29 Jul 1964

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
29 Jul 1987

Serial Number
87-00102

Status

Loss Date

Transfer Date

Converted to D Model

63-07911, Boeing build number B-065, was a CH-47A helicopter. The U.S. Army acceptance date was 29 July 1964. 63-07911 accumulated 3,942.0 aircraft hours. On 29 July 1987, 63-07911 was inducted into the D model program and converted to 87-00102.

NO RECORD OF RVN SERVICE

Build
B066

63-07912

CH-47A

Delivery Date
25 Aug 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Jun 1992

Prev SN

Serial Number
92-00295



Status

Loss Date

Transfer Date

Converted to D Model

63-07912, Boeing build number B-066, was a CH-47A helicopter. The U.S. Army acceptance date was 25 August 1964. 63-07912 accumulated 3,452.7 aircraft hours. At some point, 63-07912 was assigned to an Army National Guard unit. At some point, 63-07912 was in storage at Davis-Monthan Air Force Base (a.k.a. The Boneyard) as XM0005 from Nov 3, 1975 through about April 1992. On 22 June 1992, 63-07912 was inducted into the D model program and converted to 92-00295.

GOLDBOOK RVN OCT 1966-JUN 1967

VHPA RVN INCIDENTS OCT 1965- FEB 1967

228ABAH/610 TRANS

DATE FLT HRS UIC UNIT AREA POST COUNTRY

196610	26	590	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196611	42	632	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196612	33	665	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196701	16	681	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196702	53	734	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196703	31	765	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196704	66	831	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196705	16	847	WC5GAA	610 TRANS CO	VIETNAM		RVN
196706	5	852	WCLMAA	56 TRANS CO DS	VIETNAM		RVN
196707	0	852	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196708	0	852	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	0	852	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196710	0	852	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	852	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	10	862	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196801	85	947	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	29	976	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	72	1048	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	90	1138	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	9	1147	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	44	1191	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	54	1245	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	91	1336	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	16	1352	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	95	1447	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	52	1499	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	17	1546	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B067

63-07913

CH-47A

Delivery Date
29 Aug 1964

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

29 Jan 1966

Transfer Date

A Note from the Virtual Wall

Six men from the 133rd ASHC were killed when CH-47A tail number 63-07913 suffered a transmission failure and crashed five miles north of Phu Cat on 29 Jan 1966:

63-07913, Boeing build number B-067, was a CH-47A helicopter. The U.S. Army acceptance date was 29 August 1964. 63-07913 accumulated 133.0 aircraft hours. On 29 Jan 1966, 63-07913 was lost due to an accident while assigned to the 133rd, in the Republic of Vietnam (RVN). The forward transmission froze in flight about 5 miles north of Phu Cat while they had a slingload of JP-4 and crashed inverted. Six fatalities.

Crew Members:

AC CW2 ROOP FRANK KIA
P CPT HARDIN WILLIAM RICHARD KIA
CE SP6 BAIR CHARLES JACOB KIA
G SP4 ARNOLD RICHARD EARL KIA
C SP5 TURNER CLAUDE TYLER KIA

Passengers:

SP4 LUNA FORTUNATO JR, AR, PX, KIA;

NO GOLDBOOK DATA -AIRCRAFT WAS DESTROYED IN JAN 1966 PRIOR TO GOLDBOOK REPORTING

COMBAT INCIDENT REPORT JAN 1966

228/133

Build
B068

63-07914

CH-47A

Delivery Date
31 Aug 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Aug 1987

Prev SN

Serial Number
87-00104



Status

Loss Date

Transfer Date

Converted to D Model

63-07914, Boeing build number B-068, was a CH-47A helicopter. The U.S. Army acceptance date was 31 August 1964. 63-07914 accumulated 4,496.0 aircraft hours. On 26 August 1987, 63-07914 was inducted into the D model program and converted to 87-00104.

GOLDBOOK RVN JUN-JUL 1967

VHPA RVN INCIDENT 10 OCT 1965

610 TRANS

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	30	515	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196611	36	551	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	31	582	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	3	585	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	57	642	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	48	690	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	41	731	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	48	779	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	32	811	3487	USARV FLT DET	VIETNAM		RVN
196707	1	812	WC5GAA	610 TRANS CO	VIETNAM		RVN
196708	0	812	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	0	812	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196710	0	812	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	812	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	812	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	812	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	17	829	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196803	29	858	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196804	48	906	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196805	13	919	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196806	40	959	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196807	33	992	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196808	50	1042	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	44	1086	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	16	1102	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	83	1185	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	16	1201	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	0	1201	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B069

63-07915

CH-47A

Delivery Date
08 Sep 1964

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
18 Aug 1992

Serial Number
92-00298

Status

Loss Date

Transfer Date

Converted to D Model

63-07915, Boeing build number B-069, was a CH-47A helicopter. The U.S. Army acceptance date was 8 September 1964. 63-07915 accumulated 2,923.5 aircraft hours. At some point, 63-07915 was in storage at Davis Monthan as XM0029 from Apr 25, 1988 through about June 1992. On 18 August 1992, 63-07915 was inducted into the D model program and converted to 92-00298. Photo: 63-07915 in Vietnam May 1966 hovering over a fire support base.

VHPA RVN INCIDENTS JUN 1966-JAN 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	546	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	31	577	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	20	597	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	28	625	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	35	660	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	34	694	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	65	759	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	40	799	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	40	839	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	0	839	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196710	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	839	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	13	852	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196802	90	942	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196803	0	942	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196804	66	1008	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196805	45	1053	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	55	1108	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	42	1150	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	70	1220	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	19	1239	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	57	1296	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	83	1379	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	5	1384	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	0	1404	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B070

63-07916

CH-47A

Delivery Date
28 Sep 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 May 1992

Prev SN

Serial Number
92-00292

Status

Loss Date

Transfer Date

Converted to D Model

63-07916, Boeing build number B-070, was a CH-47A helicopter. The U.S. Army acceptance date was 28 September 1964. 63-07916 accumulated 3,306.0 aircraft hours. At some point, 63-07916 was in storage at Davis Monthan as XM0026 from Jan 16, 1979 through about March 1992. On 8 May 1992, 63-07916 was inducted into the D model program and converted to 92-00292.

GOLDBOOK RVN OCT 1966-MAY 1967

VHPA RVN INCIDENTS JUN 1966-JAN 1967

228

DATE FLT HRS UIC UNIT AREA POST COUNTRY

196610	50	476	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN	
196611	25	501	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN	
196612	47	548	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN	
196701	40	588	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN	
196702	4	592	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN	
196703	0	592	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN	
196704	32	624	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN	
196705	0	624	WCLMAA	56	TRANS CO DS	VIETNAM	RVN	
196706	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	624	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	4	628	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	0	628	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	628	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	33	661	W1DZAA	USA	AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	65	726	W1DZAA	USA	AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	51	777	W1DZAA	USA	AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	49	826	W1DZAA	USA	AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	25	851	W1DZAA	USA	AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B071

63-07917

CH-47A

Delivery Date
01 Oct 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Sep 1987

Prev SN

Serial Number
87-00106



Status

Converted to D Model

Loss Date

Transfer Date

63-07917, Boeing build number B-071, was a CH-47A helicopter. The U.S. Army acceptance date was 1 October 1964. 63-07917 accumulated 3,740.0 aircraft hours. On 10 September 1987, 63-07917 was inducted into the D model program and converted to 87-00106.

GOLDBOOK MAY 1967

VHPA RVN INCIDENTS MAY-AUG 1966

56TH TRANS?

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	24	583	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	1	584	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	34	618	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	52	670	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	50	720	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	24	744	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	11	755	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	755	WCLMAA	56 TRANS CO DS	VIETNAM		RVN
196706	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	0	755	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	3	758	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	758	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	19	777	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	84	861	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	61	922	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	33	955	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	34	989	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	27	1076	W1D7DA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B072

63-07918

CH-47A

Delivery Date
14 Oct 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
7 May 1984

Prev SN

Serial Number
84-24186

Status

Loss Date

Transfer Date

Converted to D Model

63-07918, Boeing build number B-072, was a CH-47A helicopter. The U.S. Army acceptance date was 14 October 1964. 63-07918 accumulated 3,713.0 aircraft hours. To MASDC as XM0012 on Sep 7 1978. On 31 May 1984, 63-07918 was inducted into the D model program and converted to 84-24186

GOLDBOOK RVN OCT 1966-MAY 1967

VHPA RVN INCIDENTS FEB -SEP 1966

79TH TRANS

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196611	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196612	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196701	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196702	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196703	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196704	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196705	0	686	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196706	0	686	W0MUAA	ARADMAC		4TH ARMY NAVAL AIR STA	AVCOM
196707	0	686	W0MUAA	ARADMAC		4TH ARMY NAVAL AIR STA	AVCOM
196708	0	686	W0MUAA	ARADMAC		4TH ARMY NAVAL AIR STA	AVCOM
196709	0	686	W0MUAA	ARADMAC		4TH ARMY NAVAL AIR STA	AVCOM
196710	0	686	W0MUAA	ARADMAC		4TH ARMY NAVAL AIR STA	AVCOM
196711	0	686	W0MUAA	ARADMAC		4TH ARMY NAVAL AIR STA	AVCOM
196712	0	686	W0MUAA	ARADMAC		4TH ARMY NAVAL AIR STA	AVCOM
196801	0	686	W0MUAA	ARADMAC		IN MAINT NAVAL AIR STN	AVCOM
196802	0	686	W0MUAA	ARADMAC		IN MAINT NAVAL AIR STN	AVCOM
196803	0	686	W0MUAA	ARADMAC		IN MAINT NAVAL AIR STN	AVCOM
196804	0	686	W0MUAA	ARADMAC		IN MAINT NAVAL AIR STN	AVCOM
196805	0	686	W0MUAA	ARADMAC		IN MAINT NAVAL AIR STN	AVCOM
196806	12	698	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	11	709	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	77	786	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	0	786	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	59	845	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	33	878	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	13	891	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	29	920	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B073

63-07919

CH-47A

Delivery Date
29 Oct 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Mar 1987

Prev SN

Serial Number
87-00082

Status

Loss Date

Transfer Date

Converted to D Model

63-07919, Boeing build number B-073, was a CH-47A helicopter. The U.S. Army acceptance date was 29 October 1964. 63-07919 accumulated 4,388.0 aircraft hours. On 9 March 1987, 63-07919 was inducted into the D model program and converted to 87-00082.

NO GOLDBOOK RVN DATA [IN COUNTRY PRIOR TO OCT 1966]

VHPA RVN INCIDENTS **JAN 1966**

Build
B074

63-07920

CH-47A

Delivery Date
29 Oct 1964

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
22 Oct 1987

Serial Number
87-00112



Status

Loss Date

Transfer Date

Converted to D Model

63-07920, Boeing build number B-074, was a CH-47A helicopter. The U.S. Army acceptance date was 29 October 1964. 63-07920 accumulated 2,251.0 aircraft hours. On 22 October 1987, 63-07920 was inducted into the D model program and converted to 87-00112.

NO RECORD OF RVN SERVICE

Build
B075

63-07921

CH-47A

Delivery Date
16 Nov 1964

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Nov 1987

Serial Number
87-00116

Status

Loss Date

Transfer Date

Converted to D Model

63-07921, Boeing build number B-075, was a CH-47A helicopter. The U.S. Army acceptance date was 16 November 1964. 63-07921 accumulated 2,387.0 aircraft hours. On 19 November 1987, 63-07921 was inducted into the D model program and converted to 87-00116.

NO RECORD OF RVN SERVICE

Build
B076

63-07922

CH-47A

Delivery Date
23 Feb 1965

Induction Date
31 Mar 2010
Prev Model

Prev SN

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
11 Apr 1983

Serial Number
83-24107

Status

Loss Date

Transfer Date

Converted to D Model

63-07922, Boeing build number B-076, was a CH-47A helicopter. The U.S. Army acceptance date was 23 February 1965. 63-07922 accumulated 4,093.2 aircraft hours. 63-07922 was the first Chinook helicopter to be fitted with the Hi Flotation landing gear giving the airframe six inflatable tires and eliminating the dual wheel aft landing gear. On 11 April 1983, 63-07922 was inducted into the D model program and converted to 83-24107.

GOLDBOOK RVN MAY-JUN 1967

388 TRANS

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	30	701	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	47	748	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	69	817	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	33	850	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	3	853	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	853	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	1	854	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	4	858	WCLSAA 388	TRANS CO	VIETNAM		RVN
196706	0	858	WCLSAA 388	TRANS CO	VIETNAM		RVN
196707	0	858	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196708	0	858	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	0	858	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196710	0	858	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	858	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	858	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	21	879	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196802	13	892	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196803	4	896	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196804	7	903	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196805	9	912	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196806	35	947	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196807	12	959	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196808	10	969	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196809	10	979	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196810	11	990	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196811	0	990	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	1	991	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	10	1001	W1D7DA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B077

63-07923

CH-47A

Delivery Date
27 Nov 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Jan 1983

Prev SN

Serial Number
83-24111

Status

Loss Date

Transfer Date

Converted to D Model

63-07923, Boeing build number B-077, was a CH-47A helicopter. The U.S. Army acceptance date was 27 November 1964. 63-07923 accumulated 3,280.4 aircraft hours. At MASDC on Jun 9 1975 as XM0001. On 5 January 1983, 63-07923 was inducted into the D model program and converted to 83-24111 which was later inducted into the F Model program.

GOLDBOOK RVN OCT 1966-MAY 1967

VHPA RVN INCIDENTS MAY-AUG 1966

228

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	20	630	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196611	50	680	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196612	2	682	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196701	25	707	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196702	28	735	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	44	779	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196704	19	798	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196705	0	798	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	798	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	71	869	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196806	47	916	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196807	76	992	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196808	24	1016	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196809	80	1096	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196810	0	1096	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196811	94	1190	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196812	4	1194	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196901	0	1194	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B078

64-13106

CH-47A

Delivery Date
22 Dec 1964

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Feb 1969

Transfer Date

64-13106, Boeing build number B-078, was a CH-47A helicopter. The U.S. Army acceptance date was 22 December 1964. The administrative strike date was 26 February 1969. 64-13106 accumulated at least 3,457.0 aircraft hours. At some point, 64-13106 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 64-13106, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage

GOLDBOOK RVN AUG 1968-FEB 1969

VHPA RVN INCIDENTS AUG 1968 AND FEB 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	155	2462	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196611	89	2551	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196612	34	2585	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196701	128	2713	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196702	90	2803	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196703	106	2909	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196704	2	2911	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196705	0	2911	W04TAA ARMY	AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196706	18	2929	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196707	0	2929	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196708	8	2937	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196709	7	2944	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196710	3	2947	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196711	9	2956	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196712	28	2984	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196801	5	2989	W043AA USA	AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196802	1	2990	W0MAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	2990	W0MAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	2990	W0MAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	0	2990	W0MAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	0	2990	W0MAAA DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	2990	3300 OPM	SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	73	3063	WDYDAA 242	ASLT HEL CO	VIETNAM		RVN
196809	116	3179	WDYDAA 242	ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B079

64-13107

CH-47A

Delivery Date
28 Dec 1964

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

21 Sep 1967

Transfer Date

64-13107, Boeing build number B-079, was a CH-47A helicopter. The U.S. Army acceptance date was 28 December 1964. 64-13107 accumulated 1,148.0 aircraft hours. The administrative strike date was 21 September 1967 when it was lost due to enemy action. While assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB), in the Republic of Vietnam (RVN), 64-13107 was struck by small arms fire in the crossfeed fuel valve and caught fire in-flight. The entire crew received Purple Hearts for burns sustained in the incident. 64-13107 was conducting a mission in support of a brigade element of the 1st Air Cav which had been deployed to that area temporarily. The last known location of 64-13107 was in the Republic of Vietnam. Aircraft status: Shot down in combat. Wade O. Kane (Crew chief, A Company, 228th ASHB, 1st Air Cavalry, June 67 to June 68) writes: "64-13107, it caught fire in the air - some pilot in another Hook took an 8mm movie of it going down. The draft in a Hook is aft to forward, and as flames filled the cabin, the gunner, Crew chief (CE) and Flight Engineer (FE) put down the front step, and rode down out on the step. Either the FE or the CE was Curtis Parks, who got an air medal for the flight, and an article 15 because he hadn't worn his gloves and burned his hands getting the 60s out of the burning wreck. The crew said they almost got hit by the pilots door when he jettisoned it. Mr. Manuel was Pilot in Command (PIC), and got burns on his face when he looked back into the cabin when they landed. He sure was relieved when he got out and the crew was alive and well. The aft pylon melted off about 30 seconds after it hit. They had a 105mm sling load, and it would not punch off, so they landed on the howitzer. All this is from talking to the crew afterwards. This was down near Phan Thiet, where the Cav had a small operation. I never did understand the deal about that, as it wasn't near the Cav Area of Operations (AO) at all."

War Story:

Small arms fire struck fuel crossfeed valve. Once one of our Chinooks burned and crashed and burned. The crew was showing pictures of the wreck, and asking people if they could identify the parts that were left after the fire. In the middle was a rather substantial steel structure. Nobody could figure out what part it had been. It was a big joke for the crew. They had been slinging a 105, and it wouldn't punch off. The part was what was left of the 105. (A model hook 64-13107 went down near Phan Thiet Aug-Sept 67) Sp/4 Parks had the distinction of getting a medal and an article 15 for the same event. The medal was for getting the 60 off the gun mount. The article 15 was for not having on his gloves, and thus burning his hands. The cabin filled with flames, so the GIB rode on the front step going down. Wade Kane, Hook crewchief Company A, 228th ASHB 1st Air Cav June 67-June 68

GOLDBOOK RVN OCT 1966-OCT 1967

VHPA RVN INCIDENTS FEB 1966-SEP 1967

A/228

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	41	736	WAAWA0 COA 228ABAH1CAV	VIETNAM		RVN
196611	35	771	WAAWA0 COA 228ABAH1CAV	VIETNAM		RVN
196612	32	803	WAAWA0 COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B080

64-13108

CH-47A

Delivery Date
23 Dec 1964

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Sep 1983

Prev SN

Serial Number
83-24125



Status

Loss Date

Transfer Date

Converted to D Model

64-13108, Boeing build number B-080, was a CH-47A helicopter. The U.S. Army acceptance date was 23 December 1964. 64-13108 accumulated 3,202.5 aircraft hours. On 10 October 1965, 64-13108, while on a mission in support of sling load relocation of artillery, was struck by small arms fire in the left side, damaging the fuel system and structure. The aircraft was repaired in theater. Unit of assignment is unknown. 64-13108 was on bailment to Bell Helicopter, headquartered in Fort Worth Texas, from an unknown start date through October 1966. In November 1966, 64-13108 was transferred to the Army Aviation Division, 6th Army, Test and Evaluation Command (TECOM), headquartered at Dugway Proving Ground, Utah. In September 1967, 64-13108 was transferred to the 388th Transportation Company in the Republic of Vietnam (RVN). On 21 January 1968, 64-13108, at 1,102.0 aircraft hours, during a combat mission, was struck by small arms fire in the passenger cargo section, damaging the fuel system. The aircraft was repaired in theater. In March 1968, 64-13108 was transferred to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the RVN. In November 1968, 64-13108 was transferred to the 520th Transportation Battalion, 34th Group, in the RVN. In December 1968, 64-13108 was transferred to the 205th ASHC - "Geronimos", in the RVN. On 9 May 1970, 64-13108 received damaged by a rocket while parked on the ground in an unprotected location. The helicopter was recovered. In November 1970, 64-13108 was transferred to the 166th Transportation Company, in the RVN. In December 1970, 64-13108 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In January 1972, 64-13108 was transferred to the 154th Aviation Company, 5th Army, Fort Sill, Oklahoma. In August 1972, 64-13108 was transferred to the 178th ASHC - "Boxcars", 5th Army, Fort Sill, Oklahoma. In April 1973, 64-13108 was transferred to the 190th Aviation Company, 6th Army, Kansas Army Reserve, Olathe, Kansas. In February 1975, 64-13108 was transferred to the New Cumberland Army Depot for maintenance, storage, and awaiting disposition through at least December 1975. On 27 September 1983, 64-13108 was inducted into the D model program and converted to 83-24125 which later was inducted into the F Model program

GOLDBOOK RVN SEP 1967-APR 1968 AND NOV 1968-NOV 1970

RVN INCIDENTS OCT 1965-MAY 1970

388 TRANS/205 ASHC

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	18	681	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196611	22	703	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	51	754	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	43	797	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	46	843	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	39	882	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	28	910	3478	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	910	3478	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	910	3327	USARV FLT DET	VIETNAM		RVN
196707	0	910	3327	USARV FLT DET	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B081

64-13109

CH-47A

Delivery Date
29 Dec 1964

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Destroyed by Enemy Action [RVN]

Loss Date

23 Apr 1968

Transfer Date

64-13109, Boeing build number B-081, was a CH-47A helicopter. The U.S Army acceptance date was 29 December 1964. . 64 -13109 accumulated 1,412.0 aircraft hours. On 23 April 1968, 64-13109, while assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion in the Republic of Vietnam (RVN), received ground fire on approach to LZ Pepper in the A Shau Valley, caught fire, crashed and burned. There were eight injuries and no fatalities.

Hit by gun fire on approach, caught fire, crashed and burned. Eight injuries; no fatalities. I started crewing as CE on Crimson Tide 413109 about February 15th with Tom Dowda as my FE. We moved north to Camp Evans after about one week of missions in the Bon Son. Many hours of missions were to follow at Hue, Khe Sahn and in the A Shau Valley. But, it was on this day, April 23, 1968, that Crimson Tide 109 died against a mountainside in the A Shau. We had flown missions into the valley all day, and it was about 6:00 PM. We were on what was to be our last run into the valley that day. Enemy fire apparently took out one of our engines, and we were loaded internally with 18 artillerymen, and lots of beehive rounds for their guns. We went into the trees, broke in two, and caught fire. We travelled a short ways and began to roll down the side of the mountain still on fire. I was at the right gun, and Dowda was on the ramp when we hit. Don't ask me how, but everyone got out of this alive. Several had terrible injuries, a skull fracture, a broken back, an amputated leg, but at least they got out of the ship alive. I wish I knew if all those guys made it home. The crew did. The next five days would bring the worst casualties my company would suffer during my year in Viet Nam, and the closest personal losses for me. Pat Murphy, the Hookman

GOLDBOOK RVN OCT 1966-SEP 1967 [ALSO INDICATES THAT THE AIRCRAFT WAS RETURNED TO THE US AND BAILED TO BELL HELICOPTER IN FT WORTH BUT THE ACCIDENT LOSS REPORT IS DATED 23 APR 1968] VHPA RVN INCIDENTS NOV 1965-SEP 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	60	770	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196611	27	797	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196612	25	822	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196701	48	870	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196702	7	877	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	56	933	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196704	48	981	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196705	60	1041	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	54	1095	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196707	51	1146	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196708	50	1196	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196709	49	1245	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	14	1259	3478	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	14	1273	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	36	1309	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	1309	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	103	1412	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	60	1472	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	1472	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B082

64-13110

CH-47A

Delivery Date
14 Jan 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

15 Nov 1965

64-13110, Boeing build number B-082, was a CH-47A helicopter. The U.S. Army acceptance date was 14 January 1965. The administrative strike date was 15 November 1965. 64-13110 accumulated 192.0 aircraft hours. On 15 November 1965, 64-13110, while assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", was lost due to an accident in the Republic of Vietnam (RVN).

Gary Lozier provides: I had the misfortune of flying the **first Chinook to be lost in an accident** in Vietnam. It happened during the first 24 hour period of the Ia Drang battle - after the 1/7th Cav was inserted into LZ X-Ray. Harold Moore's We Were Soldiers Once ... and Young provides the details about how the 1/7th ran into a hornets nest that Sunday morning, 14 Nov 1965. By mid afternoon, the Chinooks had moved some 105 artillery to LZ Columbus, a few miles west of X-Ray. Then we started the task of moving 3,000 rounds of ammo so the artillery could fire protective fires for the 1/7th Sunday night and Monday. At this stage we did not have nets or slings for the Chinooks so we would load 150 rounds in their round fiber containers in a pile down the middle of the aircraft. During takeoff and enroute, the load was strapped down. When we got to the LZ, we would hover, nose high and let the rounds roll out the rear of the ship. This ammo resupply operation went on through most of Sunday night. A low layer of stratus moved in after dark so we had to fly on top at 4,000 from Pleiku to LZ Columbus (210 degrees for about 25 minutes). When we got to the area, we would find a hole, let down, located the flashlights in the LZ and land. CPT William H. McGlockton and I plus SP6 Daniel L. Wilson and SP5 Victor S. Lafrancoeur were flying 64-13110 and were on our last sortie at about 0300 Monday morning, 15 Nov. About 10 minutes south of Pleiku, the aircraft suddenly developed a very severe lateral vibration. It shook so bad that we only had partial control and could not read any of the instruments. It was throwing us around against our lap and shoulder restraints and even threw my helmet off. The second ship in our flight, flown by CWO Hooks and CWO Anzilotta, saw us suddenly descend into the clouds and disappear. We broke out of the clouds about 500 AGL but still only had partial control of the aircraft. We could not communicate because I had lost my helmet. We turned on the landing lights and saw nothing but trees. Since some appeared much taller than the others, we steered toward the shorter trees. As it turned out, the trees that appeared shorter were actually down in a ravine. We ended up crashing on the side of the ravine, on about a 60 degree slope. Hitting on the slope is what I think actually saved our lives. Had we hit on flat ground, I think that the impact would have been too severe; but by rolling down the slope, the impact forces were reduced. I tried to shut down both engines just at impact, but only got one shut down. When the dust settled and we regained our senses, we were hanging upside down and realized that the #2 engine was still running and losing its oil. With 7,000 pounds of ammo on board and expecting a fire to start any second, we quickly exited the aircraft and moved about 200 yards away. CWOs Hooks and Anzilotta found a hole a few miles north and came looking for us. By the time they got back to our area, the engine on 110 had caught fire and they had no problem finding the crash site! They, however, had no way of knowing our status or location. I had a cigarette lighter and our crew chief, SP5 Lafrancoeur, had a letter from his wife in his pocket. We lit the letter which generated enough flame for the guys in the air to see us. They landed on the ridge top above us. We quickly climbed out of the ravine and got into their aircraft. We were only on the ground about 20 minutes - thanks to the extraordinary efforts of CWOs Hooks and Anzilotta and their crew.

GOLDBOOK RVN NOV 1965

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196511	0	0	WCO3AA	132 ASHC	VIETNAM		VS

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Build
B083

64-13111

CH-47A

Delivery Date
22 Jan 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Apr 1983

Prev SN

Serial Number
83-24110

Status

Loss Date

Transfer Date

Converted to MH-47D

64-13111, Boeing build number B-083, was a CH-47A helicopter. The U.S. Army acceptance date was 22 January 1965. 64-13111 accumulated 3,519.4 aircraft hours. On 12 April 1983, 64-13111 was inducted into the D model program and converted to MH-47D 83-24110 which was later destroyed in an accident.
GOLDBOOK RVN JUN-JUL 1967 AND NOV 1968-MAR 1970
VHPA RVN INCIDENT FEB 1966
213/205

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	12	592	3487	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196611	37	629	3487	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196612	93	722	3487	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196701	59	781	3487	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196702	48	829	3487	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196703	33	862	3487	POST SUPPLY	6TH ARMY FORT ORD	6TH ARMY
196704	49	911	3487	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196705	49	960	3487	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196706	32	992	3487	USARV FLT DET	VIETNAM	RVN
196707	42	1034	3487	USARV FLT DET	VIETNAM	RVN
196708	61	1095	3487	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196709	63	1158	3487	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196710	2	1160	3487	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196711	26	1186	3487	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196712	35	1221	3487	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196801	0	1221	3487	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196802	94	1315	3487	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196803	47	1362	3261	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196804	18	1380	3261	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196805	0	1380	3261	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196806	0	1380	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND	AVCOM
196807	0	1380	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND	AVCOM
196808	0	1380	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND	AVCOM
196809	0	1380	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND	AVCOM
196810	3	1383	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND	AVCOM
196811	20	1403	WDQLAA 213	ASLT HEL CO	VIETNAM	RVN
196812	80	1483	WDU6AA 205	ASLT HEL CO	VIETNAM	RVN
196901	71	1554	WDU6AA 205	ASLT HEL CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B084

64-13112

CH-47A

Delivery Date
27 Jan 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 May 1983

Prev SN

Serial Number
83-24114

Status

Loss Date

Transfer Date

Converted to D Model

64-13112, Boeing build number B-084, was a CH-47A helicopter. The U.S. Army acceptance date was 27 January 1965. 64-13112 accumulated 3,162.9 aircraft hours. On 16 May 1983, 64-13112 was inducted into the D model program and converted to 83-24114.

GOLDBOOK RVN OCT 1966-OCT 1967; JUL 1968-APR 1972 - THE AIRCRAFT WAS ASSIGNED TO THE FOLLOWING UNITS IN RVN:

- 228 ASHC
- 196 LIB
- 196 AHC
- 79 TRANS
- 303 TRANS
- 243 AHC
- 608 TRANS
- 203 AV CO
- 388 TRANS

RVN COMBAT INCIDENTS FEB 1966-DEC 1966

ACCORDING TO GOLDBOOK - AIRCRAFT HAD 613 HOURS WHEN IT ARRIVED IN COUNTRY AND 2315 WHEN IT LEFT - 1702 HOURS OF COMBAT TIME OVER A PERIOD OF ALMOST SIX YEARS - 55 MONTHS IN COUNTRY

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	41	613	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196611	4	617	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196612	40	657	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196701	24	681	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196702	34	715	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196703	61	776	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196704	31	807	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196705	3	810	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196706	69	879	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196707	27	906	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196708	56	962	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196709	22	984	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196710	50	1034	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196711	0	1034	W0Y6AA INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	1034	W0Y6AA INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	1034	W0Y6AA INTRANSIT	IN TRANSIT		AVCOMCTR
196802	0	1034	W0Y6AA INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	1034	W0Y6AA OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B085

64-13113

CH-47A

Delivery Date
27 Jan 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Jan 1984

Prev SN

Serial Number
84-24156



Status

Loss Date

Transfer Date

Converted to D Model

64-13113, Boeing build number B-085, was a CH-47A helicopter. The U.S. Army acceptance date was 27 January 1965. 64-13113 accumulated 3,465.2 aircraft hours. On 31 January 1984, 64-13113 was inducted into the D model program and converted to 84-24156

GOLDBOOK RVN OCT 1966-MAR 1967 AND AUG 1967-SEP 1969 AND AUG 1970 - JUN 1972

VHPA RVN INCIDENTS FROM OCT 1965 TO MAR 1969

TOTAL OF 1755 HOURS IN RVN - OCT 1965- JUN 1972 - 61 MONTHS IN COUNTRY

228

196

79

243

608

203

388

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	42	682	WAAWA0 COA	228ABAH1CAV	VIETNAM	RVN
196611	28	710	WAAWA0 COA	228ABAH1CAV	VIETNAM	RVN
196612	41	751	WAAWA0 COA	228ABAH1CAV	VIETNAM	RVN
196701	58	809	WAAWA0 COA	228ABAH1CAV	VIETNAM	RVN
196702	43	852	WAAWA0 COA	228ABAH1CAV	VIETNAM	RVN
196703	29	881	WAAWA0 COA	228ABAH1CAV	VIETNAM	RVN
196704	7	888 3478	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	888 3327	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	888 3327	USARV FLT DET	VIETNAM		RVN
196707	0	888 3327	USARV FLT DET	VIETNAM		RVN
196708	0	888	WCLNAA 79 TRANS CO	VIETNAM		RVN
196709	0	888	WCLNAA 79 TRANS CO	VIETNAM		RVN
196710	37	925	WCLNAA 79 TRANS CO	VIETNAM		RVN
196711	26	951	WCLNAA 79 TRANS CO	VIETNAM		RVN
196712	29	980	WCLNAA 79 TRANS CO	VIETNAM		RVN
196801	51	1031	WCLNAA 79 TRANS CO	VIETNAM		RVN
196802	0	1031	WCLNAA 79 TRANS CO	VIETNAM		RVN
196803	28	1059	WCLNAA 79 TRANS CO	VIETNAM		RVN
196804	23	1082	WCLNAA 79 TRANS CO	VIETNAM		RVN
196805	40	1122	WCLNAA 79 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B086

64-13114

CH-47A

Delivery Date
05 Feb 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

24 Mar 1966

64-13114, Boeing build number B-086, was a CH-47A helicopter. The U.S. Army acceptance date was 5 February 1965. 64-13114 accumulated 324.0 aircraft hours. On 24 March 1966, 64-13114, while assigned to the 202nd, was lost in combat in the Republic of Vietnam. 64-13114 received ground fire and a fuel line was struck causing a fire. An engine failed and the aircraft landed on Howitzer and ammunition. 1 DOI, 7 Injuries.

War Story:

Combat loss caused by a fuel line being hit which caused a fire. The fire caused the engine to fail. The Chinook landed on a Howitzer and ammunition

NO GOLDBOOK DATA (AIRCRAFT LOST BEFORE DATA POSTED TO GOLDBOOK)

VHPA RVN INCIDENT OCT 1965 & MAR 1966

202 ASHC

Build
B087

64-13115

CH-47A

Delivery Date
16 Feb 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
7 Jan 1983

Prev SN

Serial Number
83-24104

Status

Loss Date

Transfer Date

Converted to D Model

64-13115, Boeing build number B-087, was a CH-47A helicopter. The U.S. Army acceptance date was 16 February 1965. 64-13115 accumulated 2,407.0 aircraft hours. On 7 January 1983, 64-13115 was inducted into the D model program and converted to 83-24104.

GOLDBOOK RVN OCT 1966-MAR 1968 AND OCT 1968-APR 1971

228

180 AVN CO

79 TRANS

DATE FLT HRS UIC UNIT AREA POST COUNTRY

196610	33	581	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196611	68	649	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196612	30	679	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196701	24	703	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196702	48	751	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196703	29	780	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196704	68	848	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196705	30	878	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196706	3	881	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196707	71	952	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196708	25	977	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196709	13	990	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196710	39	1029	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196711	48	1077	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196712	21	1098	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196801	0	1098	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196802	0	1098	WCLNAA	79 TRANS CO	VIETNAM		RVN
196803	0	1098	WCLNAA	79 TRANS CO	VIETNAM		RVN
196804	0	1098	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	0	1098	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	0	1098	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1098	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1098	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	1	1099	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	7	1106	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	56	1162	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B088

64-13116

CH-47A

Delivery Date
17 Feb 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

31 May 1971

64-13116 accumulated 2,384.0 aircraft hours. On 31 May 1971, while assigned to the 243rd Assault Support Helicopter Company (ASHC) - "Freight Train", in the Republic of Vietnam (RVN), 64-13116 was lost due to an accident. 64-13116, departed DBT enroute to Phu Hiep, RVN, on a routine re-supply mission. Aircraft #116 continued its flight to Tuy Hoa AAF, dropped off two passengers and refueled at the CH-47 POL point. Returning to the 28th RCP, the aircraft discharged 15 passengers, picked up the Korean liaison NCO, and began its mission. After hauling five slingloads of supplies, aircraft #116 returned to the Tuy Hoa POL point for refueling, and then carried an additional five slingloads. Returning to Tuy Hoa at approximately 1230 hours, the aircraft was again refueled from the same POL point, and the crew prepared to return to Phu Hiep to carry the last two loads of the day. The load consisted of several boxes of supplies (unmarked), a loaded fuel bladder, and a large water container in three separate slings, weighing a total of approximately 6000 lbs. After lifting the three slings (approximately 30' long) 40-50 feet clear of the ground, WO1 Scheib made a right pedal turn to align the aircraft with the takeoff heading and make a hover check. As the aircraft entered translational lift at approximately 20-30 knots and 100', the #2 engine failed, causing the rotor rpm to drop and the aircraft began to settle. CW2 Moree took control of the aircraft, noted that the #2 engine N1 decreased through 55%, and instructed the Flight Engineer to release the load. WO1 Scheib also activated his cyclic release button at this time. The load dropped approximately 30 feet to the ground, causing the fuel and water container to burst. At load release (approximately 60' altitude), CW2 Moree noted the #1 engine reach 780 lbs of torque and then decrease rapidly. The aircraft lurched slightly forward and assumed a nose high attitude. CW2 Moree was unable to lower the thrust control and states that the cyclic traveled rearward in three short, rapid movements to the full aft position against his control pressures. With rotor rpm continuing to deteriorate, the aircraft struck a 9' high sand berm which was covered with concertina wire. The left aft gear dug an 18" hole in the berm, causing the gear strut upper attaching point to fail. Simultaneously, the aft rotor system contacted two fence posts on the berm, causing two 9' 6" sections from separate aft blades to separate from the aircraft. The aft section of the aircraft again became airborne and pivoted counter-clockwise around the forward rotor system, which was already in contact with the ground. The fuselage of the aircraft impacted vertically on its right side on the inner perimeter fence of the 28th RCP, detonating at least one claymore mine and two trip flares. Fire was instantaneous on impact of the aft section. The pilot exited through the right cockpit jettisonable door which had opened on impact, followed by the instructor pilot and the crew chief. The gunner exited either through this door or the right chin bubble. The Flight Engineer, who was in the vicinity of the bottom hatch, and the Korean Liaison NCO, who was sitting in a troop seat beside the hatch, were thrown towards the rear of the aircraft when it entered the nose-high configuration, and were not seen by any member of the crew after impact. The fire consumed the entire aircraft within five minutes. The Flight Engineer (SP5 Kearns) and the Korean NCO (S.W. Pak) were killed in the crash.

ON 31 MAY 1971, AT 0818 HOURS, ARMY AIRCRAFT ^CH-47A^, SERIAL NUMBER ^64-13116^ DEPARTED DBT ENROUTE TO PHU HIEP, RVN ON A ROUTINE RE-SUPPLY MISSION IN SUPPORT OF THE ^28TH REGIMENT, 9TH ROKA INFANTRY DIVISION^. UPON STOPPING AT THE ^9TH DIVISION^ PAD IN NINH HOA, A SQUEAL WAS NOTED IN THE SAS SYSTEM, BUT AFTER RECYCLING THE SYSTEM THE SQUEAL DISAPPEARED, AND THE AIRCRAFT ON-LOADED 15 PASSENGERS. AIRCRAFT #116 CONTINUED ITS FLIGHT TO TUY HOA AAF, DROPPED OFF TWO PASSENGERS AND REFUELED AT THE CH-47 POL POINT. RETURNING TO THE ^28TH RCP^ THE AIRCRAFT DISCHARGED 15 PASSENGERS PICKED UP THE KOREAN LIAISON NCO AND

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B089

64-13117

CH-47A

Delivery Date
18 Feb 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 May 1984

Prev SN

Serial Number
84-24171

Status

Loss Date

Transfer Date

Converted to D Model

64-13117, Boeing build number B-089, was a CH-47A helicopter. The U.S. Army acceptance date was 18 February 1965. 64-13117 accumulated 3,585.6 aircraft hours. On 31 May 1984, 64-13117 was inducted into the D model program and converted to 84-24171.

GOLDBOOK RVN OCT 1966-MAR 1968 AND FEB 1969 TO SEP 1971

VHPA RVN INCIDENTS MAR 1966-MAY 1971

79 TRANS

228

243 ASHC

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	5	596	WCLNAA	79 TRANS CO	VIETNAM		RVN
196611	0	596	WCLNAA	79 TRANS CO	VIETNAM		RVN
196612	0	596	WCLNAA	79 TRANS CO	VIETNAM		RVN
196701	0	596	WCLNAA	79 TRANS CO	VIETNAM		RVN
196702	0	596	WCLNAA	79 TRANS CO	VIETNAM		RVN
196703	17	613	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	68	681	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	39	720	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	47	767	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	23	790	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	41	831	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	37	868	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	7	875	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	17	892	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	14	906	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	906	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	106	1012	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196803	0	1012	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196804	55	1067	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	0	1067	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	1067	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	1067	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	1067	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196809	0	1067	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	1067	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	0	1067	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B090

64-13118

CH-47A

Delivery Date
16 Apr 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Jun 1983

Prev SN

Serial Number
83-24117

Status

Loss Date

Transfer Date

Converted to D Model

64-13118, Boeing build number B-090, was a CH-47A helicopter. The U.S. Army acceptance date was 16 April 1965. 64-13118 accumulated 3,213.3 aircraft hours. On 27 June 1983, 64-13118 was inducted into the D model program and converted to 83-24117

GOLDBOOK RVN JUN -JUL 1967 AND JAN 1969-FEB 1970 AND OCT 1970-SEP 1971

VHPA RVN INCIDENTS: NONE

228 ASHB

178 TRANS

271 ASHC

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	51	536	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	29	565	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	23	588	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	35	623	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	47	670	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	39	709	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	53	762	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	26	788	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	41	829	3487	USARV FLT DET	VIETNAM		RVN
196707	38	867	3487	USARV FLT DET	VIETNAM		RVN
196708	21	888	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196709	21	909	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196710	54	963	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196711	32	995	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	55	1050	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	1050	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	99	1149	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	39	1188	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	1188	3261	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	16	1204	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	1204	WC5GAA 610	TRANS CO	VIETNAM		RVN
196807	0	1204	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1204	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1204	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1204	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	3	1207	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B091

64-13119

CH-47A

Delivery Date
02 Mar 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Aug 1984

Prev SN

Serial Number
84-24178

Status

Loss Date

Transfer Date

Converted to D Model

64-13119, Boeing build number B-091, was a CH-47A helicopter. The U.S. Army acceptance date was 2 March 1965. 64-13119 accumulated 3,927.2 aircraft hours. On 31 August 1984, 64-13119 was inducted into the D model program and converted to 84-24178.

GOLDBOOK RVN OCT 1966-FEB 1968 AND FEB 1969-NOV 1969 AND SEP 1970-SEP 1972

VHPA RVN INCIDENTS SEP 1965 TO APR 1968

228
362 ASHC
52 MONTHS IN COUNTRY

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	26	679	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	26	705	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	49	754	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	36	790	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	35	825	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	52	877	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	31	908	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	69	977	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	26	1003	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	77	1080	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	99	1179	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	1	1180	3478	BELL HCPTTR	BAILMENT FT WORTH		AVCOM
196710	14	1194	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	51	1245	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	30	1275	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	1275	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196802	65	1340	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196803	46	1386	3261	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196804	47	1433	3261	BELL HCPTTR	BAILMENT FT WORTH		AVCOM
196805	0	1433	3261	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196806	0	1433	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	1433	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	1433	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196809	0	1433	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	1433	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B092

64-13120

CH-47A

Delivery Date
12 Mar 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Dec 1983

Prev SN

Serial Number
84-24153

Status

Loss Date

Transfer Date

Converted to D Model

64-13120, Boeing build number B-092, was a CH-47A helicopter. The U.S. Army acceptance date was 12 March 1965. 64-13120 accumulated 3,894.0 aircraft hours. On 8 December 1983, 64-13120 was inducted into the D model program and converted to 84-24153.

INCIDENTS RVN OCT 1965-MAR 1966

GOLDBOOK DATA NOT AVAILABLE

Build
B093

64-13121

CH-47A

Delivery Date
10 Mar 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Jul 1984

Prev SN

Serial Number
84-24174

Status

Loss Date

Transfer Date

Converted to D Model

64-13121, Boeing build number B-093, was a CH-47A helicopter. The U.S. Army acceptance date was 10 March 1965. 64-13121 accumulated 2,832.9 aircraft hours. On 31 July 1984, 64-13121 was inducted into the D model program and converted to 84-24174.

GOLDBOOK RVN JUL 1968-SEP 1971

VHPA RVN INCIDENTS OCT 1965-NOV 1970

180 ASHC

79 TRANS

388 TRANS

271 ASHC

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	573	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196704	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196705	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196706	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196707	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196708	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196709	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196710	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196711	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196712	0	0	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196801	0	0	WOMUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196802	0	0	WOMUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196803	2	2	WOMUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196804	1	3	WOMUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196805	0	3	WOMUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM
196806	0	3	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	21	24	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	66	90	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	112	202	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	75	277	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	64	341	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196812	82	423	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196901	0	423	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196907	78	501	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B094

64-13122

CH-47A

Delivery Date
10 Mar 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Sep 1983

Prev SN

Serial Number
83-24120



Status

Loss Date

Transfer Date

Converted to D Model

64-13122, Boeing build number B-094, was a CH-47A helicopter. The U.S. Army acceptance date was 10 March 1965. 64-13122 accumulated 3,248.1 aircraft hours. On 6 September 1983, 64-13122 was inducted into the D model program and converted to 83-24120 which was later inducted into the F Model program
GOLDBOOK RVN OCT 1966-JAN 1968 AND JUN 1968-APR 1969
RVN INCIDENTS SEP 1965-MAR 1969
228 ASHB
179 AVN CO

DATE FLT HRS UIC UNIT AREA POST COUNTRY

196610	49	420	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196611	35	455	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196612	51	506	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196701	27	533	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196702	24	557	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196703	55	612	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196704	52	664	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196705	22	686	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196706	55	741	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196707	37	778	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196708	21	799	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196709	29	828	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196710	58	886	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196711	16	902	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196712	10	912	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196801	0	912	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN	
196802	0	912	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	912	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	912	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	0	912	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	38	950	WC5KAA	179	AVN CO	VIETNAM	RVN	
196807	83	1033	WC5KAA	179	AVN CO	VIETNAM	RVN	
196808	77	1110	WC5KAA	179	AVN CO	VIETNAM	RVN	
196809	80	1190	WC5KAA	179	AVN CO	VIETNAM	RVN	
196810	34	1224	WC5KAA	179	AVN CO	VIETNAM	RVN	
196811	83	1307	WC5KAA	179	AVN CO	VIETNAM	RVN	
196812	100	1407	WC5KAA	179	AVN CO	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B095

64-13123

CH-47A

Delivery Date
24 Mar 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Apr 1984

Prev SN

Serial Number
84-24168

Status

Loss Date

Transfer Date

Converted to D Model

64-13123, Boeing build number B-095, was a CH-47A helicopter. The U.S. Army acceptance date was 24 March 1965. 64-13123 accumulated 2,611.4 aircraft hours. On 10 October 1965, 64-13123, while on a logistics support air land re-supply mission, was struck by small arms fire in the left side, damaging the structure. Unit of assignment is unknown, in the Republic of Vietnam (RVN). The aircraft was repaired in theater. 64-13123 was on bailment to Bell Helicopter, headquartered in Fort Worth, Texas, from an unknown start date through October 1966. On 23 September 1966, 64-13123, while conducting sling load operations, experienced an engine failure. When the number 1 engine failed, the crew attempted to release the load. The cargo hook failed to open using either normal or emergency release procedures. The aircraft crashed landed in a rice paddy. Three passengers were killed in the accident. In November 1966, 64-13123 was transferred to the Army Aviation Division, 6th Army, Test and Evaluation Command, headquartered at Dugway Proving Ground Utah. In January 1967, 64-13123 was transferred to ARADMAC, 4th Army, for maintenance. In June 1968, 64-13123 was transferred to the 355th Aviation Company, 4th Army, Fort Sill, Oklahoma. In July 1968, 64-13123 was transferred to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" for deployment to the Republic of Vietnam (RVN). In April 1969, 64-13123 was transferred to the 605th Transportation Company in the RVN. In September 1969, 64-13123 was transferred to the 242nd ASHC - "Muleskinners" in the RVN. In January 1970, 64-13123 was transferred to the 20th Transportation Company in the RVN. In February 1970, 64-13123 was transferred to the 520th Transportation Battalion, 34th Group, in the RVN. In March 1970, 64-13123 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In November 1970, 64-13123 was transferred to the 166th Transportation Company in the RVN. In January 1971, 64-13123 was transferred to the 330th Transportation Company in the RVN. In January 1972, 64-13123 was transferred to the 166th Transportation Company in the RVN. In July 1972, 64-13123 was transferred to ARADMAC for maintenance. In August 1972, 64-13123 was transferred to NCAD for maintenance. In July 1973, 64-13123 was transferred to the National Guard (WQUKAA). In October 1975, 64-13123 was transferred to AVSCOM and on loan to the Langley Research Center in support of NASA, where it remained at least through December 1975. On 30 April 1984, 64-13123 was inducted into the D model program and converted to 84-24168.

GOLDBOOK RVN JUL 1968-FEB 1970 AND NOV 1970-JAN 1972

RVN INCIDENTS OCT 1965-SEP 1966

147 ASHC

605 TRANS

242 ASHC

330 TRANS

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	633	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	0	633	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	0	633	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	0	633	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM
196702	0	633	WOMUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B096

64-13124

CH-47A

Delivery Date
06 Apr 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

19 Apr 1968

64-13124, Boeing build number B-096, was a CH-47A helicopter. The U.S. Army acceptance date was 6 April 1965. 64-13124 accumulated 1,080.0 aircraft hours. On 19 April 1968, 64-13124, while assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", 1st Air Cavalry, in the Republic of Vietnam (RVN), was lost during a combat mission. The U.S. Army reported that 64-13124 crashed in flames in dense jungle. A severe explosion occurred 15-30 seconds later. It is assumed the aircraft received hostile ground fire. The entire crew of five personnel are Missing In Action (MIA). On 4 October 2000, Wade O. Kane, a former Crew chief (CE) in A Company, 228th ASHB from June 1967 through June 1968 reported that the number of Killed in Action (KIA) is wrong. The two pilots, amazingly lived. They only remembered being upside down on the ground and falling "up" out of the crashed Chinook. They made their way to a landing zone (LZ) the next day. They didn't seem hurt physically, but they left the company after a day or two. A lot of times we carried a ramp gunner, but I have only seen 3 people listed as being on that hook that day.

On April 19, 1968 three Army helicopters [64-13124, 64-13152, 66-19063] were shot down in the A Shau Valley of South Vietnam. All three were making supply runs to Landing Zone Tiger in Quang Tri Province. Five men survived the three crashes, and nine men remain missing. The CH-47A on which Douglas Blodgett was a crewman, William Dennis was flight engineer, and Jesus Gonzales was crew chief was resupplying ammunition at the LZ when it received small arms fire from the ground and crashed. The pilot and co-pilot were able to crawl away, but the rest of the crew was never found. They were declared Missing In Action. The CH-47 on which Anthony Housh was flight engineer and Michael Wallace was crew chief was hit by 50 calibre and 37 mm ground fire on its approach to the LZ. Housh and Wallace jumped from the aircraft from an altitude of 50 -100 feet above the jungle canopy. The others were rescued. No trace of Housh and Wallace was ever found. They were declared Missing In Action. The CH54 "Flying Crane" on which Arthur Lord was aircraft commander, Charles Millard pilot, Arthur J. Lord co-pilot, Michael Werdehoff flight engineer, and Philip Shafer crew chief was carrying a bulldozer into the recently re-secured LZ Tiger when the aircraft was hit and crashed. All the crew were classified Missing In Action. Thorough searches for the 3 helicopters were not immediately possible because of the enemy situation. A refugee later reported that he had found the wreckage of two U.S. helicopters, one with 3 sets of skeletal remains, in Quang Tri Province. The U.S. Army believes this could correlate with any of the three helicopters lost on April 19, 1968, but no firm evidence has been secured that would reveal the fate of the nine missing servicemen.

CH-47A (tail number 64-13124, A Company, 228th Avn Bn) received small arms fire from the ground and crashed. The pilot and co-pilot were able to crawl away from the wreckage, but three other crewmen were not found:

SSG Douglas Randolph Blodgett, gunner
SP5 William Roy Dennis, flight engineer
SSG Jesus Armando Gonzalez, crew chief

GOLDBOOK RVN OCT 1966-SEP 1967

RVN INCIDENTS NOV 1965-APR 1968

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Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B097

64-13125

CH-47A

Delivery Date
20 Apr 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Jan 1984

Prev SN

Serial Number
84-24159

Status

Loss Date

Transfer Date

Converted to D Model

64-13125, Boeing build number B-097, was a CH-47A helicopter. The U.S. Army acceptance date was 20 April 1965. 64-13125 accumulated 3,508.1 aircraft hours. On 26 January 1984, 64-13125 was inducted into the D model program and converted to 84-24159.

GOLDBOOK RVN OCT 1966-OCT 1967 AND AUG 1968-SEP 1971

RVN INCIDENTS APR 1967- JUN 1970

228 ASHB

180 AVN CO

79 TRANS

243 ASHC

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	59	591	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	19	610	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	69	679	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	23	702	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	4	706	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	0	706	3478	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	21	727	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	44	771	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	38	809	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	20	829	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	23	852	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	2	854	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	0	854	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	0	854	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	854	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	854	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	0	854	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	854	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196804	0	854	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196805	0	854	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	0	854	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	854	3300	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	56	910	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	104	1014	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	82	1096	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN

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Build
B098

64-13126

CH-47A

Delivery Date
21 Apr 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Apr 1984

Prev SN

Serial Number
84-24165

Status

Loss Date

Transfer Date

Converted to D Model

64-13126, Boeing build number B-098, was a CH-47A helicopter. The U.S. Army acceptance date was 21 April 1965. 64-13126 accumulated 3,553.7 aircraft hours. On 5 April 1984, 64-13126 was inducted into the D model program and converted to 84-24165.

GOLDBOOK RVN AUG 1988-MAR 1971

RVN INCIDENTS APR 1966-MAY 1967

213 ASHC

205 ASHC

605 TRANS

228 ASHB

56 TRANS

166 TRANS

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	522 3478	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196611	0	522 3478	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	0	522 3478	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	15	537 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	60	597 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	41	638 3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	40	678 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	46	724 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	56	780 3487	USARV FLT DET	VIETNAM		RVN
196707	33	813 3487	USARV FLT DET	VIETNAM		RVN
196708	18	831 3487	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196709	34	865 3487	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196710	37	902 3487	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196711	0	902 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	0	902 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	902 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	0	902 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	902 W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196804	0	902 W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196805	0	902 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	0	902 W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	902 W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	902 3300	HHD 44 ENG GP	THAI AND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B099

64-13127

CH-47A

Delivery Date
16 Apr 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Sep 1983

Prev SN

Serial Number
83-24123

Status

Loss Date

Transfer Date

Converted to D Model

64-13127, Boeing build number B-099, was a CH-47A helicopter. The U.S. Army acceptance date was 16 April 1965. 64-13127 accumulated 2,980.4 aircraft hours. On 13 September 1983, 64-13127 was inducted into the D model program and converted to 83-24123.

GOLDBOOK RVN OCT 1966-JUL 1967 AND AUG 1968-JUN 1972

RVN INCIDENT SEP 1968

228 ASHB

605 TRANS

242 ASHC

20 TRANS

20 TRANS

539 TRANS

362 ASHC

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	53	633	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196611	53	686	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196612	57	743	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196701	44	787	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196702	32	819	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196703	43	862	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196704	18	880	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196705	25	905	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196706	0	905	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196707	0	905 3478	USARV FLT DET	VIETNAM		RVN
196708	0	905 3478	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196709	0	905 3478	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196710	0	905 3478	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196711	0	905 3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	0	905 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	905 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	0	905 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	905 W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196804	0	905 W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196805	0	905 W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	0	905 W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	905 3300	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B100

64-13128

CH-47A

Delivery Date
08 May 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

3 Nov 1969

64-13128, Boeing build number B-100, was a CH-47A helicopter. The U.S. Army acceptance date was 8 May 1965. 64-13128 accumulated 2,074.0 aircraft hours. 64-13128, at some point, was assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", in the Republic of Vietnam (RVN) and remained there through March 1967. In April 1967, 64-13128 was assigned to the Army Aviation Division, Test and Evaluation Command (TECOM), 6th Army, headquartered at Dugway Proving Grounds, Utah. In June 1967, 64-13128 was transferred to the U. S. Army Flight Detachment in the RVN. In August 1967, 64-13128 was on bailment to Bell Helicopter in the RVN. In September 1968, 64-13128 was transferred to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the RVN. On 26 September 1968, 64-13128, at 1,069.0 aircraft hours, was sling loading a 105 mm howitzer platform. As the aircraft started its descent, the front of the platform, for an unknown reason, struck the aircraft causing damage to the left fuel cell skin. On 6 January 1969, 64-13128, was damaged while conducting a Command and Control mission in combat support of the 12th Combat Aviation Group (CAG). The details are unknown. The helicopter was recovered. On 5 September 1969, 64-13128, while conducting a Command and Control mission in support of the 12th Combat Aviation Group, received .50 caliber to 20 mm fire. The helicopter was recovered. In June 1969, 64-13128 was transferred to the 205th ASHC - "Geronimos", stationed at Phu Loi in the RVN.

On 3 November 1969, 64-13128, at 2,032.0 aircraft hours, was lost due to accident in the RVN. The U.S. Army reported that, at approximately 1040 hours, just after completing refueling, aircraft picked up an external sling load plus 6 passengers and internal hot rations. Shortly after takeoff the aircraft commander made an instrument check and noted all instruments in the green and fuel quantity of 3,500 pounds. Upon reaching the vicinity of the landing zone (LZ), the aircraft commander called the receiving unit and asked if they could spot him. The radio operator on the ground replied that he had negative sighting. Smoke was thrown on three separate occasions. The crew of 64-13128 spotted the third smoke thrown, off to the east. The LZ was a dirt road, which ran generally from northwest to southeast. The aircraft turned final on a heading of 029 degrees and started an approach. A pre-landing check showed all instruments reading in the green. As the approach was continued, the crew chief announced the load was one hundred feet off the trees. At this time the aircraft commander noted the rotor rpm starting to decay, and tried to correct this by pushing maximum aircraft beep. There were no visible results so the aircraft commander told the pilot to make a go-around. The crew members in the front of the aircraft then heard a change in the noise level from the forward transmission. The sound was described as being the same as when the aircraft is shut down. The rotor rpm continued to decay and the aircraft commander ordered the crew chief to release the sling load. The crew chief responded by pressing the release button on his winch / hoist control grip. The crew chief stated the hook was slow to open but the load did leave the aircraft at an altitude of 30 to 40 feet from the ground. The aircraft commander did not hear a verbal response from the crew chief when he ordered the load dropped and so before taking control of the aircraft he turned on the emergency cargo release switch. AT THE SAME TIME THE FLIGHT ENGINEER, WHO WAS ACTING AS RIGHT DOOR GUNNER, HEARD A "POPPING" SOUND COMING FROM THE NUMBER TWO ENGINE CLOSELY FOLLOWED BY A PUFF OF BLUE SMOKE FROM THE EXHAUST CONE. AT THIS TIME IT WAS APPARENT TO THE AIRCRAFT COMMANDER THAT A CRASH LANDING WAS INEVITABLE. HE THEREFORE ATTEMPTED TO ZERO OUT FORWARD AIRSPEED AND SETTLE VERTICALLY ONTO THE ROAD HE THEN INSTRUCITED THE PILOT TO PULL BOTH ENGINE CONDITION LEVERS TO STOP IN ORDER TO AVOID A FIRE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B101

64-13129

CH-47A

Delivery Date
10 May 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Mar 1984

Prev SN

Serial Number
84-24162

Status

Loss Date

Transfer Date

Converted to D Model

64-13129, Boeing build number B-101, was a CH-47A helicopter. The U.S. Army acceptance date was 10 May 1965. 64-13129 accumulated 4,188.1 aircraft hours. On 25 February 1966, 64-13129, while assigned to an unknown unit, was involved in a forced landing incident without damage. Details unknown. 64-13129 was on bailment to Bell Helicopter, headquartered in Fort Worth, Texas, from an unknown start date through October 1966. In November 1966, 64-13129 was transferred to the Army Aviation Division, 6th Army, Test and Evaluation Command, headquartered at Dugway Proving Grounds, Utah. In June 1967, 64-13129 was assigned to the USARV Flight Detachment in the Republic of Vietnam (RVN). In August 1967, 64-13129 was on bailment to Bell Helicopter. In November 1967, 64-13129 was transferred to the 355th Aviation Company, 4th Army, Fort Sill, Oklahoma. In April 1968, 64-13129 was on bailment to Bell Helicopter. In May 1968, 64-13129 was transferred to the 355th Aviation Company, 4th Army, Fort Sill, Oklahoma. From June 1968 to September 1968, 64-13129 was in transit from the continental United States (CONUS) to the RVN. In November 1968, 64-13129 was transferred to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" for deployment to the RVN. In April 1969, 64-13129 was transferred to the 242nd ASHC - "Muleskinners". In September 1969, 64-13129 was transferred to the 20th Transportation Company in the RVN. In November 1969, 64-13129 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In August 1970, 64-13129 was transferred to the 79th Transportation Company, in the RVN. In September 1970, 64-13129 was transferred to B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors" in the RVN. In July 1971, 64-13129 was transferred to the 362nd Aviation Detachment stationed at Phu Loi in the RVN. On 6 November 1971, 64-13129, at 2,924.0 aircraft hours, was positioning over a load placed at the base of a tower. During the hookup, the three forward blades struck the top of the tower. In July 1972, 64-13129 was transferred to ARADMAC for maintenance. In August 1972, 64-13129 was transferred to the NCAD for maintenance. In October 1974, 64-13129 was transferred to the National Guard (WQRSAA). In August 1975, 64-13129 was transferred to the NCAD to await disposition, and remained there through at least December 1975. On 31 March 1984, 64-13129 was inducted into the D model program and converted to 84-24162.

GOLDBOOK RVN NOV 1968-SEP 1969 AND AUG 1970-JUN 1972

RVN INCIDENTS FEB 1966- NOV 1971

1147

242

228

362

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	39	629 3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	37	666 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	24	690 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	49	739 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	26	765 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	30	795 3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B102

64-13130

CH-47A

Delivery Date
06 May 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Aug 1984

Prev SN

Serial Number
84-24180

Status

Loss Date

Transfer Date

Converted to D Model

64-13130, Boeing build number B-102, was a CH-47A helicopter. The U.S. Army acceptance date was 6 May 1965. 64-13130 accumulated 3,432.8 aircraft hours. On 31 August 1984, 64-13130 was inducted into the D model program and converted to 84-24180.

GOLDBOOK RVN OCT 1966-JUL 1967 AND NOV 1968-SEP 1971

RVN INCIDENTS MAR 1966-OCT 1967

228

15 TRANS

242 ASHC

362 ASC

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	575	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196611	32	607	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196612	2	609	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196701	70	679	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196702	53	732	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	32	764	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196704	49	813	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196705	41	854	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	21	875	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196707	20	895	3478	USARV FLT DET	VIETNAM		RVN
196708	22	917	3487	BELL HCPTTR	BAILMENT FT WORTH		AVCOM
196709	35	952	3487	BELL HCPTTR	BAILMENT FT WORTH		AVCOM
196710	50	1002	3487	BELL HCPTTR	BAILMENT FT WORTH		AVCOM
196711	35	1037	3487	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196712	0	1037	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	1037	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	0	1037	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	1037	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196804	0	1037	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196805	0	1037	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	0	1037	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	1037	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	1037	3190	HHD 44 ENG GP	THAILAND		PACIFIC
196809	0	1037	3190	HHD 44 ENG GP	THAILAND		PACIFIC
196810	1	1038	3478	HHD 44 ENG GP	THAILAND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B103

64-13131

CH-47A

Delivery Date
12 May 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

12 Nov 1966

64-13131, Boeing build number B-103, was a CH-47A helicopter. The U.S. Army acceptance date was 12 May 1965. 64-13131 accumulated 689.0 aircraft hours. On 12 November 1966, 64-13131 was lost due to an accident. While assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", in the Republic of Vietnam (RVN), 64-13131 crashed. Crew injured but no fatalities.

ACFT ON TAC EMERG RESUPPLY OF ARTY AMMO BY SLING LOAD ACFT LOST VISUAL REF ON APP & SLING LOAD BECAME ENTANGLED IN 150 FT TREES CAUSING ACFT TO FALL INTO EDGE OF LZ ON TOP OF AMMO ACFT BURNED ON IMPACT DETONATING ARTY AMMO GROUND FOG RAIN & HIGH OVERCAST
GOLDBOOK RVN OCT 1966-DEC 1966
RVN INCIDENT SEP 1965 - NOV 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	45	640	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	28	668	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	0	668	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B104

64-13132

CH-47A

Delivery Date
21 May 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Mar 1981

Prev SN

Serial Number
81-23388

Status

Loss Date

Transfer Date

Converted to D Model

64-13132, Boeing build number B-104, was a CH-47A helicopter. The U.S. Army acceptance date was 21 May 1965. 64-13132 accumulated 6,818.9 aircraft hours. At some point, 64-13132 was assigned to A Company, 228th Assault Support Helicopter Battalion (ASHB), 1st Cavalry Division, located at An Khe, in the Republic of Vietnam (RVN). On 13 March 1981, 64-13132 was inducted into the D model program and converted to 81-23388.

Leland R Arend writes: "This bird had a blade strike on the fuselage at Qui Nhon right after we came off the USNS Boxer. Needless to say it was turned into supply. The bird was slung into An Khe by a CH-54. When the robbing stopped and the decision was made to get the bird back into the air over 150 parts had been removed. Sp6 Johnnie Wright and myself put her back together in a month or so (15th TC helped). The 1st month after being put back together we logged 105 hrs. The MO Cpt Renick gave us a 3 day pass to Saigon for getting her back into air and flying so many hours right out of the gate."

NO GOLDBOOK DATA AVAILABLE - NO LISTING IN VHPA DATABASE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B105

64-13133

CH-47A

Delivery Date
03 Jun 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Mar 1981

Prev SN

Serial Number
81-23389

Status

Loss Date

Transfer Date

Converted to D Model

64-13133, Boeing build number B-105, was a CH-47A helicopter. The U.S. Army acceptance date was 3 June 1965. 64-13133 accumulated 4,525.7 aircraft hours. On 13 March 1981, 64-13133 was inducted into the D model program and converted to 81-23389.

RVN Incident REport Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	40	717	3487	BELL HCPT	BAILMENT	FT WORTH	AVCOM	
196611	49	766	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196612	93	859	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196701	32	891	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196702	20	911	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196703	56	967	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY	
196704	63	1030	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	20	1050	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	43	1093	3487	USARV FLT DET	VIETNAM		RVN	
196707	79	1172	3487	USARV FLT DET	VIETNAM		RVN	
196708	26	1198	3478	BELL HCPT	BAILMENT	FT WORTH	AVCOM	
196709	0	1198	3478	BELL HCPT	BAILMENT	FT WORTH	AVCOM	
196710	23	1221	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196711	81	1302	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196712	71	1373	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196801	0	1373	WCLNAA	79 TRANS CO	VIETNAM		RVN	
196802	0	1373	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR	
196803	0	1373	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM	
196804	0	1373	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM	
196805	0	1373	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM	
196806	0	1373	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM	
196807	0	1373	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM	
196808	0	1373	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM	
196809	4	1377	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM	
196810	1	1378	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196811	5	1383	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196812	14	1397	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196901	97	1494	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196902	75	1569	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B106

64-13134

CH-47A

Delivery Date
17 Jun 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Mar 1981

Prev SN

Serial Number
81-23387



Status

Loss Date

Transfer Date

Converted to D Model

64-13134, Boeing build number B-106, was a CH-47A helicopter. The U.S. Army acceptance date was 17 June 1965. 64-13134 accumulated 4,239.0 aircraft hours. At some point, and as of 1970, 64-13134 was assigned to B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB), 1st Cavalry Division, in the Republic of Vietnam (RVN), through an unknown end date. On 13 March 1981, 64-13134 was inducted into the D model program and converted to 81-23387.

Combat Incidents Oct 1965-May 70

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	37	534	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196611	25	559	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196612	23	582	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196701	2	584	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196702	60	644	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	40	684	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196704	76	760	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196705	46	806	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	55	861	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196707	20	881	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196708	28	909	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196709	39	948	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	33	981	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	34	1015	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	37	1052	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	1052	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196802	128	1180	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196803	26	1206	3261	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196804	72	1278	3261	BELL HCPTN	BAILMENT FT WORTH		AVCOM
196805	27	1305	3261	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196806	0	1305	3261	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196807	0	1305	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196808	0	1305	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196809	0	1305	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196810	0	1305	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196811	0	1305	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196812	0	1305	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196901	0	1305	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196902	48	1353	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN4
196903	94	1447	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B107

64-13135

CH-47A

Delivery Date
23 Jun 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Sep 1986

Prev SN

Serial Number
86-01676

Status

Loss Date

Transfer Date

Converted to D Model

64-13135, Boeing build number B-107, was a CH-47A helicopter. The U.S. Army acceptance date was 23 June 1965. 64-13135 accumulated 3,588.3 aircraft hours. On 24 September 1986, 64-13135 was inducted into the D model program and converted to 86-01676.

cOMBAT iNcident reports Oct 1965-July 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	44	467	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	54	521	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	43	564	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	25	589	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	52	641	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	52	693	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	47	740	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	23	763	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	47	810	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	27	837	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	25	862	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	31	893	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	41	934	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	0	934	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	54	988	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	988	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	178	1166	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196803	5	1171	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	46	1217	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	42	1259	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196809	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	1259	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	0	1259	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B108

64-13136

CH-47A

Delivery Date
25 Jun 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Sold to Thailand

Loss Date

Transfer Date

1 Sep 1972

64-13136, Boeing build number B-108, was a CH-47A helicopter. The U.S. Army acceptance date was 25 June 1965. The administrative strike date was 12 May 1970. While in service to the U.S. Army, 64-13136 accumulated 2,907.0 aircraft hours. At some point, 64-13136 was sold to Thailand. 64-13136 was spotted Lop Buri, Thailand, in November 1995.

Combat Incidents Nov 1965-Feb 71

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	48	666	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	29	695	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	21	716	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	74	790	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	23	813	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	76	889	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	8	897	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	68	965	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	25	990	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	46	1036	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	52	1088	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	54	1142	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	45	1187	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	0	1187	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	0	1187	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	1187	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	70	1257	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196803	53	1310	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	25	1335	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	50	1385	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	1385	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	1385	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1385	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1385	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1385	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1385	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1385	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196901	0	1385	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196902	10	1395	WDYFAA	243 ASIT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B109

64-13137

CH-47A

Delivery Date
28 Jun 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Apr 1984

Prev SN

Serial Number
86-01635



Status

Loss Date

Transfer Date

Converted to MH-47D

64-13137, Boeing build number B-109, was a CH-47A helicopter. The U.S. Army acceptance date was 28 June 1965. 64-13137 accumulated 3,329.2 aircraft hours. On 27 November 1985, 64-13137 was inducted into the D model program and converted to MH-47D 86-01635.

Incident entries Apr 1967-Jun 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	78	683	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	33	716	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	50	766	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	69	835	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	52	887	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	58	945	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	67	1012	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	18	1030	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	57	1087	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	25	1112	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	30	1142	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	46	1188	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	0	1188	3478	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196711	3	1191	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	17	1208	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	1208	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	40	1248	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	40	1288	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	27	1315	3261	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196805	27	1342	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	24	1366	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	22	1388	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	29	1417	3478	HHD 44 ENG GP	THAILAND		PACIFIC
196809	6	1423	3478	HHD 44 ENG GP	THAILAND		PACIFIC
196810	22	1445	3478	HHD 44 ENG GP	THAILAND		PACIFIC
196811	1	1446	W2VYAA	AMMC	VIETNAM		RVN
196812	0	1446	W2VYAA	AMMC	VIETNAM		RVN
196901	0	1446	W2VYAA	AMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B110

64-13138

CH-47A

Delivery Date
08 Jul 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

4 May 1966

64-13138, Boeing build number B-110, was a CH-47A helicopter. The U.S. Army acceptance date was 8 June 1965. The administrative strike date was 4 May 1966. 64-13138 accumulated 351.0 aircraft hours. On 4 May 1966, 64-13138, while assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers", in the Republic of Vietnam (RVN), was lost due to an accident. The aircraft went out of control, crashed and burned while flying a re-supply mission in support of the 101st Airborne Division. The details are unknown. The aircraft was totally destroyed. Of the 21 personnel who received fatal injuries, 5 soldiers were from 147th ASHC. [chinookhelicopter.com]

Crashed during a combat mission 13nm NW of Nhon Co near Di Linh while deployed to a forward base. The pax were from 2 Bn 502nd Inf of the 101st. Eyewitnesses agreed for the most part that there were flames coming from the rear of the A/C and it seemed to have no forward airspeed and was spinning and falling straight down. The technical report suggests that the combining transmission failed and excessive heat and fire caused the #2 drive shaft to separate. Resulting fire may have been ingested into the remaining engine causing a loss of power, SAS, and AC electrical systems. There is evidence that the pilot attempted to flare the A/C prior to impact to no avail, crashing on its left side and was consumed by fire. 20 fatalities [armyaircrews.com]

20 Fatalities - 5 crew and 15 pax [incident report]

21 Fatalities [chinook helicopter.com]

20 Fatalities [armyaircrews.com]

Goldbook RVN Data: May 1966 - 147

Incident Entries Jan 1966-May 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196605	0	0	WC06AA	147 ASHC			VIETNAM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B111

64-13139

CH-47A

Delivery Date
06 Jul 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

7 Feb 1968

Transfer Date

4-13139, Boeing build number B-111, was a CH-47A helicopter. The U.S. Army acceptance date was 6 July 1965. The administrative strike date was 7 February 1968. 64-13139 accumulated 1,446.0 aircraft hours. In 1968, 63-13139 was the first Chinook in the 228th Assault Support Helicopter Battalion (ASHB) to reach the 1,000 flight hour Periodic Examination (PE). At some point in 1968, 64-13139, while assigned to B Company - "Longhorns", 228th ASHB - "Winged Warriors", in the Republic of Vietnam (RVN), was lost due to combat action. 64-13139 was struck by mortar fire on the ground at Landing Zone (LZ) Red Beach. The aircraft burned.

Incident Reports Mar 66- Feb 68

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	53	813	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196611	32	845	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196612	38	883	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196701	26	909	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196702	100	1009	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	48	1057	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196704	52	1109	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196705	59	1168	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	41	1209	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196707	0	1209	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196708	26	1235	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196709	29	1264	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	32	1296	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	38	1334	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	66	1400	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	1400	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B112

64-13140

CH-47A

Delivery Date
16 Jul 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Oct 1983

Prev SN

Serial Number
84-24154



Status

Loss Date

Transfer Date

Converted to D Model

64-13140, Boeing build number B-112, was a CH-47A helicopter. The U.S. Army acceptance date was 16 July 1965. 64-13140 accumulated 3,598.0 aircraft hours. At some point, 64-13140 was assigned to B Company - "Longhorns", 228th Aviation Support Helicopter Battalion (ASHB) - "Winged Warriors", when that unit was deployed to the Republic of Vietnam (RVN). 64-13140 was crewed by Arnold B. Christensen and Larry Campbell from 1965 to 1966. At some point, 64-13140 was acquired by Thailand, and later returned to Boeing for D model conversion. On 21 October 1983, 64-13140 was inducted into the D model program and converted to 84-24154.

Goldbook RVN Data Nov 1966-Aug 1967 - 228th

Mar 1969-Sep 1971 242,362

Incidents from Aug 1967 - Dec 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	66	683	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196611	54	737	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196612	44	781	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196701	19	800	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196702	39	839	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196703	59	898	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196704	50	948	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196705	50	998	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196706	64	1062	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196707	61	1123	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196708	71	1194	WAAWB0 COB 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196709	0	1194 3478	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196710	40	1234	WAAWAO COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196711	35	1269	WAAWAO COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196712	64	1333	WAAWAO COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196801	0	1333	WAAWAO COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196802	111	1444	WAAWAO COA 228ABAH1CAV	VIETNAM		VIETNAM	RVN
196803	50	1494 3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	53	1547 3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	50	1597 3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196806	1	1598 3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196807	15	1613 3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	0	1613	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196809	0	1613	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196810	0	1613	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196811	0	1613	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196812	0	1613	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196901	4	1617	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196902	0	1617 3300	HHD 44 ENG GP	THAILAND		PACIFIC	
196903	55	1672	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196904	89	1761	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196905	87	1848	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196906	64	1912	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196907	104	2016	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196908	92	2108	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196909	73	2181	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196910	75	2256	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196911	90	2346	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
196912	73	2419	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
197001	64	2483	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN
197002	54	2537	WDYDAA 242 ASLT HEL CO	VIETNAM		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B113

64-13141

CH-47A

Delivery Date
14 Jul 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

30 Jun 1972

64-13141, Boeing build number B-113, was a CH-47A helicopter. The U.S. Army acceptance date was 14 July 1965. The administrative strike date was 1 July 1972. 64-13141 accumulated 2,964.0 aircraft hours. At some point, 64-13141 was assigned to C Company - "", 228th Assault Support Helicopter Battalion (ASHB), in the Republic of Vietnam (RVN). On 30 June 1972, 64-13141 was transferred to Vietnamese Air Force (VNAF). 64-13141 was captured by the North Vietnamese at the close of hostilities in South Vietnam (Apr 1975).

Goldbook RVN data: Jun 1967-Jul 1967-USARV FLT DET

Aug 1968 - 228TH

Apr 1969-Jul 1970 - 205 ASLT

May 1971-Jun 1972 - 228, 223, 203, 388,362

Incidents Sep 1975-Jul 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	37	556 3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196611	34	590 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	74	664 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	83	747 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	32	779 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	64	843 3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	47	890 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	77	967 3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	51	1018 3487	USARV FLT DET	VIETNAM		RVN
196707	38	1056 3487	USARV FLT DET	VIETNAM		RVN
196708	66	1122 3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	34	1156 3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	26	1182 3327	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	0	1182 3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	0	1182 3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	1182 3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	41	1223 3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	56	1279 3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	25	1304 3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	76	1380 3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	49	1429 3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	18	1447 3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	35	1482	WADWAD COA 228ARAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B114

64-13142

CH-47A

Delivery Date
19 Jul 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
4 Jun 1986

Prev SN

Serial Number
86-01662

Status

Loss Date

Transfer Date

Converted to D Model

64-13142, Boeing build number B-114, was a CH-47A helicopter. The U.S. Army acceptance date was 19 July 1965. 64-13142 accumulated 4,624.5 aircraft hours. 64-13142, at some point, was assigned to the 178th Assault Support Helicopter Company (ASHC) - "Boxcars", in the Republic of Vietnam (RVN), where it remained through February 1968. On 1 May 1966, 64-13142 was involved in an accident, details unknown. On 27 May 1967, 64-13142, at 604.0 aircraft hours, while in the landing zone (LZ) during a logistics support re-supply mission to a forward area, received ground fire to the left side, damaging the structure. The aircraft was repaired in theater. On 7 October 1967, 64-13142, at 904.0 aircraft hours, while in the LZ on takeoff during a logistics support re-supply mission to a forward area, received small arms fire in the left side, damaging the structure. The aircraft was repaired in theater. On 8 January 1968, 64-13142, at 1,068.0 aircraft hours, while enroute on a logistics support re-supply mission, received small arms fire in the passenger cargo section. In March 1968, 64-13142 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In September 1968, 64-13142 was transferred to the 147th ASHC - "Hillclimbers", in the RVN. In August 1969, 64-13142 was transferred to the 242nd ASHC - "Muleskinners" in the RVN. On 2 November 1969, 64-13142, at 2,065.0 aircraft hours, while enroute on a logistics support re-supply mission, received small arms fire in the right side, damaging the hydraulics system. The aircraft made a precautionary landing, was repaired, took off, and completed the mission. In October 1970, 64-13142 was transferred to the 20th Transportation Company in the RVN. In November 1970, 64-13142 was transferred to the 605th Transportation Company in the RVN. In February 1971, 64-13142 was transferred to the 243rd ASHC - "Freight Trains" in the RVN. In July 1971, 64-13142 was transferred to A Company "Wildcats", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", in the RVN. In approximately October 1971, A Company, 228th ASHB was re-designated 203rd ASHC - "Wildcats", in the RVN. In November 1971, 64-13142 was on bailment to Bell Helicopter, in the RVN. In December 1971, 64-13142 was transferred to ARADMAC for maintenance. From January 1972 through June 1972, 64-13142 was in transit from the RVN to the Continental United States (CONUS). In July 1972, 64-13142 was transferred to the NCAD for maintenance. In July 1973, 64-13142 was transferred to the 92nd Aviation Company, 6th Army, Washington Army Reserve, located at Paine Field near Everett, Washington, where it remained through at least 1985. On 4 June 1986, 64-13142 was inducted into the D model program and converted to 86-01662.

GOLDBOOK RVN DATA: NOV 1966-FEB 1968 178

SEP 1968-OCT 1971 147,242,243,228

INCIDENTS MAY 1966-NOV 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	29	241	WC5JAA 178ASLTSPHELCO		VIETNAM	RVN
196611	71	312	WC5JAA 178ASLTSPHELCO		VIETNAM	RVN
196612	47	359	WC5JAA 178ASLTSPHELCO		VIETNAM	RVN
196701	46	405	WC5JAA 178ASLTSPHELCO		VIETNAM	RVN
196702	34	439	WC5JAA 178ASLTSPHELCO		VIETNAM	RVN
196703	66	505	WC5JAA 178ASLTSPHELCO		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B115

64-13143

CH-47A

Delivery Date
24 Jul 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

2 May 1972

Transfer Date

1 Jun 1972

64-13143, Boeing build number B-115, was a CH-47A helicopter. The U.S. Army acceptance date was 24 July 1965. The administrative strike date was 31 May 1974. 64-13143 accumulated 2,806.0 aircraft hours. On an unknown date, 64-13143 was lost due to combat action. 64-13143 was assigned to the 249th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), when it was shot down by an infra-red guided, shoulder fired SA-7 heat seeking missile. There were 5 fatalities. Incident Reports March 1966-May 1974

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	25	632	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196611	25	657	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196612	22	679	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196701	29	708	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196702	62	770	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196703	52	822	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY	
196704	48	870	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	15	885	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	67	952	3487	USARV FLT DET	VIETNAM		RVN	
196707	35	987	3487	USARV FLT DET	VIETNAM		RVN	
196708	65	1052	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196709	42	1094	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196710	51	1145	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196711	24	1169	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	0	1169	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	0	1169	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196802	1	1170	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	55	1225	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	69	1294	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	58	1352	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196806	21	1373	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196807	12	1385	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	0	1385	3478	HHD 44 ENG GP	THAILAND		PACIFIC	
196809	0	1385	3478	HHD 44 ENG GP	THAILAND		PACIFIC	
196810	1	1386	3478	HHD 44 ENG GP	THAILAND		PACIFIC	
196811	11	1397	WAGWAO COA	15TC1CAVDIV	VIETNAM		RVN	
196812	0	1397	3478	HHD 44 ENG GP	THAILAND		PACIFIC	
196901	0	1397	W0Y6AA OS TO CONUS	ITR CONUS			AVCOMITR	
196902	0	1397	W0M6AA DIR FOR MAINT	1ST ARMY	NEW CHIMBRI AND		AVCOM	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B116

64-13144

CH-47A

Delivery Date
24 Jul 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Jun 1982

Prev SN

Serial Number
82-23774

Status

Loss Date

Transfer Date

Converted to D Model

64-13144, Boeing build number B-116, was a CH-47A helicopter. The U.S. Army acceptance date was 24 July 1965. 64-13144 accumulated 3,860.7 aircraft hours. On an unknown start date, 64-13144 was assigned to B Company - "Longhorns", 228th Aviation Support Helicopter Battalion (ASHB) - "Winged Warriors" in the Republic of Vietnam, through an unknown end date. On 21 June 1982, 64-13144 was inducted into the D model program and converted to 82-23774. Incident Reports Jun 1966-Jun 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	48	591	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196611	29	620	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196612	34	654	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196701	42	696	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196702	60	756	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	12	768	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196704	34	802	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196705	67	869	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	8	877	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196707	0	877	3478	USARV FLT DET	VIETNAM		RVN
196708	1	878	3478	BELL HCPTTR	BAILMENT FT WORTH		AVCOM
196709	48	926	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	48	974	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	0	974	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	53	1027	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	1027	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196802	125	1152	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196803	0	1152	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196804	48	1200	3261	BELL HCPTTR	BAILMENT FT WORTH		AVCOM
196805	51	1251	3261	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196806	20	1271	3261	355 AVN CO	4TH ARMY FORT SILL		4TH ARMY
196807	0	1271	3261	OPM SEA NITEOPS	1ST ARMY FORT BELVOIR		AMC
196808	35	1306	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196809	49	1355	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196810	14	1369	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	0	1369	WE4HAA	142 TC DS	VIETNAM		RVN
196812	0	1369	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196901	0	1369	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196902	0	1369	W0MAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B117

64-13145

ACH-47A

Delivery Date
20 Dec 1965



Induction Date

Prev Model

Prev SN

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

5 May 1967

"Co\$ of Living" 64-13145, Boeing build number B-117, was an ACH-47A helicopter. The U.S. Army acceptance date was 20 December 1965. The administrative strike date was 5 May 1967. 64-13145 accumulated 435.0 aircraft hours. 64-13145 was the first of four "Guns-A-Go-Go" armed attack CH-47 helicopters (64-13145, 64-13149, 64-13151, 64-13154). 64-13145 was nick named "Co\$ of Living". On 5 May 1967, 64-13145, while assigned to the 1st Aviation Detachment was lost in combat due to an accident near Bong Son, in the Republic of Vietnam (RVN). During a firing run, a forward mounting pin broke, causing one of the 20mm cannons to elevate and fire through the forward rotor system. The blades separated from the aircraft causing the aircraft to nose over out of control. 64-13145 crashed and burned. All 8 crew members perished. Co\$ of Living had the "dollar sign" instead of the letter "s" in the word "Cost" in her combat artwork. 64-13145 was the first of four armed ACH-47A's.

War Story:

This was the second Guns-a-Go-Go gunship to be lost in an accident. It was operating with the 1st Cavalry Division. during a firing run a forward mounting pin broke, causing one of the 20mm cannon to elevate and fire through the forward rotor system. the blades were destroyed and the aircraft went out of control and crashed with the loss of all on board. from Vietnam: The Helicopter War, by Philip Chinnery. I was flying a command and control mission in the 1st air CAV as a warrant officer. At that time, the CAV had introduced Go-Go birds (AH47's) The Go-Go birds were part of the prep for insertion of troops. We were located along the South China Sea, operating out of LZ Uplift. It was the Bien Dien Province. The first Go -Go rolled forward and began the attack (it was heavily armed 5 50. cal. 2 20 mm fixed forward 2.75" rockets and a 40mm grenade launcher in a turret on the nose. Early in the run I saw the front rotor blade begin to collapse upward and intermingle with the rear rotor blades. The AH-47 dropped like a stone for near 3000' and hit in the sand. It exploded for a long time with all of the ordinance they were packing. It was 2 or 3 hours before anyone dared get close to the crash site. I have vivid memories of that event and it has not faded over the years, I knew then that but for the grace of God there go I. I walked back to the UH-1D I was piloting that day with the full weight of the price of the wings we wore. p.s. first report was that they lost the rising pin on a 20mm cannon and she rose up and destroyed their front rotor. from Ronald G. Ward, vacforeron@earthlink.ne

From: "John J. LaDue" <slngwng@yahoo.com>

On May 5, 1967 I was flying the #3 ship (Yellow 3) in the lead formation on a CA (Combat Assault) into a valley south of Bong Son and LZ English. I don't remember specifically, but don't believe that was our first or only CA of the day. We had picked up the grunts and were on long approach to the LZ when, as I recall, the first Guns A Go-Go ship flew by us and started to fire on the LZ. It was my 1st time seeing Guns A Go-Go in action and it was an awe inspiring display of fire power. The first ship had completed its run and turned away and the second ship (Co\$ of Living) commenced its run in. I looked away for a few seconds, to look for the specific LZ we were going to land in, when a radio call on the Co. net came in saying "Look at Go-Go".

When I looked up and saw Co\$ of Living, the nose had already pitched up 45+ degrees and very briefly thereafter one of the front rotor blades flew off. They were at approximately the same altitude as us (1000-1500 ft). Once the aircraft's

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Build
B118

64-13146

CH-47A

Delivery Date
02 Aug 1965

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Feb 1969

Transfer Date

64-13146, Boeing build number B-118, was a CH-47A helicopter. The U.S. Army acceptance date was 2 August 1965. The administrative strike date was 26 February 1969. 64-13146 accumulated at least 1,330.0 aircraft hours. At some point, 64-13146 was assigned to C Company, 228th Assault Support Helicopter Battalion (ASHB) in the Republic of Vietnam (RVN). At some point, 64-13146 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 64-13146, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage.

AIRCRAFT LOST: 64-13106; 64-13146;65-08024;66-19012;66-19013;66-19014;66-19015;66-19016; 66-19022

War Story:

The 242 ASHC Company area was infiltrated by sappers who destroyed nine Chinooks with satchel charges and rocket propelled grenades. VHPA member Gary Roush was with the 242 ASHC 'Muleskinners' at Cu Chi and relates these additional details: "Approximately 40 VC sappers came through the wire between us and Cu Chi village. They were using a map drawn by one of our local labor force members. They were being covered by their own rocket and mortar attack. They ran down our flight line and threw satchel charges in most of our 16 Chinooks or hit them with RPGs at close range. Because we were on yellow alert that night, we had one crew member sleeping on each ship. Fortunately only one man got killed (decapitated by a direct hit in the head with an RPG). We had six wounded. Thirteen other Americans got killed on our base camp that night. One crew member ran around a revetment and ran directly into a VC. They were both so surprised that neither one shot the other. We did not find that crewman until almost noon. He was hiding in a ditch nearby and was assuming the worst, since in addition to destroying eight Chinooks and damaging all but two of the rest of the 16 Chinooks, the VC also ignited our POL (fuel farm). Needless to say it was a very 'colorful' night with a Spooky gunship working our perimeter most of the night. Of the 31 VC killed and 5 captured that night, 15 were killed in our company area."

Incident Reports Mar 1966-Feb 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	44	358	WAAWB0 COB	228ABAH1CAV	VIETNAM		RVN
196611	33	391	WAAWB0 COB	228ABAH1CAV	VIETNAM		RVN
196612	39	430	WAAWB0 COB	228ABAH1CAV	VIETNAM		RVN
196701	43	473	WAAWB0 COB	228ABAH1CAV	VIETNAM		RVN
196702	33	506	WAAWB0 COB	228ABAH1CAV	VIETNAM		RVN
196703	53	559	WAAWB0 COB	228ABAH1CAV	VIETNAM		RVN
196704	3	562	WAAWB0 COB	228ABAH1CAV	VIETNAM		RVN
196705	82	644	3487 ARMY	AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	71	715	3487 USARV	FLT DET	VIETNAM		RVN
196707	24	739	3487 USARV	FLT DET	VIETNAM		RVN
196708	35	774	3487 BELL	HCPTB	BAILMENT	FT WORTH	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B119

64-13147

CH-47A

Delivery Date
06 Aug 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

25 Mar 1975

1 Jun 1972

64-13147, Boeing build number B-119, was a CH-47A helicopter. The U.S. Army acceptance date was 6 August 1965.. 64-13147 accumulated 2,511.0 aircraft hours. 64-13147 was the last CH-47 to finish the modification program and repainting prior to deployment to Vietnam

On an unknown date, 64-13147 was lost due to enemy action. 64-13147, while assigned to the 241st Vietnamese Air Force (VNAF), was lost to North Vietnamese and or Viet cong (VC) action at Da Nang or Phu Cat, details unknown.

Incident Reports Oct 1965-Dec 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	386	3478	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	23	409	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	56	465	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	47	512	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	60	572	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	0	572	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	65	637	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	60	697	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	64	761	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	28	789	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	59	848	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	25	873	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	98	971	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	125	1096	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	75	1171	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	1171	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	0	1171	3478	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	6	1177	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	40	1217	3261	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	19	1236	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	28	1264	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	59	1323	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	50	1373	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	93	1466	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	0	1466	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	0	1466	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	0	1466	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	1466	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	0	1466	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196903	0	1466	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196904	0	1466	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196905	0	1466	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196906	0	1466	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196907	10	1476	WCLBAA	330 TRANS CO	VIETNAM		RVN
196908	3	1479	WCLBAA	330 TRANS CO	VIETNAM		RVN
196909	2	1481	WCLBAA	330 TRANS CO	VIETNAM		RVN
196910	0	1481	WCLBAA	330 TRANS CO	VIETNAM		RVN
196911	43	1524	WCLBAA	330 TRANS CO	VIETNAM		RVN
196912	28	1552	WCLBAA	330 TRANS CO	VIETNAM		RVN
197001	7	1559	WCLBAA	330 TRANS CO	VIETNAM		RVN
197002	0	1559	WCLBAA	330 TRANS CO	VIETNAM		RVN
197003	54	1613	WCLBAA	330 TRANS CO	VIETNAM		RVN
197004	46	1659	WCLBAA	330 TRANS CO	VIETNAM		RVN
197005	73	1732	WCLBAA	330 TRANS CO	VIETNAM		RVN
197006	15	1747	WCLBAA	330 TRANS CO	VIETNAM		RVN
197007	24	1771	WCLBAA	330 TRANS CO	VIETNAM		RVN

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Build
B120

64-13148

CH-47A

Delivery Date
16 Aug 1965

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Sold to Thailand

Loss Date

Transfer Date

1 Sep 1972

64-13148, Boeing build number B-120, was a CH-47A helicopter. The U.S. Army acceptance date was 16 August 1965. The administrative strike date was 12 May 1970. While in service to the U.S. Army, 64-13148 accumulated at least 2,260.0 aircraft hours. On 1 Sep 1972, 64-13148 was sold to Thailand. 64-13148 was spotted at Lop Buri, Thailand, from November 1995 through August 2002, in derelict condition. As of August 2002, the last known location of 64-13148 was in Thailand.

Incident Reports April 1966-Sep 70

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	59	557	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196611	57	614	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196612	74	688	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196701	54	742	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196702	69	811	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196703	72	883	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196704	19	902	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196705	68	970	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196706	64	1034	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196707	0	1034	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196708	0	1034	3327	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	1034	3327	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	1	1035	3327	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	39	1074	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	58	1132	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	1132	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	61	1193	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	40	1233	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	49	1282	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	27	1309	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	21	1330	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	1330	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	0	1330	3261	HHD 44 ENG GP	THAILAND		PACIFIC
196809	0	1330	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1330	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1330	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1330	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	1	1331	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

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Build
B121

64-13149

ACH-47A

Delivery Date
30 Nov 1965



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

"Easy Money" Display Aircraft-Redstone Arsenal

1 Jun 1974

"Easy Money" 64-13149, Boeing build number B-121, was a ACH-47A helicopter. 64-13149 accumulated 927.0 aircraft hours. 64-13149 was the second of four, and sole surviving, "Guns-A-Go-Go" Chinook attack helicopters produced (64-13145, 64-13149, 64-13151, 64-13154). 64-13149 was nick named "Easy Money". 64-13149 was originally assigned to the Field Evaluation Detachment (Special) (CH-47) (Provisional), later to be re-designated the 53rd Aviation Detachment, Field Evaluation (Provisional), and then finally as the 1st Aviation Detachment (Provisional), and attached to the 1st Cavalry Division's 228th Aviation Support Helicopter Battalion (ASHB) at An Khe in the Republic of Vietnam (RVN) Then on February 22nd, 1968, while participating in the big push to recapture Hue during the Tet Offensive, "Birth Control" recieved some bad hits while pulling up from a gun-run, basically because the ceiling was so low that day due to weather, and had to auto-rotate into the rice paddies about 600 meters NW of the Citadel walls. "Easy Money" made several attempts to land, but waved off at the last second because the incoming was so intense, especially from some thatched huts just off the NW corner of the Citadel! Finally "Easy Money" landed, but came in hot and wound up between "Birth Control" and the oncoming enemy. The crew laid down suppressive fire while the downed crewmembers began making their way over. Fire from the huts quickly made that an impossible task, but about that time, two "Hogs" from the 1/9th showed up and they were ready for a FIGHT! While one covered, the other flew right up in front of those huts and came to a hover about 20ft off the ground, unleashing a full salvo of 2.75 FFAR's (76 rockets) into the structures! This got things quite enough for the remaining crewmembers to board "Easy Money". As she was struggling to get airborne from all the extra weight, a WP round came in near the back of the ship, hit one of the structures, and fell UNDER the chest protector of one of the crewmembers! He started screaming and flopping around, prompting the others to think he was hit, so they jumped on him to keep him from falling out the back of the helicopter. All he was trying to do was get that burning phosphorus out of his clothes, but the harder he struggled to do so, the tighter all the other crewmembers held on! He got burned bad enough to get a Purple Heart, but survived, and as it turned out, was the only one injured during the events of that day! "Easy Money" made it safely out and evaded to Camp Evans. Before an aircraft recovery could be attempted, the report came in that the NVA had walked mortars up to "Birth Control", completely destroying her where she sat. Upon receiving the news, crewmember Walt Lacy responded: "She went out proud."

Since the Army would not allow the ACH-47 to operate alone, plus the fact that lift helicopters were badly needed in the field, the program was cancelled, and "Easy Money" was transferred back to Vung Tau, where she served as a maintenance trainer with the in country Boeing Facility until the end of the war.. After the loss of the other three ACH-47A helicopters, 64-13149 was transferred to the 765th Transportation Command (TRANSCOM) and flown to Vung Tau for use as a maintenance trainer in 1968. In the early 1970's, near the close of hostilities in the Republic of Vietnam, 64-13149 was transferred stateside. Originally to have been shipped to the New Cumberland Army Depot (NCAD), Harrisburg, Pennsylvania, sometime in January 1972 for re-work as a museum exhibit, 64-13149 instead went to the Army Development and Readiness Command's Savannah, Illinois Research Center. At some point, 64-13149 was transferred to Fort Eustis and was utilized as a sheet metal trainer. Recognized for historical significance in the late 1990's, "Easy Money" was rebuilt as museum exhibit at Fort Eustis. In May 2000, 64-13149 was moved to Redstone Arsenal, Huntsville, Alabama and put on display near the CH-47 Project Manager's Office.

Incident Reports Jun 1966-Feb 1968

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B122

64-13150

CH-47A

Delivery Date
28 Aug 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Mar 1984

Prev SN

Serial Number
84-24163

Status

Loss Date

Transfer Date

Converted to D Model

64-13150, Boeing build number B-122, was a CH-47A helicopter. The U.S. Army acceptance date was 25 August 1965. 64-13150 accumulated 3,669.5 aircraft hours. On 31 March 1984, 64-13150 was inducted into the D model program and converted to 84-24163.

Incident Reports Jan 1966-Aug 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	53	583	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196611	36	619	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196612	63	682	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196701	47	729	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196702	70	799	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196703	76	875	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196704	53	928	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196705	49	977	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196706	48	1025	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196707	60	1085	WCLQAA	335 TRANS CO	VIETNAM		RVN
196708	20	1105	WCLQAA	335 TRANS CO	VIETNAM		RVN
196709	0	1105	WCLQAA	335 TRANS CO	VIETNAM		RVN
196710	43	1148	WCLQAA	335 TRANS CO	VIETNAM		RVN
196711	20	1168	WCLQAA	335 TRANS CO	VIETNAM		RVN
196712	0	1168	WCLQAA	335 TRANS CO	VIETNAM		RVN
196801	0	1168	WCLQAA	335 TRANS CO	VIETNAM		RVN
196802	0	1168	WCLQAA	335 TRANS CO	VIETNAM		RVN
196803	7	1175	WCLQAA	335 TRANS CO	VIETNAM		RVN
196804	0	1175	WCLQAA	335 TRANS CO	VIETNAM		RVN
196805	0	1175	WCLQAA	335 TRANS CO	VIETNAM		RVN
196806	0	1175	WC5GAA	610 TRANS CO	VIETNAM		RVN
196807	0	1175	WC5GAA	610 TRANS CO	VIETNAM		RVN
196808	0	1175	WC5GAA	610 TRANS CO	VIETNAM		RVN
196809	0	1175	3190	HHD 44 ENG GP	THAILAND		PACIFIC
196810	0	1175	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1175	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1175	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1175	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1175	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

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Build
B123

64-13151

ACH-47A

Delivery Date
10 Dec 1965

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

ACH-47A

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

5 Aug 1966

"Stump Jumper" 64-13151, Boeing build number B-123, was an ACH-47A helicopter. The U.S. Army acceptance date was 10 December 1965. The administrative strike date was 5 August 1966. 64-13151 accumulated 207.0 aircraft hours. 64-13151 was the third of four armed attack "Guns-A-Go-Go" helicopters produced (64-13145, 64-13149, 64-13151, 64-13154). 64-13151 was nick named "Stump Jumper". 64-13151 was originally assigned to the Field Evaluation Detachment (Special) (CH-47) (Provisional), later to be re-designated the 53rd Aviation Detachment, Field Evaluation (Provisional), and then finally as the 1st Aviation Detachment (Provisional), and attached to the 1st Cavalry Division's 228th Aviation Support Helicopter Battalion (ASHB) at An Khe in the Republic of Vietnam (RVN). 64-13151 was lost in an accident on 5 Aug 1966 at Vung Tau, RVN. 64-13151 was ground taxiing when it struck another parked CH-47A helicopter, 62-02118.

On July 4th, 1966 #64-13151 lost its #2 engine on a gun run and was force to land in a stump infested open field. #151 received major damage to the underbelly and crossbeams. This forced landing earned the ol' girl a new nickname and, henceforth, #151 was known as "STUMP JUMPER".

Aircraft 64-13151 (Stump Jumper) was taxiing for take off when its forward rotors struck the aft rotors of a parked CH-47 aircraft causing major damage. There was major blade damage to CH-47 64-13154 (Birth Control) and minor damage to CH-47A 62-2118

Incident reports Jun 1966-Aug 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196608	0	0	WAY6AA	1 AVN	DET (ARMED	VIETNAM	VS

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Build
B124

64-13152

CH-47A

Delivery Date
08 Sep 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

19 Apr 1968

64-13152, Boeing build number B-124, was a CH-47A helicopter. The U.S. Army acceptance date was 6 September 1965. The administrative strike date was 19 April 1968. 64-13152 accumulated 531.0 aircraft hours. At some point, 64-13152 was assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB) in the Republic of Vietnam (RVN), and remained there until it was lost in combat on 19 April 1968. While at a hover preparing to drop a sling load of ammunition, the crew reported an explosion in aft pylon in vicinity of number 2 engine. The aircraft settled to the ground nose down with violent shudders and fire in the aft area. The crew exited, one with 3rd degree burns (Kenny Sager). Twenty minutes later, the fire caused the ammunition to explode, destroying aircraft.

GOLDBOOK RVN OCT 1966-MAR 1968

RVN INCIDENTS JUN 1966-APR 1968

178 ASHC

605 TRANS

On April 19, 1968 three Army helicopters were shot down in the A Shau Valley of South Vietnam. All three were making supply runs to Landing Zone Tiger in Quang Tri Province. Five men survived the three crashes, and nine men remain missing. The CH47A on which Douglas Blodgett was a crewman, William Dennis was flight engineer, and Jesus Gonzales was crewchief was resupplying ammunition at the LZ when it received small arms fire from the ground and crashed. The pilot and co-pilot were able to crawl away, but the rest of the crew was never found. They were declared Missing In Action. The CH47 on which Anthony Housh was flight engineer and Michael Wallace was crewchief was hit by 50 calibre and 37 mm ground fire on its approach to the LZ. Housh and Wallace jumped from the aircraft from an altitude of 50-100 feet above the jungle canopy. The others were rescued. No trace of Housh and Wallace was ever found. They were declared Missing In Action.

REFNO Synopsis:

CASE SYNOPSIS: GONZALES, JESUS ARMANDO Name: Jesus Armando Gonzales Rank/Branch: E5/US Army Unit: Company A, 228th Aviation Battalion (Assault Support Helicopter), 11th Aviation Group, 1st Cavalry Division Date of Birth: 20 September 1947 (Mexico) Home City of Record: Pittsburgh PA Date of Loss: 19 April 1968 Country of Loss: South Vietnam Loss Coordinates: 162248N 1070700E (YD290105) Status (in 1973): Missing In Action Category: 4 Aircraft/Vehicle/Ground: CH47A Other Personnel In Incident: Douglas R. Blodgett, William R. Dennis; (missing from CH47A, coordinates YD290105, pilot and co-pilot survived); Michael J. Wallace, Anthony F. Housh; (missing from CH47, coordinates YD291087-LZ Tiger; pilot, co-pilot and gunner survived); Arthur J. Lord; Charles W. Millard; Philip R. Shafer; Michael R. Werdehoff (missing on CH54, coordinates YD255095-LZ Tiger) REMARKS: SYNOPSIS: On April 19, 1968 three Army helicopters were shot down in the A Shau Valley of South Vietnam. All three were making supply runs to Landing Zone Tiger in Quang Tri Province. Five men survived the three crashes, and nine men remain missing. The CH47A on which Douglas Blodgett was a crewman, William Dennis was flight engineer, and Jesus Gonzales was crewchief was resupplying ammunition at the LZ when it received small arms fire from the ground and crashed. The pilot and co-pilot were able to crawl away, but the rest of the crew was never found. They were declared Missing In Action. The CH47 on which Anthony Housh was flight engineer and Michael Wallace was crewchief was hit by 50 calibre and 37 mm ground fire on its approach to the LZ. Housh and Wallace jumped from the aircraft from an

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B125

64-13153

CH-47A

Delivery Date
15 Sep 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

25 Jun 1967

64-13153, Boeing build number B-125, was a CH-47A helicopter. The U.S. Army acceptance date was 15 September 1965. The administrative strike date was 25 June 1967. 64-13153 accumulated 1,086.0 aircraft hours. At some point, 64-13153 was assigned to 178th Assault Support Helicopter Company (ASHC) - "Boxcars", in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident on 25 June 1967. A fire broke out in aft pylon in-flight with 60 mm mortar rounds loaded internal. The Flight Engineer (FE) could not get forward of the load. The crew called mayday and another Boxcar aircraft followed them down. The chase crew stated that the FE jumped from the ramp at 50 feet above ground level (AGL) and 50 knots forward airspeed, landed on his head, got up and assisted the rest of the crew out of the crashed aircraft. The aircraft was later destroyed by artillery to prevent possible capture of load.

178TH ASHC Aft pylon caught fire in flight, and the crew chief bailed out on final. Aircraft destroyed by fire.

Incident reports April 1966-June 1967

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	23	588	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196611	87	675	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196612	60	735	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196701	41	776	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196702	60	836	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196703	52	888	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196704	48	936	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196705	61	997	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196706	73	1070	WCLQAA 335 TRANS CO	VIETNAM		RVN

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Build
B126

64-13154

ACH-47A

Delivery Date
01 Sep 1965



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Destroyed by Enemy Action [RVN]

Loss Date

22 Feb 1968

Transfer Date

"Birth Control" 64-13154, Boeing build number B-126, was an ACH-47A helicopter. 64-13154 accumulated 1,018.0 aircraft hours. 64-13154 was the fourth and final aircraft produced in the "Guns-A-Go-Go" series (64-13145, 64-13149, 64-13151, 64-13154). 64-13154 was nick named "Birth Control". 64-13154 was originally assigned to the Field Evaluation Detachment (Special) (CH-47) (Provisional), later to be re-designated the 53rd Aviation Detachment, Field Evaluation (Provisional), and then finally as the 1st Aviation Detachment (Provisional), and attached to the 1st Cavalry Division's 228th Aviation Support Helicopter Battalion (ASHB) at An Khe in the Republic of Vietnam (RVN). 64-13154 was lost in combat near the Citadel at Hue, RVN. 64-13154 received ground fire from small arms and took several in-flight hits. 64-13154 lost aft transmission oil pressure. The aircraft landed north of Hue, where the crew removed guns from aircraft and took up a defensive position. Aircraft 64-13149 (Easy Money) landed under constant enemy fire beside 64-13154 and took the 8 crew members aboard. On lift off, 3 crew members of 64-13149 and one crew member of 64-13154 were wounded. Later, while aircraft recovery operations were being prepared, 64-13154 sustained a direct mortar hit.

On February 22nd, 1968, while participating in the big push to recapture Hue during the Tet Offensive, BIRTH CONTROL was hit while pulling up from a gun-run, and had to auto-rotate into the dry rice paddies about 600 meters NW of the Citadel walls. Under intense fire, EASY MONEY came in and positioned herself between BIRTH CONTROL and the oncoming enemy, suppressing fire while rescuing the downed crewmembers. As EASY MONEY was struggling to get airborne from all the extra weight, she received several hits which wounded some of the crewmembers near the back of the ship, but made it safely out to Camp Evans. Before an aircraft recovery could be attempted, the report came in that the NVA had walked mortars up to BIRTH CONTROL, completely destroying her where she sat.

"Easy Money" made several attempts to land, but waved off at the last second because the incoming was so intense, especially from some thatched huts just off the NW corner of the Citadel! Finally "Easy Money" landed, but came in hot and wound up between "Birth Control" and the oncoming enemy. The crew laid down suppressive fire while the downed crewmembers began making their way over. Fire from the huts quickly made that an impossible task, but about that time, two "Hogs" from the 1/9th showed up and they were ready for a FIGHT! While one covered, the other flew right up in front of those huts and came to a hover about 20ft off the ground, unleashing a full salvo of 2.75 FFAR's (76 rockets) into the structures! This got things quite enough for the remaining crewmembers to board "Easy Money". As she was struggling to get airborne from all the extra weight, a WP round came in near the back of the ship, hit one of the structures, and fell UNDER the chest protector of one of the crewmembers! All he was trying to do was get that burning phosphorus out of his clothes, but the harder he struggled to do so, the tighter all the other crewmembers held on! He got burned bad enough to get a Purple Heart, but survived, and as it turned out, was the only one injured during the events of that day! "Easy Money" made it safely out and evaded to Camp Evans. Before an aircraft recovery could be attempted, the report came in that the NVA had walked mortars up to "Birth Control", completely destroying her where she sat. Upon receiving the news, crewmember Walt Lacy responded: "She went out proud."

Since the Army would not allow the ACH-47 to operate alone, plus the fact that lift helicopters were badly needed in the field, the program was cancelled, and "Easy Money" was transferred back to Vung Tau, where she served as a maintenance trainer with the in country Boeing Facility until the end of the war.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B127

64-13155

CH-47A

Delivery Date
17 Nov 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Jun 1986

Prev SN

Serial Number
86-01663



Status

Loss Date

Transfer Date

Converted to D Model

64-13155, Boeing build number B-127, was a CH-47A helicopter. The U.S. Army acceptance date was 17 November 1965. 64-13155 accumulated 3,975.3 aircraft hours. On 10 June 1986, 64-13155 was inducted into the D model program and converted to 86-01663.

Incident Reports April 1966-Jun 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	51	466	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196611	98	564	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196612	39	603	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196701	61	664	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196702	47	711	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196703	62	773	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196704	53	826	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196705	76	902	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196706	62	964	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196707	32	996	WCLQAA	335 TRANS CO	VIETNAM		RVN
196708	56	1052	WCLQAA	335 TRANS CO	VIETNAM		RVN
196709	0	1052	WCLQAA	335 TRANS CO	VIETNAM		RVN
196710	3	1055	WCLQAA	335 TRANS CO	VIETNAM		RVN
196711	0	1055	WCLQAA	335 TRANS CO	VIETNAM		RVN
196712	23	1078	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196801	76	1154	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196802	0	1154	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196803	4	1158	WCLSAA	388 TRANS CO	VIETNAM		RVN
196804	0	1158	WCLSAA	388 TRANS CO	VIETNAM		RVN
196805	0	1158	WCLSAA	388 TRANS CO	VIETNAM		RVN
196806	0	1158	WCLSAA	388 TRANS CO	VIETNAM		RVN
196807	0	1158	WCLSAA	388 TRANS CO	VIETNAM		RVN
196808	0	1158	WCLSAA	388 TRANS CO	VIETNAM		RVN
196809	0	1158	WCLSAA	388 TRANS CO	VIETNAM		RVN
196810	3	1161	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196811	77	1238	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196812	79	1317	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196901	44	1361	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196902	92	1453	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN

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Build
B128

64-13156

CH-47A

Delivery Date
29 Sep 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

30 May 1966

64-13156, Boeing build number B-128, was a CH-47A helicopter. The U.S. Army acceptance date was 29 September 1965. 64-13156 accumulated 270.0 aircraft hours. At some point, 65-13156 was assigned to the 178th Assault Support Helicopter Company (ASHC) - "Boxcars", in the Republic of Vietnam (RVN). On 30 May 1966, 64-13156 was lost due to an accident. While attempting to land on a foggy mountain top near Tay Ninh, with an internal load of fuel drums, the aircraft came out of ground effect. Aircraft control was lost and the aircraft tumbled down the side of the mountain and caught fire. 19 fatalities including two crew members

War Story: Crew: Pilot - MAJ Lewis J. McConnell - Operations Officer, co-pilot - Jack Keaton, Gunner - SP5 Joe Boylan, FE - SP5 Roy Brown, Crew chief - SP4 Anderson, assigned crew chief was SP4 Kilpatrick, but for whatever reason, he was not on board this day. Load: 30 barrels MOGAS internal. Weather: marginal at LZ which was atop Nui Ba Den a mountain near Tay Ninh. The LZ was a radio relay site manned by ARVNs with a Special Forces advisor. The ARVNs had a small village for their families just below the helipad. The rest of the mountain belonged to Charlie. The helipad was built for a Huey but with care a CH-47A could land on the mountain top. Apparently on approach, through clouds, to the pad was tried and missed slightly causing the aircraft to roll down the side of the mountain through the village. The MOGAS drums rolled into rocks and burst causing fuel to flow down hill catching fire and killing over 70 villagers and destroying the village. SP6 Ross Brown and two passengers from the Big Red One were killed in the aircraft. Ross Brown's body was never recovered. They found his watch and part of his 45. The last anyone saw of him he was trying to get forward, climbing over MOGAS barrels, since the aft end was already on fire. The aircraft was totally destroyed. You could recognize the two engines and the leading edge of one rotor blade. There was no trace of the village. Worst single accident. Written by Steve Niedbala [VHPA]

178th ASHC Nui Ba Den Mountain, also known as Black Virgin Mountain near Tay Ninh, was covered by fog as A/C 156 approached looking for the landing spot. The chinook, with internally loaded fuel barrels, was at a hover when it fell off it's ground effect and caught fire as it tumbled down the side of the mountain. Joe Boylan was at the left gun and dove over it to safety. The flight engineer, SP/5 Ross Brown, and two passengers from the Big Red One were killed in the aircraft. An unknown number of Vietnamese civilians on the ground were killed in the fire.

Incident Reports May 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196605	0	0	WC5JAA	178 ASHC	VIETNAM		VS

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Build
B129

64-13157

CH-47A

Delivery Date
19 Oct 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

10 May 1972

64-13157 accumulated 2,452.0 aircraft hours. At some point, 64-13157 was assigned to the 362nd Assault Support Helicopter Company (ASHC), in the Republic of Vietnam (RVN). On 10 May 1972, 64-13157 was lost due to an accident in Bien Hoa province. Due to metal fatigue of the spar, the Aft Green Blade was slung from the Aft Head. The Aft Pylon was torn from the aircraft resulting from the out of balance condition. The aircraft fell to the ground and exploded on impact. 34 fatalities Material failure of a blade retaining pin. 5 crewmen and 29 soldiers were lost.

AT 1023 HOURS CPT TOMLIN (AC) AND 1LT HARRELL (P) WERE ENROUTE FROM BIEN HOA TO VUNG TAU IN AIRCRAFT SN 64 -13157 WITH A LOAD OF TROOPS FOR THE R&R CENTER AT VUNG TAU. THEY HAD CALLED FOR A CLEARANCE THROUGH THE LONG THANH NORTHER ARMY AIRFIELD TRAFFIC CONTROL AREA AND WERE AT 2000' HEADING FROM NORTH TO SOUTH. AT 1025 HOURS, LONG THANH TOWER RECEIVED A RADIO CALL FROM AN AIRCRAFT IN THE VICINITY THAT A CH-47 HAD CRASHED TO THE NORTHEAST OF THE AIRFIELD AND HAD EXPLODED ON IMPACT. AIRCRAFT NEAR THE SCENE REPORTED THAT THEY COULD SEE NO SURVIVORS AT THE CRASH SITE.

War Story

United 157 was part of a flight of four Chinooks that picked up infantry troops from the 3d Bde, 1st Cav at the Sandy Pad at Bien Hoa Army Base. The troops were being taken to Vung Tau for a three day incountry R&R. As 157 neared Long Thanh North airfield, other Chinooks in the flight described 157 as exploding like a lightbulb flash. Since there had been an increase in NVA activity at An Loc, the aircraft was thought to have been shot down. The remaining CH-47's sped from the area. It was learned later that the Chinook had a material failure of a blade retaining pin. 5 crewmen and 27 soldiers were lost. United 157, a CH-47A, was ahead of me at the Sandy Pad at Bien Hoa. It couldn't get all the grunts in it for their 3 day incountry R&R to Vung Tau, so we took some in our A/229 slick. I had an E-7 and some EM. The 47 was ready to depart before we were and departed Sandy southbound for Vung Tau. Because the 47 flies so fast, they were way in front of us when the retaining pin holding the blade into the hub failed, causing the blade to depart the aircraft. I last saw him in 98 in the Belvoir commissary when he had returned from commanding an avn maint bn in Korea. He said it look like a flash bulb going off when the acct started to come apart at altitude. We thought the damn NVA had a 23MM or SA 7 that far south and just absolutely hauled ass out of there. If you thinks hooks can fly fast, watch them go to warp speed when they think the AAA is out and about. I have a count of 32 lost on 157 and the names of the 27 infantry linked with the names of the flt crew of 5 listed below:

Incident Date 720510 017 SP4 Alvin Robert Elenburg CE 362 ASHC 1 CAV CH-47A 64-13157 018 1LT Samuel Harrell P 362 ASHC 1 CAV CH-47A 64-13157 020 SP5 Larry Steven Mustin C 362 ASHC 1 CAV CH-47A 64-13157 020 SP4 Terry Duane Neiss G 362 ASHC 1 CAV CH-47A 64-13157 023 CPT Barry Coley Tomlin P 362 ASHC 1 CAV CH-47A 64-13157 Tomlin was a twin. Both of them were at Rucker in Nov 70. I think they were retread warrants and were captains at the time. Those that have been with me at the Vietnam Veterans Memorial on Vets Day and Memorial Day have seen this picture that I put above the names of all 32 lost that day on May 10, 1972 over Long Thanh North and leave beneath panel 01 West next to the apex.. A and B 229th were immediately tasked to get into the crash site and assist with moving the casualties. We had some former 101st guys in the flights who had carried out the dead of the C/159 crash in Nov 71 in the Hai Vang pass. Their experience helped find the bodies und the aft pylon. The spread of bodies from one end to the other was one kilometer. I absolutely will never forget that day. That is why you guys see that memorial I leave at the VVM. As long as I breathe air I will nav tribute to those poor

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B130

64-13158

CH-47A

Delivery Date
29 Oct 1965



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

18 Aug 1967

64-13158, Boeing build number B-130, was a CH-47A helicopter. The U.S. Army acceptance date was 29 October 1965. 64-13158 accumulated 842.0 aircraft hours. At some point, 65-13158 was assigned to the 178th Assault Support Helicopter Company (ASHC) - "Boxcars", in the Republic of Vietnam (RVN). On 16 August 1967, 64-13158 was lost due to an accident. While on a combat re-supply mission, the Rotor RPM dropped during takeoff from a Landing Zone (LZ). The Rotor Blades hit the trees during the forced landing. The aircraft impacted the ground and the Aft Cabin area caught fire. Although the aircraft was destroyed by fire, there were no fatalities.

178th ASHC The aircraft, with a heavy internal load of steel fence stakes, lost rotor RPM during the take off from the LZ at Mo Duc. The crew chief reported a fire in the aft transmission and during the emergency forced landing the rotor blades struck a stone or concrete arch. When the aircraft impacted the ground, the cabin broke apart and was consumed by fire. There were no fatalities but the crew chief, Jon D. Green, was seriously burned but was able to escape through one of the rear port holes. He was med-evacuated to Japan.

Incident Reports Jan 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	277	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196611	60	337	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196612	44	381	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196701	56	437	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196702	72	509	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196703	82	591	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196704	69	660	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196705	70	730	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196706	33	763	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196707	47	810	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B131

64-13159

CH-47A

Delivery Date
09 Oct 1965



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
20 Dec 1985

Serial Number
86-01638

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

64-13159, Boeing build number B-131, was a CH-47A helicopter. The U.S. Army acceptance date was 9 October 1965. 64-13159 accumulated 3,444.0 aircraft hours. At some point, 64-13159, was assigned to the 178th Assault Support Helicopter Company (ASHC) in the Republic of Vietnam (RVN) and remained there through December 1967. On 14 May 1966, 64-13159, while enroute on a combat mission, received small arms fire in the bottom, damaging the structure. The aircraft was repaired in theater. On 1 June 1966, 64-13159, while on takeoff from a Landing Zone (LZ) on an air assault mission in a hot area, received small arms fire in the left side, damaging the structure. The aircraft was repaired in theater. On 10 July 1966, 64-13159 suffered a number one engine fuel control malfunction causing the RPM to surge violently. On 5 December 1966, 64-13159, at 533.0 aircraft hours, was enroute on a combat mission when it received small arms fire in the aft area, damaging the main rotor system. The aircraft was diverted prior to accomplishing the mission. The aircraft was repaired in theater. On 22 February 1967, 64-13159, at 639.0 aircraft hours, while on a sling load mission for artillery relocation and landing in the LZ, was struck by small arms fire in the forward area, damaging the main rotor system. The aircraft was repaired in theater. On 14 June 1967, 64-13159, at 906.0 aircraft hours, while in the Pickup Zone (PZ) on takeoff, was on a logistics support re-supply mission carrying a sling load, when it received small arms fire in the cockpit, damaging the structure. The aircraft was repaired in theater. On 2 August 1967, 64-13159, at 971.0 aircraft hours, while on takeoff from a PZ during a troop extraction from a hot area, received small arms fire in the bottom of the aircraft, damaging the structure. The aircraft was repaired in theater. On 19 August 1967, 64-13159, at 971.0 aircraft hours, while on a logistic support re-supply mission to a forward area and landing into an LZ, received small arms fire to the forward area, damaging the main rotor system. The aircraft was repaired in theater. In January 1968, 64-13159 was transferred to the 335th Transportation Company in the RVN. In April 1968, 64-13159 was transferred to the 147th Assault Support Helicopter Company - "Hillclimbers", in the RVN. In December 1968, 64-13159 was transferred to AMMC, in the RVN. In March 1969, 64-13159 was transferred to the 242nd Assault Support Helicopter Company - "Muleskinners", in the RVN. In November 1969, 64-13159 was transferred to the 20th Transportation Company, in the RVN. In November 1970, 64-13159 was transferred to the 605th Transportation Command, in the RVN. In September 1971, 64-13159 was transferred to the AVSCOM Flight Detachment, 5th Army, in the RVN. In October 1971, 64-13159 was on bailment to Bell Helicopter, in the RVN. In December 1971, 64-13159 was transferred to ARADMAC for maintenance. From January 1972 through April 1972, 64-13159 was in transit from the RVN to the Continental United States (CONUS). In May 1972, 64-13159 was transferred to the National Guard. In December 1972, 64-13159 was transferred to 92nd Aviation Company, 6th Army, Washington Army Reserve, located on Paine Field near Everett, Washington, where it remained through at least 1985. On 20 December 1985, 64-13159 was inducted into the D model program and converted to 86-01638.

Incident Reports May 1966-Aug 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	46	432	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196611	62	494	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196612	39	533	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196701	46	579	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196702	60	639	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B132

64-13160

CH-47A

Delivery Date
20 Oct 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Apr 1984

Prev SN

Serial Number
84-24166

Status

Loss Date

Transfer Date

Converted to D Model

64-13160, Boeing build number B-132, was a CH-47A helicopter. The U.S. Army acceptance date was 20 October 1965. 64-13160 accumulated 5,335.6 aircraft hours. On 30 April 1984, 64-13160 was inducted into the D model program and converted to 84-24166. 84-24166, Boeing D model kit number M3070, was a CH-47D helicopter. The U.S. Army never accepted this aircraft. 84-24166 accumulated 1.0 D model hours and 5,336.6 total aircraft hours. 84-24166 was a conversion from the original A model Chinook 64-13160. On 7 July 1985, 84-24166 was lost due to an accident, details unknown. While on a Boeing Company test flight, 84-24166 crashed killing the Pilot and Flight Engineer. The Copilot and Crew Chief parachuted to safety. As of 7 July 1985, the last known location of 84-24166 was near Carmen, New Jersey.

Incident Reports May 1966-Sep 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	66	513	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196611	55	568	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196612	26	594	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196701	34	628	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196702	34	662	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196703	83	745	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196704	60	805	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196705	53	858	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196706	101	959	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196707	37	996	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196708	66	1062	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196709	23	1085	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196710	73	1158	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196711	25	1183	WCLQAA	335 TRANS CO	VIETNAM	RVN
196712	0	1183	WCLQAA	335 TRANS CO	VIETNAM	RVN
196801	99	1282	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196802	54	1336	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196803	46	1382	WC5KAA	179 AVN CO	VIETNAM	RVN
196804	0	1382	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196805	0	1382	W0Y6AA	INTRANSIT	IN TRANSIT	AVCOMCTR
196806	0	1382	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196807	0	1382	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196808	0	1382	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196809	0	1382	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196810	0	1382	3300	HHD 44 ENG GP	THAILAND	PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B133

64-13161

CH-47A

Delivery Date
18 Nov 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

30 Aug 1969

Transfer Date

4-13161, Boeing build number B-133, was a CH-47A helicopter. The U.S. Army acceptance date was 18 November 1965. 64-13161 accumulated 2,132.0 aircraft hours. At some point, 64-13161 was assigned to the 205th Assault Support Helicopter Company - "Geronimos", in the Republic of Vietnam (RVN), and remained there until it was lost on 30 August 1969. While on a mission near Nui Dat, in support of the Australians, 64-13161 was on approach to a Landing Zone (LZ) when it crashed. When 64-13161 flared to decelerate, it started over backwards, crashing tail first into the ground. The cause factors for the crash are unknown. All five of the crew members were killed.

CH-47A, SN 64-13161 DEPARTED PHU LOI AT APPROXIMATELY 0750 HOURS ON 30 AUGUST 1969. ITS MISSION FOR THE DAY CONSISTED OF GENERAL SUPPORT TO BE AUSTRALIANS, WORKING FROM A RESUPPLY POINT LOCATED AT NUI DAT, RVN. THE FIRST MISSION WAS A CONEX CONTAINER, WHICH WAS MOVED AT 0815 HOURS FROM LONG BINH TO FSB MOHAWK. THE REST OF THE MORNING WAS SPENT HAULING SORTIES FOR THE AUSTRALIANS, INCLUDING A BATTERY MOVE OF FOUR HOWITZERS AND AMMUNITION PLUS A WATER TRAILER AND A SORTIE OF PSP. AT APPROXIMATELY 1210 HOURS, JUST AFTER COMPLETING REFUELING, 161 PICKED UP A LOAD OF A-22 BAGS EXTERNALLY, AND ABOUT 50 LBS OF CARGO NETS INTERNALLY. THE TOTAL WEIGHT WAS APPROXIMATELY 6500 LBS. THE LOAD WAS GOING TO FSB DIGGER'S REST'S LOADMASTER AND REQUESTED THAT SMOKE AND YELLOW SMOKE WAS THROWN. THE YELLOW SMOKE WAS ROGERED AND THE AIRCRAFT TURNED TO THE RIGHT, HEADING ALMOST DUE EAST, AT AN ALTITUDE OF APPROXIMATELY 200 FEET, APPARENTLY TO MAKE MORE ROOM FOR THE TURN TO FINAL. THE WIND WAS OUT OF THE SOUTH AND THE AIRCRAFT WOULD HAVE TO MAKE A LEFT HAND TURN TO COME BACK INTO IT. AS THE AIRCRAFT REACHED A POSITION AHEAD OF THE MORTAR PITS ON THE NORTHERN PART OF THE FSB AND APPROXIMATELY 200 METERS EAST OVER THE TREE LINE THE AIRCRAFT APPEARED TO START A FLARE, DROPPING ITS TAIL SLIGHTLY, THEN IT CONTINUED ON OVER INTO A NEAR INVERTED POSITION. IT THEN DISAPPEARED FROM VIEW BEHIND THE TREELINE, AND CRASHED INTO THE GROUND. A PIECE OF BLADE FLEW OUT OF THE TREELINE, LANDING IN A MORTAR PIT AND DAMAGING THE SIGHT OF THE TUBE. THE BLADE TRAVELED OVER 300 METERS FROM ITS POINT OF INITIAL CONTACT. AFTER THE AIRCRAFT LEFT THE VIEW OF ALL WITNESSES, IT STILL HAD TO FALL APPROXIMATELY 250 FEET. IN THIS DISTANCE IT CAME OUT OF ITS INVERTED POSITION AND STRUCK THE GROUND IN A NEAR UPRIGHT POSITION, WITH THE RIGHT SIDE AND TAIL SLIGHTLY LOW. WITHIN FIVE MINUTES AN AUSTRALIAN OH-13 PILOT, WHO HAD BEEN ALERTED BY GROUND PERSONNEL, BEGAN ORBITING THE AREA. HE FOUND THE AIRCRAFT IN AN UPRIGHT POSITION. IT APPEARED TO HAVE LANDED QUITE HARD ON ITS RIGHT QUARTER AND WAS AFLAME IN THE TAIL AND MIDDLE SECTIONS. THE OH-13 PILOT COULD SEE THE PILOT OF THE CH-47A IN THE RIGHT SEAT, BUT COULD NOT SEE THE AIRCRAFT COMMANDER. ON THE GROUND AN AUSTRALIAN PATROL WAS ATTEMPTING TO REACH THE CRASH SITE. THE CRASHED HELICOPTER'S EXTERNAL LOAD OF AMMUNITION BEGAN EXPLODING AND THE OH-13 PILOT WAS FORCED TO DEPART EH AREA. AFTER A FEW SMALL EXPLOSIONS A MUCH LOUDER AND MORE POWERFUL EXPLOSION WAS HEARD, FOLLOWED BY MANY OTHER EXPLOSIONS AS ROUNDS BEGAN TO COOK OFF. THIS ONE LARGE EXPLOSION OR SERIES OF EXPLOSIONS BLEW THE AIRCRAFT INTO A FINAL RESTING POSITION OF 120 DEGREES ON ITS BACK, ON A HEADING OF 265 DEGREES. ALL PORTIONS OF THE AIRCRAFT BURNED COMPLETELY EXCEPT THE COCKPIT AREA, FORWARD PYLON, AFT PYLON AND #1 ENGINE. ALL CREW MEMBERS RECEIVED FATAL INJURIES.\\

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Build
B134

64-13162

CH-47A

Delivery Date
17 Nov 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

27 Jun 1966

64-13162, Boeing build number B-134, was a CH-47A helicopter. The U.S. Army acceptance date was 17 November 1965. 64-13162 accumulated 214.0 aircraft hours. At some point, 64-13162 was assigned to the 178th Assault Support Helicopter Company - "Boxcars", in the Republic of Vietnam (RVN), and remained there until it was lost on 27 June 1966 due to an accident. On takeoff from a confined Pick-Up Zone (PZ), with an internal load of tin panels, 64-13162 settled into the trees coming to rest on it's right side. A fuel cell caught fire.

After takeoff from confined area, the aircraft crashed into trees and burned. Supplemental to follow - survivors indicate engines and components were functioning properly. The aircraft was located in hostile area so was not recovered. Mission - to extract captured rice from a confined PZ. Load appeared normal. All internal sacks of rice. What wasn't known was that the rice had spent the night in the rain and now the 100 lb. sacks probably weighed closer to 200 lbs. At any rate the aircraft was brought to a high hover and as forward airspeed was tried, the rotor RPM bled off with the aircraft settling into the trees right side down. The internal load broke loose on impact shifting forward and right burying SP5 Adkins on the right gun. SP6 Luster made it out the back before the blades stopped turning. By now the ship was burning pretty good. The gunner got out OK and went to help the pilots. Mr. Logan got out OK but CPT Seeley was hopelessly tangled in the wreckage and could not be freed. He did not make it. In the meantime my buddy Paul "Chet" Adkins kept a cool head in a very hot situation. He laid under that rice waiting for the sacks to burn away so he could free himself. He eventually appeared from the flames, badly burned but alive. He was evaced to Japan and then to Fort Sam Houston. Amazingly he recovered enough to become an instructor at Ft. Rucker. SP6 Luster was transferred to the 147th. written by Steve Niedbala.

Mission: Bring in bladders of contaminated JP-4 fuel to try to burn tons of captured rice. To remove tin panels and some bicycles found at the site about 5 miles from Dau Tieng. On inspection of material it was estimated that the panels weighed between 4 to 7 pounds each. We were going to take 1000 panels. On take off on the third trip out of the area as the aircraft went over the jungle where the rice was being burned the aircraft lost power rapidly. The torque needles began spinning and the aircraft started descending. The forward motion was stopped and as the aircraft reached the trees, the collective pitch was pulled all the way up. The aircraft went down thru the trees and came to rest on its right side. The Pilot in the left seat broke loose and fell over the center console and over the right pilot seat. The Aircraft Commander after some squirming freed himself and went out over the pedals thru the plastic nose. The Pilot was unable to free himself. The Aircraft Commander tried to break the windshield but was unable to make a hole big enough to move the Pilot and the seat. Two men from the ground unit came up but departed when one fuel cell blew up. They returned in a few minutes and took the Aircraft Commander back to the confined area. He only had minor burns and bruises. The Pilot was killed in the fire that consumed all but the tail pylon of the aircraft. SP6 Luster made it out the rear of the aircraft with burns and bruises. SP5 Adkins was able, after a struggle, to make his way out the left window. He suffered severe burns but was able to remain in the service.

178th ASHC Crashed on take-off from confined PZ with an internal load of tin panels, after loss of power.

CWO Logan - Aircraft Commander

Capt. Seeley - Pilot - killed in crash

SP/6 Luster - Flt. Engineer

SP/5 Adkins - Crew Chief - burned badly

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Build
B135

64-13163

CH-47A

Delivery Date
29 Oct 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

23 Mar 1975

1 Jun 1972

64-13163, Boeing build number B-135, was a CH-47A helicopter. The U.S. Army acceptance date was 29 October 1965. The administrative strike date was 1 June 1972 or 23 March 1975. 64-13163 accumulated 746.0 aircraft hours. At some point, 64-13163 was assigned to the 241st Vietnamese Air Force (VNAF), located in the Republic of Vietnam (RVN). At some point, 64-13163 was lost due to North Vietnamese and/or Vietcong (VC) action at Da Nang or Phu Cat, details unknown.

Incident Reports Dec 1966-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	37	248	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196611	35	283	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196612	33	316	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196701	47	363	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196702	60	423	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196703	0	423	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196704	76	499	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196705	23	522	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196706	101	623	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196707	80	703	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196708	44	747	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196709	48	795	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196710	49	844	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196711	81	925	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196712	49	974	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196801	83	1057	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196802	68	1125	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196803	5	1130	WCLSAA	388 TRANS CO	VIETNAM		RVN
196804	0	1130	WCLSAA	388 TRANS CO	VIETNAM		RVN
196805	0	1130	WCLSAA	388 TRANS CO	VIETNAM		RVN
196806	0	1130	WCLSAA	388 TRANS CO	VIETNAM		RVN
196807	1	1131	WCLSAA	388 TRANS CO	VIETNAM		RVN
196808	63	1194	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	101	1295	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	71	1366	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	78	1444	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
197001	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197002	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B136

64-13164

CH-47A

Delivery Date
09 Nov 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Jan 1986

Prev SN

Serial Number
86-01641

Status

Loss Date

Transfer Date

Converted to D Model

64-13164, Boeing build number B-136, was a CH-47A helicopter. The U.S. Army acceptance date was 9 November 1965. 64-13164 accumulated 3,506.7 aircraft hours. On 22 January 1986, 64-13164 was inducted into the D model program and converted to 86-01641.

Incident Reports Jan 1967-Nov 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	53	392	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196611	77	469	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196612	64	533	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196701	48	581	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196702	41	622	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196703	54	676	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196704	36	712	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196705	64	776	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196706	102	878	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196707	77	955	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196708	45	1000	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196709	52	1052	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196710	49	1101	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196711	69	1170	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196712	4	1174	WCLQAA	335 TRANS CO	VIETNAM		RVN
196801	0	1174	WCLQAA	335 TRANS CO	VIETNAM		RVN
196802	0	1174	WCLQAA	335 TRANS CO	VIETNAM		RVN
196803	0	1174	WCLQAA	335 TRANS CO	VIETNAM		RVN
196804	55	1229	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	62	1291	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	28	1319	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	56	1375	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	54	1429	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196809	20	1449	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196810	0	1449	3190	HHD 44 ENG GP	THAILAND		PACIFIC
196811	0	1449	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1449	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1449	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1449	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B137

64-13165

CH-47A

Delivery Date
12 Nov 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
11 Dec 1986

Prev SN

Serial Number
87-00072

Status

Loss Date

Transfer Date

Converted to D Model

64-13165, Boeing build number B-137, was a CH-47A helicopter. The U.S. Army acceptance date was 12 November 1965. 64-13165 accumulated 3,799.5 aircraft hours. On 30 November 1987, 64-13165 was inducted into the D model program and converted to 87-00072.

Incident Reports April 1966-Jan 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	37	337	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196611	68	405	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196612	72	477	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196701	69	546	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196702	28	574	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196703	62	636	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196704	67	703	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196705	68	771	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196706	82	853	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196707	46	899	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196708	33	932	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196709	58	990	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196710	71	1061	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196711	29	1090	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196712	59	1149	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196801	23	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196802	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196803	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196804	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196805	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196806	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196807	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196808	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196809	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196810	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196811	0	1172	WCLQAA	335 TRANS CO	VIETNAM		RVN
196812	8	1180	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196901	19	1199	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196902	71	1270	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B138

65-07966

CH-47A

Delivery Date
02 Dec 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

23 Jun 1970

65-07966 accumulated 2,117.0 aircraft hours. 65-07966 was assigned to the 196th Assault Support Helicopter Company (ASHC) "Flippers", in the Republic of Vietnam (RVN) Accident Summary:THE MISSION FOR AIRCRAFT NUMBER 65-7966 WAS DIRECT COMBAT SUPPORT OF THE 1ST BRIGADE, 4TH INFANTRY DIVISION. UPON COMPLETION OF THAT MISSION THE AIRCRAFT AND CREW WERE PREPARED TO RON AT PLEIKU FOR A 5 DAY OPERATION. REFUELING HAD TAKEN PLACE APPROXIMATELY 45 MINUTES PRIOR TO THE ACCIDENT. TOTAL FLIGHT TIME FOR THE DAY AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 4.8 HOURS.\\ AT APPROXIMATELY 1735 HOURS, 23 JUNE 1970, A CH-47A (CHINOOK) HELICOPTER, SERIAL NUMBER 65-7966, LANDED AT COORDINATES BR 091497. THE PURPOSE FOR LANDING WAS TO MOVE THE LAST OF A SMALL COMPANY OF INFANTRY TROOPS FROM THAT LOCATION TO LZ BLACKHAWK, APPROXIMATELY 6 KILOMETERS TO THE NORTHWEST. UPON LANDING APPROXIMATELY THIRTY-FIVE US TROOPS BOARDED THE HELICOPTER. SEVEN REMAINING TROOPS WERE NOTED AND THESE TROOPS WERE MOTIONED ABOARD BY THE ENLISTED CREWMEMBERS AFTER BEING DIRECTED TO DO SO BY THE AIRCRAFT COMMANDER. THE AIRCRAFT COMMANDER, CPT ANDERSON, PERFORMED A HOVER CHECK AND THE INSTRUMENTS INDICATED ENGINE TORQUE SETTINGS OF 700 POUNDS AND NO EXACT N1 READINGS WERE MONITORED ALTHOUGH BOTH PILOTS STATED THAT N1 SETTINGS WERE LESS THAN 95%. THERE WERE SCATTERED BARRIERS AROUND THE PZ IN THE FORM OF BUSHES AND SMALL TREES APPROXIMATELY 5 TO 15 FEET IN HEIGHT. THE TAKEOFF WAS MADE TO THE NORTHWEST AT AN APPROXIMATE HEADING OF 300 DEGREES. AFTER MOVING FORWARD AND CLEARING THE BARRIERS THE AIRCRAFT ATTAINED EFFECTIVE TRANSLATIONAL LIFT AND BEGAN ACCELERATION AND A SHALLOW CLIMB. AT AN ESTIMATED 40 KNOTS AIRSPEED AND 50-75 FEET OF ALTITUDE THE ROTOR TACHOMETER INDICATED A LOSS OF RPM FROM THE NORMAL 230 TO 220 RPM. AT THIS TIME THE ENGINE TORQUE SETTINGS INDICATED APPROXIMATELY 700 POUNDS. THE AIRCRAFT COMMANDER REDUCED THRUST, THE AIRCRAFT SETTLED SLIGHTLY BUT THE RPM INCREASED BACK TO 230. THE AIRCRAFT COMMANDER THEN APPLIED ADDITIONAL THRUST TO RE-INITIATE THE CLIMB AND TO INCREASE AIRSPEED. AT THIS TIME THE ROTOR TACHOMETER INDICATED ANOTHER DETERIORATION OF RPM THAT DID NOT STOP AT 220. THE PILOT, WO1 THOMPSON, APPLIED INCREASE AC BEEP ON THE #1 AND #2 BUTTON. WHEN THIS DID NOT INCREASE THE ROTOR RPM, WO1 THOMPSON APPLIED INCREASE EMERGENCY DC BEEP. THIS ALSO DID NOT INCREASE THE ROTOR RPM AS A SLOW DETERIORATION CONTINUED. WO1 THOMPSON REMARKED "WHY WON'T THIS AIRCRAFT FLY?" WHEN IT BECAME APPARENT THAT THE AIRCRAFT WAS GOING DOWN, CPT ANDERSON FLARED THE AIRCRAFT TO DISSIPATE AIRSPEED. THE LAST NOTED ROTOR RPM WAS A DETERIORATION DOWNWARD THROUGH 200. SHORTLY AFTERWARD AND JSUT PRIOR TO CONTACT WITH THE TREES MANY MASTER CAUTION PANEL LIGHTS ILLUMINATED BUT NO SPECIFIC LIGHTS COULD BE IDENTIFIED. THE AFT BLADES HIT THE TREES FIRST DUE TO THE FLARE ATTITUDE OF THE AIRCRAFT. PARTS OF THE AFT BLADES SEPARATED FROM THE AFT HEAD. THE AIRCRAFT LEVELED SLIGHTLY AND PARTS OF THE FORWARD BLADES SEPARATED JUST PRIOR TO GROUND CONTACT. DURING THE DESCENT THROUGHT THE 20-30' TREES THE RIGHT FUEL POD RUPTURED. THE AIRCRAFT HIT THE GROUND IN A LEVEL ATTITUDE AND SLID FORWARD 8-10 FEET BEFORE COMING TO A STOP. MOST ALL PASSENGERS AND ENLISTED CREWMEMBERS WERE THROWN FORWARD AS THE AIRCRAFT HIT THE GROUND. THE RIGHT AFT ENGINE AREA ERUPTED INTO FLAMES JUST PRIOR TO OR AT GROUND CONTACT. AT LEAST ONE ENGINE WAS FUNCTIONING AFTER THE AIRCRAFT CAME TO A STOP AS IT WAS NECESSARY FOR CPT ANDERSON TO SHUT THE AIRCRAFT DOWN. IT TOOK 10-15 MINUTES TO EVACUATE ALL THE CREW FROM THE INCREASINGLY BURNING AIRCRAFT. OTHER UH-1H AND OH-6 HELICOPTERS WERE SOON ON THE SCENE AND DIVED IN REEVACUATING THE PERSONNEL AT 20 TO 25 MINUTES AFTER

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B139

65-07967

CH-47A

Delivery Date
24 Nov 1965

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date

9 Jul 1986

Serial Number

86-01667

Status

Loss Date

Transfer Date

Converted to D Model

65-07967, Boeing build number B-139, was a CH-47A helicopter. The U.S. Army acceptance date was 24 November 1965. 65-07967 accumulated 3,962.5 aircraft hours. At some point, 65-07967 was assigned to the 179th Assault Support Helicopter Company (ASHC) - "Shrimp Boats", located at Pleiku, in the Republic of Vietnam (South Vietnam). At some point, (approximately 1968) 65-07967 was assigned to the 154th Aviation Company, located at Fort Sill, Oklahoma. In June 1969, 65-07967 was assigned to Korea. At some point 65-07967 was assigned to the 19th Aviation Company located at Camp Humphries. On 17 December 1969, 65-07967 experienced a flight into inadvertent Instrument Meteorological Conditions (IMC). With the aircrew disoriented, the aircraft descended approximately 2700 feet before recovering. During the procedure, 65-07967 suffered from a rotor over-speed, airframe over-stress, and an engine over-torque condition resulting in the conduct of 120 days of maintenance before becoming flyable once again. On 9 July 1986, 65-07967 was inducted into the D model program and converted to 86-01667.

Incident Reports Sep 1966-Oct 1967

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	58	330	WC5KAA 179 AVN CO	VIETNAM	RVN	
196611	92	422	WC5KAA 179 AVN CO	VIETNAM	RVN	
196612	73	495	WC5KAA 179 AVN CO	VIETNAM	RVN	
196701	25	520	WC5KAA 179 AVN CO	VIETNAM	RVN	
196702	53	573	WC5KAA 179 AVN CO	VIETNAM	RVN	
196703	104	677	WC5KAA 179 AVN CO	VIETNAM	RVN	
196704	95	772	WC5KAA 179 AVN CO	VIETNAM	RVN	
196705	85	857	WC5KAA 179 AVN CO	VIETNAM	RVN	
196706	62	919	WC5KAA 179 AVN CO	VIETNAM	RVN	
196707	70	989	WC5KAA 179 AVN CO	VIETNAM	RVN	
196708	88	1077	WC5KAA 179 AVN CO	VIETNAM	RVN	
196709	69	1146	WC5KAA 179 AVN CO	VIETNAM	RVN	
196710	14	1160	3327 BELL HCPT	BAILMENT FT WORTH	AVCOM	
196711	0	1160	3327 355 AVN CO	4TH ARMY FORT SILL	4TH ARMY	
196712	53	1213	WC5KAA 179 AVN CO	VIETNAM	RVN	
196801	137	1350	WC5KAA 179 AVN CO	VIETNAM	RVN	
196802	48	1398	WC5KAA 179 AVN CO	VIETNAM	RVN	
196803	58	1456	WDYEAA 243 ASLT HEL CO	VIETNAM	RVN	
196804	99	1555	WDYEAA 243 ASLT HEL CO	VIETNAM	RVN	
196805	48	1603	WDYEAA 243 ASLT HEL CO	VIETNAM	RVN	
196806	54	1657	WDYEAA 243 ASLT HEL CO	VIETNAM	RVN	
196807	98	1755	WC5KAA 179 AVN CO	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B140

65-07968

CH-47A

Delivery Date
16 Dec 1965

Combat Service



Vietnam

Converted To

Induction Date

Serial Number



Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

23 Mar 1975

Transfer Date

1 Jun 1972

65-07968, Boeing build number B-140, was a CH-47A helicopter. The U.S. Army acceptance date was 16 December 1965. The administrative strike date was 1 June 1972 or 23 March 1975. 65-07968 accumulated 2,654.0 aircraft hours. 65-07968 was assigned to the 241st Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

Incident Reports Apr 1967-Jun 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	24	483	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196611	0	483	W0U24B	213AVNCO	10AVNGP	3RD ARMY	FORT BENNING 3RD ARMY
196612	24	507	W0U24B	213AVNCO	10AVNGP	3RD ARMY	FORT BENNING 3RD ARMY
196701	0	507	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196702	30	537	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196703	53	590	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196704	96	686	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196705	71	757	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196706	70	827	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196707	47	874	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196708	87	961	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196709	58	1019	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196710	43	1062	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196711	18	1080	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196712	0	1080	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196801	0	1080	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196802	43	1123	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196803	41	1164	3448	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	1164	3448	BELL HCPT	R	FT WORTH	AVCOM
196805	0	1164	WC5GAA	610 TRANS	CO	VIETNAM	RVN
196806	0	1164	WC5GAA	610 TRANS	CO	VIETNAM	RVN
196807	0	1164	WC5GAA	610 TRANS	CO	VIETNAM	RVN
196808	0	1164	WC5GAA	610 TRANS	CO	VIETNAM	RVN
196809	35	1199	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196810	48	1247	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196811	5	1252	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196812	66	1318	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196901	107	1425	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B141

65-07969

CH-47A

Delivery Date
15 Dec 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

9 Oct 1968

Transfer Date

65-07969, Boeing build number B-141, was a CH-47A helicopter. The U.S. Army acceptance date was 15 December 1965. 65-07969 accumulated at least 596.0 aircraft hours. The administrative strike date was 9 October 1968. At some point, 65-07969 was assigned to the 179th - "Shrimpboats", Assault Support Helicopter Company (ASHC), in the Republic of Vietnam (RVN). On 9 October 1968, 65-07969 slung a rotor blade and crashed on the ramp at Camp Holloway in the Republic of Vietnam (South Vietnam). There were two fatalities - the Crew Chief and the door Gunner. The Pilot lost both of his legs. The Copilot had a severe cut on one of his thighs. The Flight Engineer received 3rd degree burns over 75 percent of his body.

War Story:

Hit by enemy fire while taking off. Crashed in wooded area. 4500 pound internal load of ammo exploded, destroying aircraft. Two fatalities, three major injuries, four minor

Incident Reports Sep 1966-Oct 68

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	40	226	WC5KAA	179 AVN CO	VIETNAM		RVN
196611	12	238	WC5KAA	179 AVN CO	VIETNAM		RVN
196612	48	286	WC5KAA	179 AVN CO	VIETNAM		RVN
196701	21	307	WC5KAA	179 AVN CO	VIETNAM		RVN
196702	85	392	WC5KAA	179 AVN CO	VIETNAM		RVN
196703	45	437	WC5KAA	179 AVN CO	VIETNAM		RVN
196704	18	455	WC5KAA	179 AVN CO	VIETNAM		RVN
196705	80	535	WC5KAA	179 AVN CO	VIETNAM		RVN
196706	61	596	WC5KAA	179 AVN CO	VIETNAM		RVN
196707	101	697	WC5KAA	179 AVN CO	VIETNAM		RVN
196708	87	784	WC5KAA	179 AVN CO	VIETNAM		RVN
196709	69	853	WC5KAA	179 AVN CO	VIETNAM		RVN
196710	82	935	WC5KAA	179 AVN CO	VIETNAM		RVN
196711	62	997	WC5KAA	179 AVN CO	VIETNAM		RVN
196712	64	1061	WC5KAA	179 AVN CO	VIETNAM		RVN
196801	101	1162	WC5KAA	179 AVN CO	VIETNAM		RVN
196802	34	1196	WC5KAA	179 AVN CO	VIETNAM		RVN
196803	100	1296	WC5KAA	179 AVN CO	VIETNAM		RVN
196804	83	1379	WC5KAA	179 AVN CO	VIETNAM		RVN
196805	62	1441	WC5KAA	179 AVN CO	VIETNAM		RVN
196806	0	1441	WC5KAA	179 AVN CO	VIETNAM		RVN
196807	63	1504	WC5KAA	179 AVN CO	VIETNAM		RVN
196808	37	1541	WC5KAA	179 AVN CO	VIETNAM		RVN
196809	72	1613	WC5KAA	179 AVN CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B142

65-07970

CH-47A

Delivery Date
03 Dec 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Captured by NVA [RVN]

30 Apr 1975

1 Dec 1972

65-07970, Boeing build number B-142, was a CH-47A helicopter. The U.S. Army acceptance date was 3 December 1965. 65-07970 accumulated at least 3,617.0 aircraft hours. The administrative strike date was 8 May 1976. In December 1972, as the United States involvement in the Vietnam conflict drew to a close, 65-07970 was transferred to the Vietnamese Air Force (VNAF). The aircraft was captured by the North Vietnamese at the close of hostilities in South Vietnam.

Incident Reports Nov 1966-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	45	328	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196611	45	373	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196612	83	456	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196701	33	489	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196702	96	585	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196703	75	660	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196704	83	743	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196705	52	795	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196706	56	851	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196707	93	944	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196708	47	991	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196709	86	1077	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196710	100	1177	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196711	0	1177	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196712	68	1245	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196801	93	1338	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196802	94	1432	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196803	46	1478	WFBEAA	196 LT INF BDE	VIETNAM	VIETNAM	RVN
196804	0	1478	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	0	1478	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	0	1478	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1478	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	1	1479	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1479	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	46	1525	WDQLAA	213 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196811	110	1635	WDQLAA	213 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196812	89	1724	WDU6AA	205 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196901	64	1788	WDU6AA	205 ASLT HEL CO	VIETNAM	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B143

65-07971

CH-47A

Delivery Date
14 Dec 1965

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date

1 Jul 1985

Prev SN

Serial Number

85-24351

Status

Loss Date

Transfer Date

Converted to D Model

65-07971, Boeing build number B-143, was a CH-47A helicopter. The U.S. Army acceptance date was 14 December 1965. 65-07971 accumulated 3,859.6 aircraft hours. On 1 July 1985, 65-07971 was inducted into the D model program and converted to 85-24351.

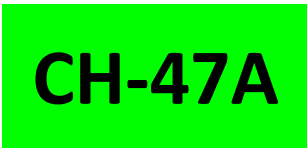
Incident Reports Dec 1966-Jan 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	69	350	WC5KAA	179 AVN CO		VIETNAM	RVN
196611	58	408	WC5KAA	179 AVN CO		VIETNAM	RVN
196612	42	450	WC5KAA	179 AVN CO		VIETNAM	RVN
196701	44	494	WC5KAA	179 AVN CO		VIETNAM	RVN
196702	46	540	WC5KAA	179 AVN CO		VIETNAM	RVN
196703	60	600	WC5KAA	179 AVN CO		VIETNAM	RVN
196704	80	680	WC5KAA	179 AVN CO		VIETNAM	RVN
196705	75	755	WC5KAA	179 AVN CO		VIETNAM	RVN
196706	43	798	WC5KAA	179 AVN CO		VIETNAM	RVN
196707	63	861	WC5KAA	179 AVN CO		VIETNAM	RVN
196708	85	946	WC5KAA	179 AVN CO		VIETNAM	RVN
196709	70	1016	WC5KAA	179 AVN CO		VIETNAM	RVN
196710	76	1092	WC5KAA	179 AVN CO		VIETNAM	RVN
196711	90	1182	WC5KAA	179 AVN CO		VIETNAM	RVN
196712	40	1222	WC5KAA	179 AVN CO		VIETNAM	RVN
196801	91	1313	WC5KAA	179 AVN CO		VIETNAM	RVN
196802	66	1379	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	82	1461	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	72	1533	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	82	1615	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	160	1775	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	0	1775	WCLNAA	79 TRANS CO		VIETNAM	RVN
196808	0	1775	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1775	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1775	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	1	1776	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	6	1782	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	45	1827	2030	HHD 44 ENG GP		THAILAND	PACIFIC
196902	0	1827	2030	HHD 44 ENG GP		THAILAND	PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B144

65-07972



Delivery Date
11 Dec 1965

Induction Date

Prev Model

Prev SN

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Jun 1972

65-07972, Boeing build number B-144, was a CH-47A helicopter. The U.S. Army acceptance date was 11 December 1965. 65-07972 accumulated at least 3,280.0 aircraft hours. The administrative strike date was 8 May 1976. In December 1972, as the United States involvement in the Vietnam conflict drew to a close, 65-07970 was transferred to the Vietnamese Air Force (VNAF). The aircraft was captured by the North Vietnamese at the close of hostilities in South Vietnam.

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	75	311	WC5KAA	179 AVN CO		VIETNAM	RVN
196611	90	401	WC5KAA	179 AVN CO		VIETNAM	RVN
196612	93	494	WC5KAA	179 AVN CO		VIETNAM	RVN
196701	64	558	WC5KAA	179 AVN CO		VIETNAM	RVN
196702	58	616	WC5KAA	179 AVN CO		VIETNAM	RVN
196703	102	718	WC5KAA	179 AVN CO		VIETNAM	RVN
196704	68	786	WC5KAA	179 AVN CO		VIETNAM	RVN
196705	108	894	WC5KAA	179 AVN CO		VIETNAM	RVN
196706	79	973	WC5KAA	179 AVN CO		VIETNAM	RVN
196707	72	1045	WC5KAA	179 AVN CO		VIETNAM	RVN
196708	96	1141	WC5KAA	179 AVN CO		VIETNAM	RVN
196709	50	1191	WC5KAA	179 AVN CO		VIETNAM	RVN
196710	37	1228	WC5KAA	179 AVN CO		VIETNAM	RVN
196711	109	1337	WC5KAA	179 AVN CO		VIETNAM	RVN
196712	65	1402	WC5KAA	179 AVN CO		VIETNAM	RVN
196801	0	1402	WC5KAA	179 AVN CO		VIETNAM	RVN
196802	0	1402	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	1402	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	1402	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	3	1405	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	0	1405	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	66	1471	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	58	1529	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	154	1683	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	78	1761	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	42	1803	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196812	0	1803	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196901	57	1860	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196902	74	1934	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196903	65	1999	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B145

65-07973

CH-47A

Delivery Date
15 Dec 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Korea]

22 Mar 1972

65-07973, Boeing build number B-145, was a CH-47A helicopter. The U.S. Army acceptance date was 15 December 1965. 65-07973 accumulated 2,455.0 aircraft hours. The administrative strike date was 22 March 1972. At some point, 65-07973 was assigned to the 271st Assault Support Helicopter Company (ASHC) - "Innkeepers", in the Republic of Vietnam (RVN). On 22 March 1972 near Waegwan, Korea, the Aircraft Commander of 65-07973 reported to tower that a chip light had illuminated on the Number One Engine and was shutting the engine down. The aircraft was observed to descend, flare abruptly, level off and then drop straight down. The aircraft impacted the ground with a very high "G" force about 1 mile south of Camp Carroll.

Incident Reports Jul 67-Feb 68

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	2	393	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	15	408	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	3RD ARMY
196612	24	432	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	3RD ARMY
196701	0	432	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196702	55	487	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196703	26	513	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196704	58	571	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196705	63	634	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196706	72	706	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196707	74	780	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196708	100	880	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196709	43	923	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196710	39	962	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196711	42	1004	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196712	97	1101	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196801	69	1170	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196802	105	1275	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196803	101	1376	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196804	113	1489	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196805	97	1586	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196806	0	1586	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196807	0	1586	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196808	0	1586	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196809	0	1586	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196810	0	1586	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196811	0	1586	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B146

65-07974

CH-47A

Delivery Date
20 Dec 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

23 Mar 1975

1 Dec 1972

65-07974, Boeing build number B-146, was a CH-47A helicopter. The U.S. Army acceptance date was 20 December 1965. The administrative strike date was 1 December 1972 or 23 March 1975. 65-07974 accumulated at least 640.0 aircraft hours. At some point, 65-07974 was assigned to the 247th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

No Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	15	153	W1D74F	TR SCH SUB CMD	1ST ARMY	FORT EUSTIS	1ST ARMY	1ST ARMY
196611	8	161	W1D74F	TR SCH SUB CMD	1ST ARMY	FORT EUSTIS	1ST ARMY	1ST ARMY
196612	0	161	W1D74F	TR SCH SUB CMD	1ST ARMY	FORT EUSTIS	1ST ARMY	1ST ARMY
196701	11	172	W1D74F	TR SCH SUB CMD	1ST ARMY	FORT EUSTIS	1ST ARMY	1ST ARMY
196702	3	175	W1D74F	TR SCH SUB CMD	1ST ARMY	FORT EUSTIS	1ST ARMY	1ST ARMY
196703	4	179	W1D74F	TR SCH SUB CMD	1ST ARMY	FORT EUSTIS	1ST ARMY	1ST ARMY
196704	17	196	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196705	8	204	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196706	0	204	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196707	0	204	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196708	2	206	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196709	5	211	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196710	0	211	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196711	3	214	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196712	7	221	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196801	4	225	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196802	9	234	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196803	16	250	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196804	13	263	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196805	16	279	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196806	25	304	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196807	0	304	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196808	0	304	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196809	0	304	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196810	5	309	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196811	6	315	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS
196812	0	315	W1D74F	TR SCH SUB CMD	T SCHOOL	FORT EUSTIS	CONARCTS	CONARCTS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B147

65-07975

CH-47A

Delivery Date
30 Dec 1965

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action **23 Mar 1975** **1 Nov 1972**

65-07975, Boeing build number B-147, was a CH-47A helicopter. The U.S. Army acceptance date was 30 December 1965. The administrative strike date was 1 November 1972 or 23 March 1975. 65-07975 accumulated at least 2,917.0 aircraft hours. At some point, 65-07975 was assigned to the 247th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

Incident Reports Aug 67-Jan 70

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	52	196	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196611	54	250	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196612	36	286	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196701	44	330	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196702	56	386	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196703	37	423	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196704	29	452	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196705	55	507	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196706	70	577	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196707	25	602	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196708	101	703	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196709	76	779	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196710	19	798	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196711	95	893	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196712	100	993	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196801	0	993	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN6
196802	55	1048	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196803	76	1124	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196804	65	1189	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196805	101	1290	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196806	86	1376	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196807	46	1422	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196808	68	1490	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196809	33	1523	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196810	67	1590	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196811	0	1590	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN
196812	1	1591	WC5KAA	179 AVN CO	AVN CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B148

65-07976

CH-47A

Delivery Date
25 Jan 1966

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Destroyed by Enemy Action [RVN]

Loss Date

7 May 1967

Transfer Date

65-07976, Boeing build number B-148, was a CH-47A helicopter. The U.S. Army acceptance date was 25 January 1966. 65-07976 accumulated 421.0 aircraft hours. The administrative strike date was 7 May 1967. At some point, 65-07976 was assigned to the 179th Assault Support Helicopter Company (ASHC) - "Shrimpboats", in the Republic of Vietnam (RVN), and remained there until it was lost due to enemy fire. On 7 May 1967, 65-07976 received enemy ground fire. While attempting to land, the aircraft struck a rock, rolled over, and burned.

Incident Reports Nov 1966-May 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	32	191	WC5KAA	179 AVN CO	VIETNAM	RVN	
196611	30	221	WC5KAA	179 AVN CO	VIETNAM	RVN	
196612	26	247	WC5KAA	179 AVN CO	VIETNAM	RVN	
196701	26	273	WC5KAA	179 AVN CO	VIETNAM	RVN	
196702	46	319	WC5KAA	179 AVN CO	VIETNAM	RVN	
196703	63	382	WC5KAA	179 AVN CO	VIETNAM	RVN	
196704	27	409	WC5KAA	179 AVN CO	VIETNAM	RVN	
196705	8	417	WC5KAA	179 AVN CO	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B149

65-07977

CH-47A

Delivery Date
07 Jan 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Oct 1985

Prev SN

Serial Number
85-24366

Status

Loss Date

Transfer Date

Converted to D Model

65-07977, Boeing build number B-149, was a CH-47A helicopter. The U.S. Army acceptance date was 7 January 1966. 65-07977 accumulated 4,282.8 aircraft hours. On 30 October 1985, 65-07977 was inducted into the D model program and converted to 85-24366.

No incidents reported

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	60	261	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196611	39	300	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196612	55	355	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196701	39	394	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196702	88	482	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196703	41	523	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196704	11	534	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196705	65	599	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196706	75	674	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196707	65	739	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196708	58	797	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196709	59	856	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196710	103	959	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196711	58	1017	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196712	76	1093	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196801	76	1169	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196802	24	1193	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196803	58	1251	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196804	40	1291	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196805	103	1394	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196806	2	1396	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196807	0	1396	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196808	0	1396	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196809	99	1495	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196810	100	1595	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196811	62	1657	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196812	80	1737	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196901	57	1794	WCLNAA	79 TRANS CO	VIETNAM	VIETNAM	RVN
196902	0	1794	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B150

65-07978

CH-47A

Delivery Date
04 Jan 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Oct 1983

Prev SN

Serial Number
84-24157

Status

Loss Date

Transfer Date

Converted to D Model

65-07978, Boeing build number B-150, was a CH-47A helicopter. The U.S. Army acceptance date was 4 January 1966. 65-07978 accumulated 2,276.0 aircraft hours. On 25 October 1983, 65-07978 was inducted into the D model program and converted to 84-24157.

Incident Reports Sep 1966-Nov 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	65	254	WC5KAA	179 AVN CO		VIETNAM	RVN
196611	98	352	WC5KAA	179 AVN CO		VIETNAM	RVN
196612	54	406	WC5KAA	179 AVN CO		VIETNAM	RVN
196701	32	438	WC5KAA	179 AVN CO		VIETNAM	RVN
196702	50	488	WC5KAA	179 AVN CO		VIETNAM	RVN
196703	79	567	WC5KAA	179 AVN CO		VIETNAM	RVN
196704	46	613	WC5KAA	179 AVN CO		VIETNAM	RVN
196705	88	701	WC5KAA	179 AVN CO		VIETNAM	RVN
196706	68	769	WC5KAA	179 AVN CO		VIETNAM	RVN
196707	41	810	WC5KAA	179 AVN CO		VIETNAM	RVN
196708	108	918	WC5KAA	179 AVN CO		VIETNAM	RVN
196709	76	994	WC5KAA	179 AVN CO		VIETNAM	RVN
196710	100	1094	WC5KAA	179 AVN CO		VIETNAM	RVN
196711	48	1142	WC5KAA	179 AVN CO		VIETNAM	RVN
196712	50	1192	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	1192	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	1192	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	1192	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	1192	3364	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196805	0	1192	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	1192	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	1	1193	3364	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	0	1193	WCLNAA	79 TRANS CO		VIETNAM	RVN
196809	0	1193	WCLNAA	79 TRANS CO		VIETNAM	RVN
196810	0	1193	WCLNAA	79 TRANS CO		VIETNAM	RVN
196811	40	1233	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196812	43	1276	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196901	80	1356	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196902	53	1409	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196903	65	1474	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B151

65-07979

CH-47A

Delivery Date
10 Jan 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
29 Mar 1985

Prev SN

Serial Number
85-24338



Status

Loss Date

Transfer Date

Converted to D Model

65-07979 accumulated 3,794.6 aircraft hours. On 29 March 1985, 65-07979 was inducted into the D model program and converted to 85-24338.

Incidents Nov 1966-Nov 1977

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	50	311	WC5KAA	179 AVN CO	VIETNAM	RVN	
196611	29	340	WC5KAA	179 AVN CO	VIETNAM	RVN	
196612	1	341	WC5KAA	179 AVN CO	VIETNAM	RVN	
196701	52	393	WC5KAA	179 AVN CO	VIETNAM	RVN	
196702	57	450	WC5KAA	179 AVN CO	VIETNAM	RVN	
196703	56	506	WC5KAA	179 AVN CO	VIETNAM	RVN	
196704	24	530	WC5KAA	179 AVN CO	VIETNAM	RVN	
196705	86	616	WC5KAA	179 AVN CO	VIETNAM	RVN	
196706	79	695	WC5KAA	179 AVN CO	VIETNAM	RVN	
196707	77	772	WC5KAA	179 AVN CO	VIETNAM	RVN	
196708	60	832	WC5KAA	179 AVN CO	VIETNAM	RVN	
196709	85	917	WC5KAA	179 AVN CO	VIETNAM	RVN	
196710	87	1004	WC5KAA	179 AVN CO	VIETNAM	RVN	
196711	64	1068	WC5KAA	179 AVN CO	VIETNAM	RVN	
196712	116	1184	WC5KAA	179 AVN CO	VIETNAM	RVN	
196801	32	1216	WC5KAA	179 AVN CO	VIETNAM	RVN	
196802	49	1265	WC5KAA	179 AVN CO	VIETNAM	RVN	
196803	98	1363	WC5KAA	179 AVN CO	VIETNAM	RVN	
196804	53	1416	WC5KAA	179 AVN CO	VIETNAM	RVN	
196805	99	1515	WC5KAA	179 AVN CO	VIETNAM	RVN	
196806	100	1615	WC5KAA	179 AVN CO	VIETNAM	RVN	
196807	89	1704	WC5KAA	179 AVN CO	VIETNAM	RVN	
196808	61	1765	WC5KAA	179 AVN CO	VIETNAM	RVN	
196809	40	1805	WCLNAA	79 TRANS CO	VIETNAM	RVN	
196810	0	1805	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196811	0	1805	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196812	0	1805	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196901	0	1805	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196902	16	1821	2030	HHD 44 ENG GP	THAILAND	PACIFIC	
196902	16	1821	2030	HHD 44 ENG GP	THAILAND	PACIFIC	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B152

65-07980

CH-47A

Delivery Date
26 Jan 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Apr 1986

Prev SN

Serial Number
86-01656



Status

Loss Date

Transfer Date

Converted to D Model

65-07980, Boeing build number B-152, was a CH-47A helicopter. The U.S. Army acceptance date was 26 January 1966. 65-07980 accumulated 3,708.8 aircraft hours. At some point, 65-07980 was assigned to the 179th Assault Support Helicopter Company (ASHC) - "Shrimboats", in the Republic of Vietnam (RVN) and remained there through February 1968. On 29 October 1966, 65-07980, at 273.0 aircraft hours, was on a mission to evacuate 30 wounded personnel. An attempt was made to use hoist and basket. One pulley failed to operate. The Pilot put the aircraft into an extremely confined area due to a tense hostile situation. The Crew Chief directed a move to the right instead of to the left. The Aft Rotor Blades hit tree limbs. The Pilot was aware blades were hitting branches. All 30 wounded personnel were evacuated. The Pilots were recommended for the Distinguished Flying Cross (DFC). On 16 July 1967, 65-07980, at 862.0 aircraft hours, while in a landing zone (LZ) during a combat mission, received small arms fire in the aft area, damaging the structure. The aircraft was repaired in theater. In March 1968, 65-07980 was transferred to AMMC in the RVN. In May 1968, 65-07980 was transferred to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers", in the RVN. On 13 July 1968, 65-07980, at 1,342.0 aircraft hours, while on a logistics support re-supply mission, received small arms fire in the passenger cargo section. The aircraft was repaired in theater. On 20 August 1968, 65-07980, at 1,413.0 aircraft hours, while on a logistics support re-supply mission, received small arms fire in the right side. The aircraft was repaired in theater. On 3 September 1968, 65-07980, at 1,515.0 aircraft hours, was resting on a slope. The utility hydraulics system failed and both engines shut off. The engines could not be restarted. There was possible damage to the Aft Vertical Shaft, with other damage possible. On 25 September 1968, 65-07980, at 1,515.0 aircraft hours, while on a logistics support re-supply mission, received small arms fire in the forward rotor system area, damaging the main rotor system. The aircraft was repaired in theater. On 6 October 1968, 65-07980, at 1,604.0 aircraft hours, while landing to pick up a sling load, the Number 2 Engine came off line and Number 1 Engine had negative response. The Rotor RPM dropped to 250. The aircraft hit on the forward landing gear resulting in incident damage. On 29 October 1968, 65-07980, at 1,604.0 aircraft hours, while on a combat mission, the Number 1 Engine failed on takeoff. The aircraft had a trailer as an external load and equipment as an internal load. The aircraft landed on the trailer causing incident damage to the fuselage. In December 1968, 65-07980 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In March 1969, 65-07980 was transferred to the 44th Engineering Group, Thailand. In July 1969, 65-07980 was transferred to the 19th ASHC, 8th Army, Korea. In December 1971, 65-07980 was transferred to the 271st ASHC - "Innkeepers", 8th Army, Korea. In March 1973, 65-07980 was on loan to the Langley Research Center in support of NASA, where it remained at least through approximately 1973. In approximately 1973, 65-07980 was assigned to the 92nd Aviation Company, 6th Army, Washington Army Reserve, located at Paine Field near Everett, Washington, where it remained through at least 1985. On 30 April 1986, 65-07980 was inducted into the D model program and converted to 86-01656.

Incident Reports Oct 1966-Oct 1968

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	73	273	WC5KAA 179	AVN CO	VIETNAM	RVN
196611	82	355	WC5KAA 179	AVN CO	VIETNAM	RVN
196612	49	404	WC5KAA 179	AVN CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B153

65-07981

CH-47A

Delivery Date
24 Jan 1966

Combat Service



Vietnam

Induction Date

Converted To

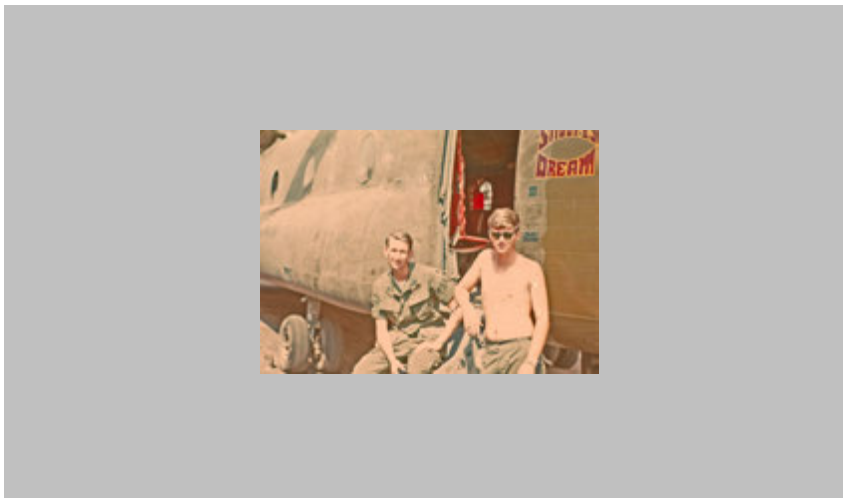
CH-47D

Prev Model

Induction Date
5 Dec 1984

Prev SN

Serial Number
85-24323



Status

Loss Date

Transfer Date

Converted to D Model

65-07981 accumulated 3,247.7 aircraft hours. At some point, 65-07981 was assigned to the 271st Assault Support Helicopter Company (ASHC) - "Innkeepers", located at Can Tho, in the Republic of Vietnam (RVN), through at least 1971. On 5 December 1984, 65-07981 was inducted into the D model program and converted to 85-24323.

Incident Reports Oct 1966-Dec 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	60	226	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196611	70	296	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196612	49	345	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196701	30	375	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196702	50	425	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196703	69	494	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196704	28	522	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196705	45	567	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196706	52	619	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196707	78	697	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196708	107	804	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196709	20	824	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196710	81	905	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196711	0	905	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196712	28	933	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196801	132	1065	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196802	67	1132	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196803	72	1204	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196804	0	1204	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196805	0	1204	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196806	51	1255	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196807	49	1304	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196808	72	1376	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196809	35	1411	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196810	94	1505	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196811	96	1601	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196812	58	1659	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196901	87	1746	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN
196902	59	1805	WC5KAA	179 AVN CO	VIETNAM	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B154

65-07982

CH-47A

Delivery Date
24 Jan 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
4 Jan 1985

Prev SN

Serial Number
85-24326

Status

Loss Date

Transfer Date

Converted to D Model

65-07982 accumulated 3,534.3 aircraft hours. On 4 January 1985, 65-07982 was inducted into the D model program and converted to 85-24326.

Incident Reports Oct 1967-Aug 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	66	285	WC5KAA	179 AVN CO		VIETNAM	RVN
196611	81	366	WC5KAA	179 AVN CO		VIETNAM	RVN
196612	61	427	WC5KAA	179 AVN CO		VIETNAM	RVN
196701	27	454	WC5KAA	179 AVN CO		VIETNAM	RVN
196702	51	505	WC5KAA	179 AVN CO		VIETNAM	RVN
196703	92	597	WC5KAA	179 AVN CO		VIETNAM	RVN
196704	49	646	WC5KAA	179 AVN CO		VIETNAM	RVN
196705	84	730	WC5KAA	179 AVN CO		VIETNAM	RVN
196706	84	814	WC5KAA	179 AVN CO		VIETNAM	RVN
196707	82	896	WC5KAA	179 AVN CO		VIETNAM	RVN
196708	107	1003	WC5KAA	179 AVN CO		VIETNAM	RVN
196709	54	1057	WC5KAA	179 AVN CO		VIETNAM	RVN
196710	47	1104	WC5KAA	179 AVN CO		VIETNAM	RVN
196711	0	1104	WC5KAA	179 AVN CO		VIETNAM	RVN
196712	0	1104	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	1104	3364	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	88	1192	WC5KAA	179 AVN CO		VIETNAM	RVN
196803	86	1278	WC5KAA	179 AVN CO		VIETNAM	RVN
196804	93	1371	WC5KAA	179 AVN CO		VIETNAM	RVN
196805	115	1486	WC5KAA	179 AVN CO		VIETNAM	RVN
196806	33	1519	WC5KAA	179 AVN CO		VIETNAM	RVN
196807	82	1601	WC5KAA	179 AVN CO		VIETNAM	RVN
196808	75	1676	WC5KAA	179 AVN CO		VIETNAM	RVN
196809	38	1714	WCLNAA	79 TRANS CO		VIETNAM	RVN
196810	0	1714	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1714	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1714	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1714	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	18	1732	2030	HHD 44 ENG GP		THAILAND	PACIFIC
196902	0	1732	2030	HHD 44 ENG GP		THAILAND	PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B155

65-07983

CH-47A

Delivery Date
01 Feb 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
28 Nov 1984

Prev SN

Serial Number
85-24322



Status

Loss Date

Transfer Date

Converted to D Model

65-07983 accumulated 3,449.4 aircraft hours. On 28 November 1984, 65-07983 was inducted into the D model program and converted to 85-24322. PHOTO:65-07983 while assigned to the 179th Assault Support Helicopter Company (ASHC), 52nd Combat Aviation Brigade (CAB), 17th Aviation Group, 1st Aviation Brigade, located at Camp Holloway (Pleiku), in the Republic Of Vietnam(RVN), circa 1967. The 179th ASHC was the first CH-47 unit in Vietnam to fly 10,000 hours

Incident Reports Sep 1966-Dec 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	73	289	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196611	100	389	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196612	67	456	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196701	45	501	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196702	66	567	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196703	59	626	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196704	69	695	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196705	70	765	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196706	70	835	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196707	65	900	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196708	98	998	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196709	50	1048	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196710	69	1117	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196711	76	1193	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196712	102	1295	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196801	99	1394	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196802	96	1490	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196803	0	1490	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196804	90	1580	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196805	42	1622	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196806	68	1690	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196807	100	1790	WC5KAA	179 AVN CO	AVN	VIETNAM	RVN
196808	0	1790	WCLNAA	79 TRANS CO	TRANS	VIETNAM	RVN
196809	0	1790	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1790	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1790	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	3	1793	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B156

65-07984

CH-47A

Delivery Date
04 Feb 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Jan 1986

Prev SN

Serial Number
86-01639



Status

Loss Date

Transfer Date

Converted to D Model

65-07984 accumulated 4,133.8 aircraft hours. In approximately 1973, 65-07984 was assigned to the 92nd Aviation Company, 6th Army, Washington Army Reserve, located at Paine Field near Everett, Washington, where it remained through at least 1985. On 8 January 1986, 65-07984 was inducted into the D model program and converted to 86-01639.

Incident Reports Nov 1969-April 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	25	219	WC5KAA	179 AVN	CO	VIETNAM	RVN
196611	75	294	WC5KAA	179 AVN	CO	VIETNAM	RVN
196612	54	348	WC5KAA	179 AVN	CO	VIETNAM	RVN
196701	47	395	WC5KAA	179 AVN	CO	VIETNAM	RVN
196702	58	453	WC5KAA	179 AVN	CO	VIETNAM	RVN
196703	68	521	WC5KAA	179 AVN	CO	VIETNAM	RVN
196704	52	573	WC5KAA	179 AVN	CO	VIETNAM	RVN
196705	52	625	WC5KAA	179 AVN	CO	VIETNAM	RVN
196706	77	702	WC5KAA	179 AVN	CO	VIETNAM	RVN
196707	92	794	WC5KAA	179 AVN	CO	VIETNAM	RVN
196708	48	842	WC5KAA	179 AVN	CO	VIETNAM	RVN
196709	58	900	WC5KAA	179 AVN	CO	VIETNAM	RVN
196710	89	989	WC5KAA	179 AVN	CO	VIETNAM	RVN
196711	40	1029	WC5KAA	179 AVN	CO	VIETNAM	RVN
196712	73	1102	WC5KAA	179 AVN	CO	VIETNAM	RVN
196801	98	1200	WC5KAA	179 AVN	CO	VIETNAM	RVN
196802	0	1200	WC5KAA	179 AVN	CO	VIETNAM	RVN
196803	96	1296	WC5KAA	179 AVN	CO	VIETNAM	RVN
196804	102	1398	WC5KAA	179 AVN	CO	VIETNAM	RVN
196805	0	1398	WC5KAA	179 AVN	CO	VIETNAM	RVN
196806	0	1398	WC5KAA	179 AVN	CO	VIETNAM	RVN
196807	5	1403	WC5KAA	179 AVN	CO	VIETNAM	RVN
196808	85	1488	WC5KAA	179 AVN	CO	VIETNAM	RVN
196809	62	1550	WC5KAA	179 AVN	CO	VIETNAM	RVN
196810	70	1620	WC5KAA	179 AVN	CO	VIETNAM	RVN
196811	84	1704	WC5KAA	179 AVN	CO	VIETNAM	RVN
196812	75	1779	WC5KAA	179 AVN	CO	VIETNAM	RVN
196902	0	0	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196903	0	0	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B157

65-07985

CH-47A

Delivery Date
04 Feb 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Oct 1972

65-07985 accumulated at least 2,300.0 aircraft hours. In approximately August 1972, 65-07985 was assigned to the Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until captured by the North Vietnamese at the close of hostilities

Incident Reports Oct 1966-Nov 1966

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	54	263	WC5KAA	179 AVN	CO	VIETNAM	RVN
196611	62	325	WC5KAA	179 AVN	CO	VIETNAM	RVN
196612	47	372	WC5KAA	179 AVN	CO	VIETNAM	RVN
196701	50	422	WC5KAA	179 AVN	CO	VIETNAM	RVN
196702	76	498	WC5KAA	179 AVN	CO	VIETNAM	RVN
196703	55	553	WC5KAA	179 AVN	CO	VIETNAM	RVN
196704	43	596	WC5KAA	179 AVN	CO	VIETNAM	RVN
196705	88	684	WC5KAA	179 AVN	CO	VIETNAM	RVN
196706	64	748	WC5KAA	179 AVN	CO	VIETNAM	RVN
196707	50	798	WC5KAA	179 AVN	CO	VIETNAM	RVN
196708	98	896	WC5KAA	179 AVN	CO	VIETNAM	RVN
196709	67	963	WC5KAA	179 AVN	CO	VIETNAM	RVN
196710	65	1028	WC5KAA	179 AVN	CO	VIETNAM	RVN
196711	77	1105	WC5KAA	179 AVN	CO	VIETNAM	RVN
196712	90	1195	WC5KAA	179 AVN	CO	VIETNAM	RVN
196801	99	1294	WC5KAA	179 AVN	CO	VIETNAM	RVN
196802	58	1352	WC5KAA	179 AVN	CO	VIETNAM	RVN
196803	77	1429	WC5KAA	179 AVN	CO	VIETNAM	RVN
196804	0	1429	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196805	0	1429	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	0	1429	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	1429	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	1429	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196809	0	1429	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	10	1439	WC5DAA	605 TRANS	CO DS	VIETNAM	RVN
196811	40	1479	WCK7AA	539 TRANS	CO	VIETNAM	RVN
196812	38	1517	WCK7AA	539 TRANS	CO	VIETNAM	RVN
196901	27	1544	WCK7AA	539 TRANS	CO	VIETNAM	RVN
196902	22	1566	WCK7AA	539 TRANS	CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B158

65-07986

CH-47A

Delivery Date
08 Feb 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

23 Dec 1975

1 Jun 1972

65-07986 accumulated at least 3,136.0 aircraft hours. At some point, 65-07986 was assigned to the 249th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

Incident Reports Mar 1967-Sep 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	212	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	11	223	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	37	260	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	51	311	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	49	360	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	25	385	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	41	426	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	35	461	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	40	501	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	60	561	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	5	566	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	91	657	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	62	719	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	73	792	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	99	891	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	75	966	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	93	1059	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	77	1136	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	22	1158	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	0	1158	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	45	1203	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	122	1325	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196808	110	1435	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196809	111	1546	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196810	70	1616	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196811	61	1677	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196812	68	1745	WCLNAA	79 TRANS CO		VIETNAM	RVN
196901	0	1745	W0Y6AA	OS TO CONUS	ITR	CONUS	AVCOMITR
196902	0	1745	W0M4AA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B159

65-07987

CH-47A

Delivery Date
10 Feb 1966

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

17 Feb 1975

1 Oct 1972

65-07987 accumulated at least 2,319.0 aircraft hours. At some point, 65-07987 was assigned to the 249th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was shot down in combat. 65-07987 was shot down by an infra-red guided, shoulder fired SA-7 heat seeking missile.

Incident Reports Dec 1966 - Oct 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	6	87	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196611	20	107	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196612	3	110	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196701	36	146	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196702	24	170	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196703	45	215	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196704	6	221	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196705	38	259	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196706	30	289	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196707	40	329	3364	USARV FLT DET	VIETNAM	VIETNAM	RVN
196708	0	329	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196709	24	353	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196710	31	384	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196711	14	398	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196712	40	438	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196801	44	482	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196802	42	524	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196803	82	606	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196804	29	635	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196805	39	674	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196806	36	710	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196807	29	739	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196808	27	766	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196809	24	790	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196810	58	848	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196811	14	862	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196812	36	898	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196901	62	960	WA5DAA	540 TRAN CO	VIETNAM	VIETNAM	RVN
196902	23	983	WC51AA	180 AVN CO 10AV	VIETNAM	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B160

65-07988

CH-47A

Delivery Date
16 Feb 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

18 Jan 1970

65-07988 accumulated 1,291.0 aircraft hours. At some point, 65-07988 was assigned to the 243rd Assault Support Helicopter Company (ASHC) - "Freight Train", in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident.

Accident Summary:

THE AIRCRAFT DEPARTED DONG BA THIN ARMY AIRFIELD AT APPROXIMATELY 0800 HOURS FOR A RESUPPLY MISSION IN THE AREA OF DALAT RVN. THE MISSION PROCEEDED NORMALLY THROUGHOUT THE MORNING. AT APPROXIMATELY 1145 HOURS AN INTERNAL LOAD OF ENGINEER SUPPLIES WEIGHING 6500 POUNDS WAS PICKED-UP AT THE LOC DUONG SPECIAL FORCES CAMP. A NORMAL HOVER CHECK WAS MADE PRIOR TO COMMITTING A TAKE-OFF. THE HOVER CHECK WAS CALLED OUT BY THE AIRCRAFT COMMANDER, 1LT ZANOW, WHO NOTED THAT THE N1 SPEEDS WERE 94% ON NUMBER ONE ENGINE AND 92% ON NUMBER TWO ENGINE. THE PILOT, CPT BURCHER, WAS AT THE FLIGHT CONTROLS AS THE TAKE-OFF WAS STARTED. AS THE AIRCRAFT WAS COMMITTED TO TAKE-OFF, THERE WAS A SUDDEN LOSS OF ROTOR RPM FROM 230 TO 220. THE AIRCRAFT COMMANDER THEN TOOK THE FLIGHT CONTROLS AND ATTEMPTED TO REGAIN THE RAPIDLY DETERIATING ROTOR RPM. THE PILOT ASSISTED BY APPLYING MAXIMUM BEEP WITH THE EMERGENCY TRIM. THERE WAS NO NOTICEABLE EFFECT. THE AIRCRAFT THEN SETTLED TO WITHIN 3 FEET OF THE GROUND STRIKING A SIGN AND SOME BARBED WIRE WITH THE RIGHT REAR GEAR. WHILE AT THIS ALTITUDE, THE FLIGHT VISABILITY WAS REDUCED TO A MINIMUM BY DUST. THE ROTOR RPM CONTINUED TO DETERIATE TO 200 RPM AND ALL EFFORTS TO REATIN OR REGAIN THE RPM FAILED. THE AIRCRAFT INITIALLY IMPACTED ON A GENTLE DOWN HILL SLOPE WITH A GROUND SPEED OF 20-30 KNOTS. THE LANDING ATTITUDE WAS PITCH-UP AND TRUST MAXIMUM. THE INITIAL IMPACT WAS MADE WITH THE AFT GEAR. AFTER INITIAL HITTING THE GROUND, THE AFT GEAR BOUNCED AIRBORNE AND TO THE RIGHT. THE AIRCRAFT THEN TOUCHED DOWN IN A 45 DEG LEFT ROLL ATTITUDE AND WITH A HEADING 90 DEG LEFT OF THE HEADING AT THE TIME OF ORIGINAL IMPACT. IT CRASHED IN A DITCH WITH THE RIGHT SIDE FLUSH AGAINST A HOURSE. ON INITIAL IMPACT THE ROTOR BLADES, THEN IN AN EXTREMELY LOW RPM/HIGH PITCH CONDITION, MADE IMPACT WITH THE TUNNEL COVERS SEVERING THE DRIVE SHAFTING AND THE UPPER FUSELAGE. THE AFT PYLON WAS THEN TORN FREE BY TORSION PRODUCED BY THE AFT ROTARY WING. DUE TO THE SUSPECTED POWER LOSS OF ONE OF THE ENGINES OR ENGINE NOSE GEAR BOX, BOTH ENGINES AND THEIR RESPECTIVE TRANSMISSIONS ARE BEING HELD PENDING SHIPPING INSTRUCTIONS FROM USARV FOR TEAR-DOWN AND ANALYSIS.\\

Incident Reports Feb 1967-Jan 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	29	156	WA5DAA 540	TRAN CO	VIETNAM	RVN
196611	26	182	WA5DAA 540	TRAN CO	VIETNAM	RVN
196612	41	223	WA5DAA 540	TRAN CO	VIETNAM	RVN
196701	10	233	WA5DAA 540	TRAN CO	VIETNAM	RVN
196702	38	271	WA5DAA 540	TRAN CO	VIETNAM	RVN
196703	30	301	WA5DAA 540	TRAN CO	VIETNAM	RVN
196704	27	328	WA5DAA 540	TRAN CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B161

65-07989

CH-47A

Delivery Date
15 Feb 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

20 Aug 1968

Transfer Date

65-07989 accumulated 1,509.0 aircraft hours. At some point, 65-07989 was assigned to the 147th Assault Helicopter Support Company (ASHC) - "Hillclimbers" in the Republic of Vietnam (RVN), and remained there through 20 August 1968 until it was lost in combat. On 10 January 1967, 65-07989, at 442.0 aircraft hours, while on a logistics support re-supply mission, received small arms fire. The aircraft was repaired in theater. On 24 March 1967, 65-07989, at 596.0 aircraft hours, while enroute on a mission to relocate internally loaded artillery, received small arms fire in the bottom, damaging the structure. The aircraft was repaired in theater. On 25 April 1967, 65-07989, piloted by CPT Lloyd Mason and CW2 Marvin Johnson responded to a United States Air Force (USAF) pilot requesting evacuation. They hovered over the dense foliage for 20 minutes and, using the hoist, recovered 4 personnel. On 30 June 1967, 65-07989, at 756.0 aircraft hours, while on a rescue mission, received small arms fire in the aft area, damaging the structure. On 29 November 1967, 65-07989, at 1,009.0 aircraft hours, while on a combat mission for troop extraction from a hot area, received small arms fire in the right side, damaging the structure. The aircraft was repaired in theater. On 1 December 1967, 65-07989, at 1,086.0 aircraft hours, received small arms fire in the left side, damaging the structure. The aircraft was repaired in theater. On 1 March 1968, 65-07989, at 1,132.0 aircraft hours, while on a logistics support re-supply mission, received small arms fire in the passenger cargo area, damaging the hydraulics system. The aircraft was recovered by means other than its own power and repaired in theater. On 20 August 1968, at 1,234.0 aircraft hours, a Vietcong sniper brought 65-07989 to the ground in a ball of flames at UTM coordinates XS697481. While the aircraft was departing fire support base Dong Son on a re-supply mission with a sling load, 1LT Sherfey and CPT Frasier received small arms fire and numerous hits. The aircraft was struck in the engine compartment causing a fire. While doing an in-flight check, SPC6 Yacin stated the aft end of the aircraft was on fire. CPT Fraser immediately entered autorotation while the 1LT jettisoned the load. A soft landing was made and crew scrambled for safety as the Aft Pylon fell off the burning aircraft. WO1 Sam Nagel and 1LT Charlie Adam, operating another aircraft on the same mission, circled the aircraft while making radio calls, then landed and recovered the downed crew.

GOLDBOOK RVN OCT 1966-JUL 1968

RVN INCIDENTS JAN 1967-AUG 1968

147ASHC

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	96	297	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	49	346	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	19	365	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	77	442	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	89	531	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	65	596	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	71	667	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	47	714	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	42	756	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	37	793	WC06AA	147ASLTSPHELCO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B162

65-07990

CH-47A

Delivery Date
01 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 May 1984

Prev SN

Serial Number
84-24169

Status

Loss Date

Transfer Date

Converted to D Model

65-07990 accumulated 4,022.4 aircraft hours. On 31 May 1985, 65-07990 was inducted into the D model program and converted to 84-24169.

Incident Reports April 1967-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	107	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	5	112	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	45	157	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	43	200	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	57	257	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	53	310	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	47	357	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	15	372	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	54	426	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	65	491	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	62	553	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	20	573	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	86	659	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	38	697	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	61	758	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196801	17	775	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196802	84	859	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196803	113	972	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196804	102	1074	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196805	84	1158	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196806	73	1231	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196807	82	1313	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196808	78	1391	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196809	73	1464	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196810	90	1554	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196811	34	1588	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196812	111	1699	WDYEAA	243 ASLT HEL CO	VIETNAM	VIETNAM	RVN
196901	55	1754	WCLNAA	79 TRANS CO	VIETNAM	VIETNAM	RVN
196902	0	1754	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1754	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B163

65-07991

CH-47A

Delivery Date
21 Feb 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Oct 1986

Prev SN

Serial Number
86-01679



Status

Loss Date

Transfer Date

Converted to D Model

65-07991 accumulated 4,932.3 aircraft hours. On 20 October 1986, 65-07991 was inducted into the D model program and converted to 86-01679.

Incident Reports Dec 1966-Sep 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	99	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	0	99	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	50	149	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	57	206	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	57	263	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	52	315	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	71	386	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	44	430	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	61	491	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	48	539	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	59	598	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	111	709	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	80	789	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	19	808	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	51	859	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196801	23	882	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196802	0	882	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196803	20	902	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196804	85	987	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196805	0	987	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196806	0	987	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196807	0	987	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196808	0	987	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196809	98	1085	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196810	105	1190	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196811	95	1285	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196812	101	1386	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196901	77	1463	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196902	44	1507	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN
196903	84	1591	WDYEAA	243 ASLT HEL CO	VIETNAM	RVN	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B164

65-07992

CH-47A

Delivery Date
24 Feb 1966

Combat Service

Induction Date

Converted To

Prev Model

Model 347

Prev SN

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Converted to BC-347 - Museum Display - Ft Rucker

1 Nov 1975

65-07992 accumulated 734.0 aircraft hours. During January 1969, Vertol began a cooperative program with the Army to develop the Model 347 advanced technology helicopter. Boeing Vertol converted CH-47A 65-07992 into the experimental BV-347 to test various concepts and components for use in the future Heavy Lift Helicopter (HLH) Program, and on such future helicopters as the conceived, but cancelled, XCH-62. The aircraft was extensively modified and featured a 110 inch stretch in the main cabin, retractable landing gear, a four blade rotor system in which the blades were longer than the standard CH-47D blades by 30 inches, and an aft pylon extended upwards by 30 inches. An unusual modification was the provision for a hydraulically actuated wing with normal acceleration load-sensitive flaps, permitting incidence control throughout the aircraft's flight envelope. The removable wing could be mounted on the top center fuselage to augment the lift from the rotors. Another unusual incorporation was a gondola installed in the main cabin area that could be lowered in flight. The gondola was fitted with a set of flight controls that allowed an aft facing pilot to control the aircraft. The prototype was fitted with an advanced fly-by-wire control system and was powered by updated Lycoming T55-L-11 engines giving it a maximum speed exceeding 180 knots. The prototype Model 347 made its first flight on 27 May 1970 at Vertol Division's Center 3 Flight Test Facility, near Eddystone, Pennsylvania. Performance, handling qualities, vibration and noise characteristics were evaluated to determine the improvements provided by incorporation of advanced technology systems in a large tandem-rotor transport helicopter. Several shortcomings identified during the testing were corrected by the contractor after the testing was completed. The effects of these corrections were evaluated during additional testing conducted on 11 and 12 August 1971. Level flight performance and out-of-ground effect hover performance were significantly improved over that of the CH-47C helicopter. The excellent static longitudinal stability characteristics enhanced the mission capability of the aircraft. The steering and glide-path modes of the automatic flight path control system worked satisfactorily and reduced the pilot workload in instrument flight conditions. Cockpit noise and vibration characteristics were noticeably improved over those of the CH-47C. The US Army Aviation Systems Test Activity conducted the Phase II technical evaluation of the Boeing-Vertol Model 347 winged helicopter during the period 3 through 11 April 1972. . Evaluations of the variable incidence wing system and the retractable landing gear system were also made. With the wing in the hover position (rotated vertically), out-of-ground effect hover performance of the Model 347 winged helicopter was similar to the non-winged aircraft. Both the winged and non-winged Model 347 helicopter could hover out of ground effect using less power than could the CH-47C. Level flight performance at a heavy gross weight (54,000 pounds) was improved over both the non-winged helicopter and the production CH-47C. Addition of the wing to the Model 347 helicopter did not significantly change the generally excellent handling qualities reported for the non-winged version of the aircraft. The strong longitudinal stability exhibited by the aircraft reduced pilot workload in maintaining trim airspeed and pitch attitude. Only minimal trim changes in all control axes were required when transitioning between climbs or descents and level flight. After the prototype completed the test program during the early 1970s, it was retired. At some point, 65-07992 was transferred to the Army Aviation Museum located at Fort Rucker, Alabama.

Build
B165

65-07993

CH-47A

Delivery Date
01 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
14 Apr 1986

Prev SN

Serial Number
86-01653

Status

Loss Date

Transfer Date

Converted to D Model

65-07993, Boeing build number B-165, was a CH-47A helicopter. The U.S. Army acceptance date was 1 March 1966. 65-07993 accumulated 3,301.6 aircraft hours. At some point, 65-07993 was assigned to the 180th Assault Support Helicopter Company (ASHC) - "Big Windy", in the Republic of Vietnam (RVN), and remained there through August 1967. On 16 March 1967, 65-07993, at 306.0 aircraft hours, after making a normal landing, the Aircraft Commander (AC) and pilot did not check to insure the cyclic was in the neutral position and the thrust lever in the detent position. The pilot accidentally pushed the cyclic stick forward. The aircraft's aft wheels came off the ground. The AC applied cyclic and the aircraft hit hard. In April 1967, 65-07993 was transferred to the Test and Evaluation Command in the RVN. In June 1967, 65-07993 was transferred to the U. S. Army Flight Detachment in the RVN. In August 1967, 65-07993 was transferred to the 180th ASHC the RVN. On 21 August 1967, 65-07993, at 408.0 aircraft hours, both the number one and number engines failed. An autorotation was made ending in a hard landing. In September 1967, 65-07993 was bailed to Bell Helicopter in the RVN. From November 1967 through January 1968, 65-07993 was in transit. In February 1968, 65-07993 was transferred to ARADMAC for maintenance and storage. In August 1968, 65-07993 was transferred to the 44th Engineer Group, Thailand. In September 1968, 65-07993 was transferred to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers" in the RVN. On 13 October 1968, 65-07993, at 610.0 aircraft hours, while on a combat mission to extract troops, received small arms fire in the bottom, damaging the hydraulic system, fuel system (the self sealing fuel tank sealed and did not leak), main rotor system, and electrical system, as well as wounding 2 personnel. The aircraft made a forced landing and was repaired in theater. On 21 January 1969, 65-07993, was involved in a combat related incident receiving damage, details unknown. In April 1969, 65-07993 was transferred to the 243rd ASHC - "Freight Train" in the RVN. In March 1971, 65-07993 was transferred to the 79th Transportation Company in the RVN. In April 1971, 65-07993 was transferred to the AVSCOM Flight Detachment, 5th Army, AVSCOM. In May 1971, 65-07993 was transferred to the New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, for maintenance. In July 1971, 65-07993 was transferred to the 108th Training Division, 3rd Army, Charlotte, Reserve. In October 1971, 65-07993 was transferred to NCAD for maintenance. In August 1972, 65-07993 was transferred to the 190th Aviation Company, 6th Army, United States Army Reserve (USAR), located in Olathe, Kansas, where it remained until at least December 1975. On 14 April 1986, 65-07993 was inducted into the D model program and converted to 86-01653

Incident Reports Mar 1967-Jan 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	131	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196611	11	142	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196612	65	207	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196701	87	294	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196702	12	306	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196703	0	306	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196704	0	306	3412 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	1	307	3412 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B166

65-07994

CH-47A

Delivery Date
04 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

25 Mar 1975

1 Jun 1972

65-07994 accumulated at least 2,902.0 aircraft hours. At some point, 65-07986 was assigned to the 241st Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

No Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	150	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	14	164	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	32	196	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	8	204	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	46	250	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	74	324	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	55	379	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	20	399	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	68	467	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	33	500	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	41	541	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	30	571	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	49	620	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	89	709	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	84	793	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	57	850	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	54	904	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	0	904	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	83	987	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	62	1049	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	98	1147	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	36	1183	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196808	0	1183	W2VYAA	AMMC		VIETNAM	RVN
196809	0	1183	W2VYAA	AMMC		VIETNAM	RVN
196810	0	1183	W2VYAA	AMMC		VIETNAM	RVN
196811	90	1273	WDU6AA	205 ASLT HEL CO		VIETNAM	RVN
196812	41	1314	WDU6AA	205 ASLT HEL CO		VIETNAM	RVN
196901	69	1383	WDU6AA	205 ASLT HEL CO		VIETNAM	RVN
196902	90	1473	WDU6AA	205 ASLT HEL CO		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B167

65-07995

CH-47A

Delivery Date
15 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 May 1986

Prev SN

Serial Number
86-01660

Status

Loss Date

Transfer Date

Converted to D Model

65-07995 accumulated 3,727.5 aircraft hours. On 22 April 1986, 65-07995 was inducted into the D model program and converted to 86-01660.

Incident Report Jul 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	177	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	5	182	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	0	182	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	50	232	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	28	260	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	52	312	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	58	370	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	36	406	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	55	461	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	5	466	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	0	466	3412	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	466	3412	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	20	486	3412	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	0	486	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	0	486	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	486	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	486	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	5	491	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	58	549	WC5KAA	179 AVN CO		VIETNAM	RVN
196805	42	591	WC5KAA	179 AVN CO		VIETNAM	RVN
196806	0	591	WC5KAA	179 AVN CO		VIETNAM	RVN
196807	0	591	WC5KAA	179 AVN CO		VIETNAM	RVN
196808	0	591	WC5KAA	179 AVN CO		VIETNAM	RVN
196809	91	682	WC5KAA	179 AVN CO		VIETNAM	RVN
196810	61	743	WC5KAA	179 AVN CO		VIETNAM	RVN
196811	53	796	WC5KAA	179 AVN CO		VIETNAM	RVN
196812	102	898	WC5KAA	179 AVN CO		VIETNAM	RVN
196901	86	984	WC5KAA	179 AVN CO		VIETNAM	RVN
196902	89	1073	WC5KAA	179 AVN CO		VIETNAM	RVN
196903	39	1112	WC5KAA	179 AVN CO		VIETNAM	RVN
196904	25	1137	WC5KAA	179 AVN CO		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B168

65-07996

CH-47A

Delivery Date
14 Mar 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Jul 1972

65-07996 accumulated at least 3,169.0 aircraft hours. In July 1972, 65-07996 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (RVN) (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Photo: Hillclimber 657996 in flight somewhere around Can Tho in February 1968.

Incident Reports Jun 1966-Aug 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	52	335	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	95	430	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	57	487	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	63	550	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	60	610	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	74	684	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	43	727	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	53	780	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	68	848	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	63	911	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	72	983	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	44	1027	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	56	1083	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	84	1167	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	50	1217	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	1217	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	91	1308	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	12	1320	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	21	1341	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196805	59	1400	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196806	0	1400	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1400	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1400	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1400	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	3	1403	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1403	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196812	32	1435	WC51AA	180 AVN CO 10AV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B169

65-07997

CH-47A

Delivery Date
15 Mar 1966

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Oct 1972

As of July 1972, 65-07997 accumulated at least 2,390 aircraft hours. In July 1972, 65-07997 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (RVN) (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities. \

Incident Reports Jan 1967-Jun 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	170	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	6	176	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	57	233	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	64	297	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	29	326	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	50	376	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	51	427	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	72	499	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	61	560	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	43	603	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	68	671	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	68	739	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	58	797	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	86	883	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	115	998	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	56	1054	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	89	1143	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	55	1198	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	0	1198	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	40	1238	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	128	1366	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	111	1477	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196808	74	1551	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196809	79	1630	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196810	73	1703	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196811	37	1740	WCLNAA	79 TRANS CO		VIETNAM	RVN
196812	0	1740	W0Y6AA	OS TO CONUS	ITR	CONUS	AVCOMITR
196901	0	1740	W0Y6AA	OS TO CONUS	ITR	CONUS	AVCOMITR
196902	0	1740	W0Y6AA	OS TO CONUS	ITR	CONUS	AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B170

65-07998

CH-47A

Delivery Date
22 Mar 1966

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Jun 1972

As of July 1972, 65-07998 accumulated at least 3,638.0 aircraft hours. In July 1972, 65-07998 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (RVN) (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident reports from Aug 1968 - Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	92	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	10	102	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	63	165	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	59	224	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	43	267	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	72	339	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	73	412	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	22	434	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	85	519	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	47	566	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	37	603	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	69	672	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	94	766	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	26	792	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	72	864	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	77	941	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	82	1023	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	78	1101	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	0	1101	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	0	1101	WC5DAA	605 TRANS CO	DS	VIETNAM	RVN
196806	0	1101	WC5DAA	605 TRANS CO	DS	VIETNAM	RVN
196807	57	1158	WDYEAA	243 ASLT HEL CO		VIETNAM	RVN
196808	117	1275	WDYEAA	243 ASLT HEL CO		VIETNAM	RVN
196809	97	1372	WDYEAA	243 ASLT HEL CO		VIETNAM	RVN
196810	82	1454	WDYEAA	243 ASLT HEL CO		VIETNAM	RVN
196811	48	1502	WDYEAA	243 ASLT HEL CO		VIETNAM	RVN
196812	86	1588	WDYEAA	243 ASLT HEL CO		VIETNAM	RVN
196901	77	1665	WDYEAA	243 ASLT HEL CO		VIETNAM	RVN
196902	22	1687	WC5LAA	79 TRANS CO		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B171

65-07999

CH-47A

Delivery Date
23 Mar 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

10 Jul 1970

Transfer Date

65-07999 accumulated at 2,394.0 aircraft hours. At some point, 65-07999 was assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugarbears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". On 10 July 1970, while assigned to the 242nd ASHC in the Republic of Vietnam (RVN) (South Vietnam), 65-07999 was hit by a Rocket Propelled Grenade (RPG) while at a hover. The aircraft crashed, rolled over, and burned. There were 7 fatalities and 13 injuries.

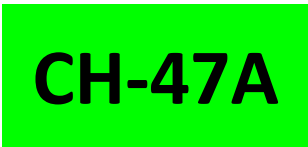
War Story:

Late afternoon on July 10, 1970. Took RPG in aft pylon while at a hover over a load of empty fuel blivets. We had just picked up 15 paxs. The aircraft crashed and the cockpit broke off and rolled over forward. (The pilots were face down.) The aircraft burned. The left door gunner was killed on impact. The right door gunner and flight engineer got out but died later from burns. Unknown number of paxs were killed. The copilot and aircraft commander crawled out through the outside air temperature gauge window. Both had small injuries and were not burned. from Robert F. Henry, CW4 retired. July 2004. Hit by RPG while in hover. Rolled over, crashed burned. Seven fatalities and 13 injured. We had been flying regular stuff all day, a Friday, and late in the day, three of us had been flying together most of the day, and were finishing up together. There was one last mission out to a firebase at a place we called the Mushroom, formed by a mushroom shaped loop in the river. The 999 crew had finished first, so they offered to take the last load. They were carrying a full load of guys coming out of the bush and heading home! I don't remember all the details of what they were delivering or picking up, but I know the ship was loaded with grunts. As she was hovering about 50 or so feet, she took a rocket into the rear. The cockpit broke away, saving the pilots, but the crew and most of the grunts died in the crash and the fire. The crew chief and gunner were relatively new guys, but the flight engineer had been at the 242nd for quite awhile. Name was Ross Bedient. He was seriously burned, sent to Japan and died a few days later. The pisser with this whole thing is that we flew into this same location every Friday afternoon, at about the same time (yea, I know that's not the smartest thing to do, but you know the Army). We never had any trouble from the locals. Not a bit. Remember this was after Cambodia, and the rules had somewhat changed with the locals. "Don't mess with us, and we won't mess with you" was sort of the unofficial legend floating around. Anyway, a week before the rocket attack, the 242nd's new Major had wanted to kiss some brass ass and wanted to get a birthday gift for some higher up officer. He sent us into the Mushroom to steal a baby water buffalo. We got the thing on board and back to base, but obviously someone got highly pissed at having his water buff stolen. The next ship in was 999. Bill Cecil, Morganton, North Carolina USA October 1997

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B172

65-08000



Delivery Date
25 Mar 1966

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number



Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Jun 1972

65-08000 accumulated at least 1,577.0 aircraft hours as of July 1972. In July 1972, 65-08000 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (RVN) (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident Reports May 1967-May 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	116	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	18	134	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	51	185	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	53	238	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	55	293	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	53	346	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	20	366	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	40	406	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	53	459	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	85	544	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	6	550	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	70	620	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	55	675	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	40	715	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	25	740	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	740	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	740	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	740	WCLNAA	79 TRANS CO		VIETNAM	RVN
196804	30	770	WCLNAA	79 TRANS CO		VIETNAM	RVN
196805	0	770	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196809	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	770	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	0	770	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B173

65-08001

CH-47A

Delivery Date
29 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

20 Aug 1979

65-08001 accumulated at least 3,341.0 aircraft hours. The administrative strike date was 20 August 1979. On an unknown start date, 65-08001 was assigned to the 190th Aviation Company. On 20 August 1979, while assigned to the 190th Aviation Company, 65-08001 was lost due to an accident near Yakima, Washington. The crew was performing a takeoff in support of Brave Shield XX. The takeoff was being conducted from a tactical field site during the hours of darkness with ground fog in the local area. Almost immediately after takeoff was initiated, the aircraft impacted on the 7 degree slope in its takeoff path resulting in total loss of the aircraft and three fatalities. The fatally injured personnel were recovered by surface transportation to the firing center. The surviving crew member was evacuated by helicopter ambulance to the hospital and subsequently to the military hospital.

Incident Reports Sep 1966-Oct 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	83	237	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196611	50	287	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196612	58	345	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196701	46	391	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196702	83	474	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196703	34	508	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196704	60	568	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196705	0	568	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196706	49	617	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196707	54	671	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196708	68	739	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196709	34	773	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196710	92	865	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196711	50	915	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196712	68	983	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196801	0	983	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196802	84	1067	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196803	84	1151	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196804	0	1151	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196805	0	1151	W0Y6AA	INTRANSIT	IN TRANSIT	AVCOMCTR
196806	52	1203	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196807	106	1309	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196808	75	1384	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196809	91	1475	WC06AA	147ASLTSPHELCO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B174

65-08002

CH-47A

Delivery Date
29 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Oct 1985

Prev SN

Serial Number
85-24365

Status

Loss Date

Transfer Date

Converted to D Model

65-08002 accumulated 4,037.3 aircraft hours. At some point, 65-08002 was assigned an unknown unit. On 23 October 1985, 65-08002 was inducted into the D model program and converted to 85-24365

No incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	93	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196611	7	100	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196612	73	173	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196701	97	270	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196702	58	328	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196703	73	401	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196704	74	475	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196705	52	527	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196706	48	575	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196707	80	655	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196708	48	703	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196709	108	811	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196710	65	876	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196711	68	944	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196712	86	1030	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196801	74	1104	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196802	66	1170	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196803	47	1217	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196804	122	1339	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196805	130	1469	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196806	117	1586	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196807	109	1695	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	64	1759	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	0	1759	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1759	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1759	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	3	1762	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	33	1795	2030	HHD 44 ENG GP	THAILAND		PACIFIC
196902	39	1834	2030	HHD 44 ENG GP	THAILAND		PACIFIC
196903	21	1858	2030	HHD 44 ENG GP	THAILAND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B175

65-08003

CH-47A

Delivery Date
29 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

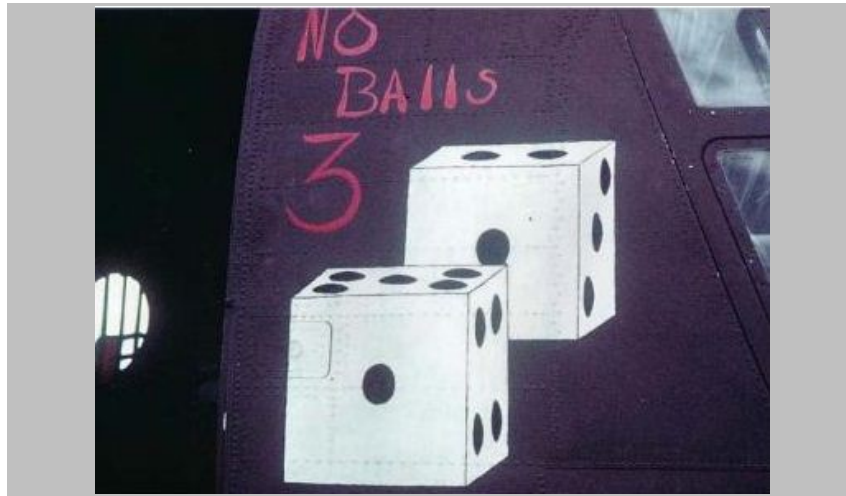
CH-47D

Prev Model

Induction Date
28 Oct 1986

Prev SN

Serial Number
86-01680



Status

Loss Date

Transfer Date

Converted to D Model

65-08003 accumulated 4,257.3 aircraft hours. At some point, 65-08003 was assigned an unknown unit. On 28 October 1986, 65-08003 was inducted into the D model program and converted to 86-01680

Incident Report Mar 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	89	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	11	100	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	49	149	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	17	166	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	37	203	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	55	258	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	61	319	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	50	369	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	0	369	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	100	469	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	67	536	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	24	560	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	20	580	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	106	686	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	75	761	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	58	819	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	92	911	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	82	993	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	55	1048	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	85	1133	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	35	1168	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	0	1168	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196808	0	1168	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196809	46	1214	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196810	42	1256	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196811	76	1332	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196812	75	1407	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196901	73	1480	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196902	44	1524	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196903	74	1598	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B176

65-08004

CH-47A

Delivery Date
31 Mar 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Feb 1986

Prev SN

Serial Number
86-01644

Status

Loss Date

Transfer Date

Converted to D Model

65-08004 accumulated 4,315.8 aircraft hours. At some point, 65-08004 was assigned an unknown unit. On 12 February 1986, 65-08004 was inducted into the D model program and converted to 86-01644.

Incident Report May 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	104	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196611	25	129	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196612	70	199	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196701	83	282	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196702	86	368	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196703	55	423	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196704	61	484	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196705	11	495	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196706	70	565	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196707	60	625	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196708	61	686	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196709	102	788	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196710	100	888	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196711	43	931	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196712	87	1018	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196801	85	1103	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196802	41	1144	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196803	45	1189	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196804	0	1189	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196805	149	1338	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196806	121	1459	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196807	78	1537	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	66	1603	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	94	1697	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	80	1777	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	2	1779	WCLNAA	79 TRANS CO	VIETNAM		RVN
196812	0	1779	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	1779	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	0	1779	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196903	0	1779	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B177

65-08005

CH-47A

Delivery Date
06 Apr 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Mar 1982

Prev SN

Serial Number
82-23769

Status

Loss Date

Transfer Date

Converted to D Model

65-08005 accumulated 3,991.9 aircraft hours. At some point, 65-08005 was assigned an unknown unit. On 24 March 1982, 65-08005 was inducted into the D model program and converted to 82-23769.

Incident Report Jan 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	179	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	10	189	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	73	262	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	22	284	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	70	354	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	26	380	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	2	382	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	71	453	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	48	501	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	58	559	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	15	574	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	22	596	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	97	693	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	80	773	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	76	849	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	101	950	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	84	1034	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	67	1101	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	56	1157	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	0	1157	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	0	1157	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	0	1157	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196808	48	1205	WC5KAA	179 AVN CO		VIETNAM	RVN
196809	54	1259	WC5KAA	179 AVN CO		VIETNAM	RVN
196810	100	1359	WC5KAA	179 AVN CO		VIETNAM	RVN
196811	101	1460	WC5KAA	179 AVN CO		VIETNAM	RVN
196812	86	1546	WC5KAA	179 AVN CO		VIETNAM	RVN
196901	83	1629	WC5KAA	179 AVN CO		VIETNAM	RVN
196902	77	1706	WC5KAA	179 AVN CO		VIETNAM	RVN
196903	0	1706	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B178

65-08006

CH-47A

Delivery Date
08 Apr 1966

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Nov 1972

65-08006 accumulated at least 3,196.0 aircraft hours as of 8 May 1976. On or about November 1972, 65-08006 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

No incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	108	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	9	117	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	47	164	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	31	195	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	45	240	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	46	286	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	56	342	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	44	386	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	53	439	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	87	526	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	60	586	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	45	631	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	103	734	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	85	819	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	68	887	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	74	961	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	112	1073	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	65	1138	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	36	1174	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	13	1187	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	0	1187	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	0	1187	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196808	99	1286	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196809	103	1389	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196810	98	1487	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196811	80	1567	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196812	74	1641	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196901	0	1641	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196902	34	1675	WC5LAA	79 TRANS CO		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B179

65-08007

CH-47A

Delivery Date
14 Apr 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

1 Feb 1967

65-08007 accumulated at least 252.0 aircraft hours. At some point, 65-08007 was assigned to the 180th Assault Support Helicopter Company (ASHC) - "Big Windy", located at Phu Hiep Army Airfield in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident on 1 February 1967. 18 injuries, no fatalities

During take-off, the aircraft settled into a ravine and rolled over after touchdown. The aircraft was over loaded. Apparent transmission failure, freezing or seizing [VHPA]

Incident Reports Feb 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	126	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	8	134	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	65	199	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	53	252	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	0	252	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	0	252	WCLQAA	335 TRANS CO		VIETNAM	RVN
196704	0	252	WCLQAA	335 TRANS CO		VIETNAM	RVN
196705	0	252	WCLQAA	335 TRANS CO		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B180

65-08008

CH-47A

Delivery Date
13 Apr 1966

Induction Date

Prev Model

Prev SN



Status

Converted to D Model Prototype

Loss Date

Transfer Date

Combat Service



Vietnam

Converted To

YCH-47D

Induction Date

Serial Number

76-08008

65-08008 accumulated 3,504.2 aircraft hours. In 1976, 65-08008, along with B model 67-18479 and C model 67-18538, was selected as a D model prototype airframe and re-serial numbered as 76-08008 [bottom aircraft in the photo]. This aircraft, and subsequent D model aircraft, eventually sported the Lycoming T55-L-712 engine, capable of producing a minimum of 4,500 shaft horsepower (SHP), fiberglass rotor blades, a re-designed cockpit, as well as numerous other changes. The slogan - "Only The Silhouette Remains The Same" was coined to describe the D model aircraft verses it's predecessors. 76-08008 accumulated 288.0 hours as a D model prototype. The first flight of 76-08008 occurred on 11 May 1979 and Boeing Vertol Test Pilot Ron Mechlin was at the controls. On 21 October 1992, 76-08008 was re-inducted into the D model program for upgrades, and converted to 92-00304

A model Chinook 65-08008, Boeing build number B-180, accepted by the Army on 13 April 1966, was re-serial numbered as 76-08008 for the prototyping. The first D model prototype flight occurred on 11 May 1979. On 21 October 1992, 76-08008 was inducted into the program and became production D model 92-00304, Boeing D model kit number M3445, accepted by the Army on 12 November 1993.

Incident Report Oct 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	35	138	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196611	24	162	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196612	0	162	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196701	0	162	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196702	7	169	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196703	13	182	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196704	0	182	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	0	182	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	0	182	2017	USARV FLT DET	VIETNAM		RVN	
196707	4	186	2017	USARV FLT DET	VIETNAM		RVN	
196708	0	186	2017	BELL HCPTN	BAILMENT	FT WORTH	AVCOM	
196709	0	186	2017	BELL HCPTN	BAILMENT	FT WORTH	AVCOM	
196710	0	186	3300	BELL HCPTN	BAILMENT	FT WORTH	AVCOM	
196711	64	250	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196712	56	306	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196801	105	411	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196802	87	498	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196803	61	559	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196804	129	698	WDYFAD	243 ASLT HEL CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B181

65-08009

CH-47A

Delivery Date
15 Apr 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 May 1986

Prev SN

Serial Number
86-01657

Status

Loss Date

Transfer Date

Converted to D Model

65-08009 accumulated 3,561.8 aircraft hours. At some point, 65-08009 was assigned the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", located at Hunter Army Airfield near Savannah, Georgia. On 6 May 1986, 65-08009 was inducted into the D model program and converted to 86-01657.

Incident Reports Feb 1969-April 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	119	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196611	13	132	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196612	43	175	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196701	52	227	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196702	49	276	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196703	0	276	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196704	67	343	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	36	379	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	44	423	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	73	496	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	76	572	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	0	572	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	0	572	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	0	572	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	0	572	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	80	652	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	19	671	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	72	743	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	95	838	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	125	963	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	20	983	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	114	1097	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196808	69	1166	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196809	0	1166	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196810	0	1166	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196811	40	1206	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196812	0	1206	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196901	0	1206	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196902	0	1299	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B182

65-08010

CH-47A

Delivery Date
19 Apr 1966

Combat Service



Vietnam

Induction Date

Converted To

MH-47D

Induction Date
6 Nov 1985

Serial Number
85-24367

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Converted to MH-47D

65-08010 accumulated 3,692.7 aircraft hours. At some point, 65-08010 was assigned an unknown unit. On 6 November 1985, 65-08010 was inducted into the D model program and converted to MH-47D 85-24367.

Incident Reports April 1967-Sep 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	62	182	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196611	74	256	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196612	54	310	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196701	54	364	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196702	92	456	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196703	62	518	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196704	38	556	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196705	87	643	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196706	110	753	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196707	52	805	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196708	52	857	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196709	52	909	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196710	48	957	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196711	48	1005	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196712	28	1033	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196801	33	1066	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196802	103	1169	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196803	0	1169	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196804	1	1170	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196805	97	1267	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196806	100	1367	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196807	122	1489	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196808	79	1568	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196809	0	1568	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196810	68	1636	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196811	35	1671	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196812	0	1671	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	1671	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	0	1671	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196903	0	1671	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B183

65-08011

CH-47A

Delivery Date
26 Apr 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
19 Nov 1981

Prev SN

Serial Number
82-23764

Status

Loss Date

Transfer Date

Converted to D Model

65-08011 accumulated 3,822.1 aircraft hours. On 19 November 1981, 65-08011 was inducted into the D model program and converted to 82-23764.

Incident Reports Sep 1967-Aug 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	79	262	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196611	9	271	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196612	24	295	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196701	0	295	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196702	47	342	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196703	78	420	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196704	91	511	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196705	55	566	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196706	49	615	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196707	70	685	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196708	76	761	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196709	74	835	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196710	111	946	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196711	86	1032	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196712	44	1076	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196801	89	1165	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196802	1	1166	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196803	95	1261	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196804	92	1353	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196805	83	1436	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196806	66	1502	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196807	76	1578	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196808	0	1578	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196809	0	1578	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196810	28	1606	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196811	73	1679	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196812	0	1679	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196901	0	1679	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196902	0	1679	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196903	0	1679	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B184

65-08012

CH-47A

Delivery Date
27 Apr 1966

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
5 Nov 1986

Serial Number
86-01681

Status

Loss Date

Transfer Date

Converted to D Model

65-08012 accumulated 2001.1 aircraft hours. At some point, 65-08012 was assigned an unknown unit. On 5 November 1986, 65-08012 was inducted into the D model program and converted to 86-01681

NO RECORD OF RVN SERVICE

Build
B185

65-08013

CH-47A

Delivery Date
02 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Mar 1986

Prev SN

Serial Number
86-01648



Status

Loss Date

Transfer Date

Converted to D Model

65-08013 accumulated 4,518.1 aircraft hours. On 12 March 1986, 65-08013 was inducted into the D model program and converted to 86-01648.

Incident Reports Mar 1967-May 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	60	239	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196611	29	268	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196612	24	292	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196701	0	292	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196702	62	354	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196703	68	422	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196704	75	497	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196705	63	560	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196706	50	610	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196707	33	643	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196708	53	696	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196709	74	770	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196710	82	852	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196711	64	916	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196712	62	978	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196801	62	1040	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196802	70	1110	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196803	36	1146	3448	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	1146	3448	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	0	1146	WC5GAA	610 TRANS CO	VIETNAM		RVN
196806	15	1161	WC5KAA	179 AVN CO	VIETNAM		RVN
196807	95	1256	WC5KAA	179 AVN CO	VIETNAM		RVN
196808	84	1340	WC5KAA	179 AVN CO	VIETNAM		RVN
196809	54	1394	WC5KAA	179 AVN CO	VIETNAM		RVN
196810	62	1456	WC5KAA	179 AVN CO	VIETNAM		RVN
196811	87	1543	WC5KAA	179 AVN CO	VIETNAM		RVN
196812	80	1623	WC5KAA	179 AVN CO	VIETNAM		RVN
196901	0	1623	WC5KAA	179 AVN CO	VIETNAM		RVN
196902	1	1624	WCLNAA	79 TRANS CO	VIETNAM		RVN
196903	0	1624	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CLIMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B186

65-08014

CH-47A

Delivery Date
12 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Mar 1985

Prev SN

Serial Number
85-24335

Status

Loss Date

Transfer Date

Converted to D Model

65-08014 accumulated 3,862.0 aircraft hours. In 1969, 65-08014 was assigned to the 19th Aviation Company. The 16 unit aircraft deployed to the Republic of Korea (South Korea) on the USNS Point Cruz and were stationed at Camp Humphreys. On 8 March 1985, 65-08014 was inducted into the D model program and converted to 85-24335.

Incident Reports May 1967-Sep 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	52	195	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196611	0	195	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196612	24	219	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196701	0	219	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196702	20	239	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196703	72	311	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196704	67	378	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196705	65	443	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196706	79	522	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196707	60	582	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196708	72	654	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196709	67	721	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196710	90	811	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196711	57	868	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196712	84	952	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196801	96	1048	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196802	83	1131	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196803	27	1158	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196804	0	1158	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196805	108	1266	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196806	93	1359	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196807	78	1437	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196808	123	1560	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196809	0	1560	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	0	1560	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	0	1560	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1560	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1560	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1560	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B187

65-08015

CH-47A

Delivery Date
10 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Apr 1986

Prev SN

Serial Number
86-01651

Status

Loss Date

Transfer Date

Converted to D Model

65-08015 accumulated 3,341.3 aircraft hours. At some point, 65-08015 was assigned an unknown unit. On 2 April 1986, 65-08015 was inducted into the D model program and converted to 86-01651.

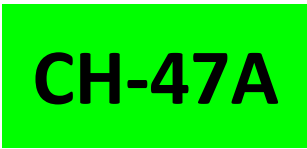
Incident Report April 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	28	119	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196611	20	139	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196612	25	164	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196701	0	164	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196702	53	217	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196703	74	291	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196704	73	364	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196705	64	428	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196706	68	496	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196707	55	551	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196708	88	639	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196709	87	726	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196710	99	825	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196711	98	923	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196712	55	978	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196801	103	1081	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196802	49	1130	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196803	31	1161	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196804	0	1161	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196805	0	1161	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196806	0	1161	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	0	1161	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	1161	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196809	0	1161	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	1161	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	0	1161	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	0	1161	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	1161	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	17	1178	2030	HHD 44 ENG GP	THAILAND		PACIFIC
196903	1	1179	2030	HHD 44 ENG GP	THAILAND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B188

65-08016



Delivery Date
10 May 1966

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Jun 1972

65-08016 accumulated at least 3,402.0 aircraft hours as of 8 May 1976. On or about June 1972, 65-08016 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident Reports Feb 1967-Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	0	199	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196611	0	199	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196612	24	223	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196701	0	223	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196702	67	290	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196703	89	379	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196704	78	457	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196705	51	508	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196706	70	578	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196707	50	628	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196708	118	746	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196709	63	809	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196710	57	866	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196711	102	968	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196712	49	1017	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196801	89	1106	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196802	66	1172	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196803	17	1189	WC5DAA	605 TRANS CO DS	VIETNAM		RVN	
196804	0	1189	WC5DAA	605 TRANS CO DS	VIETNAM		RVN	
196805	105	1294	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196806	99	1393	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196807	89	1482	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196808	78	1560	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196809	102	1662	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196810	70	1732	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196811	48	1780	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196812	0	1780	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196901	0	1780	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196902	0	1780	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B189

65-08017

CH-47A

Delivery Date
16 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Feb 1985

Prev SN

Serial Number
85-24333

Status

Loss Date

Transfer Date

Converted to D Model

65-08017 accumulated 3,089.1 aircraft hours. At some point, 65-08017 was assigned an unknown unit. On 22 February 1985, 65-08017 was inducted into the D model program and converted to 85-24333.

Incident Reports Mar 1967-Dec 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	49	159	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196611	88	247	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196612	47	294	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196701	60	354	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196702	63	417	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196703	89	506	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196704	57	563	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196705	78	641	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196706	60	701	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196707	61	762	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196708	14	776	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196709	50	826	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196710	23	849	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196711	48	897	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196712	62	959	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196801	88	1047	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196802	52	1099	WC5JAA	178ASLTSPHELCO		VIETNAM	RVN
196803	3	1102	WCLSAA	388 TRANS CO		VIETNAM	RVN
196804	0	1102	WCLSAA	388 TRANS CO		VIETNAM	RVN
196805	0	1102	WCLSAA	388 TRANS CO		VIETNAM	RVN
196806	0	1102	WCLSAA	388 TRANS CO		VIETNAM	RVN
196807	0	1102	WCLSAA	388 TRANS CO		VIETNAM	RVN
196808	0	1102	WCLSAA	388 TRANS CO		VIETNAM	RVN
196809	4	1106	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	188	1294	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196811	88	1382	WDU6AA	205 ASLT HEL CO		VIETNAM	RVN
196812	50	1432	WDU6AA	205 ASLT HEL CO		VIETNAM	RVN
196901	0	1432	3312	HHD 44 ENG GP	THAILAND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B190

65-08018

CH-47A

Delivery Date
18 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Jul 1985

Prev SN

Serial Number
85-24353

Status

Loss Date

Transfer Date

Converted to D Model

65-08018 accumulated 3,562.6 aircraft hours. On 16 July 1985, 65-08018 was inducted into the D model program and converted to 85-24353.

Incident Reports Jan 1967-Sep 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	67	184	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	75	259	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	40	299	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	79	378	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	87	465	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	91	556	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	6	562	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	58	620	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	35	655	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	55	710	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	51	761	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	49	810	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	58	868	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	76	944	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	45	989	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	989	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	79	1068	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	95	1163	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	74	1237	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196805	64	1301	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196806	74	1375	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196807	103	1478	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196808	85	1563	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196809	0	1563	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196810	0	1563	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	0	1563	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	0	1563	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	1563	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	0	1563	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196903	1	1567	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B191

65-08019

CH-47A

Delivery Date
23 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Apr 1985

Prev SN

Serial Number
85-24339

Status

Loss Date

Transfer Date

Converted to D Model

65-08019 accumulated 3,357.5 aircraft hours. At some point, 65-08019 was assigned an unknown unit. On 5 April 1985, 65-08019 was inducted into the D model program and converted to 85-24339.

Incident Reports Feb 1967-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	67	121	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196611	14	135	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196612	24	159	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196701	0	159	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196702	54	213	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196703	93	306	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196704	78	384	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196705	79	463	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196706	54	517	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196707	39	556	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196708	81	637	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196709	81	718	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196710	61	779	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196711	40	819	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196712	82	901	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196801	86	987	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196802	93	1080	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196803	44	1124	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196804	0	1124	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196805	32	1156	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196806	75	1231	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196807	81	1312	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196808	107	1419	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196809	101	1520	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196810	79	1599	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196811	112	1711	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196812	33	1744	W2VYAA	AMMC	VIETNAM		RVN	
196901	0	1744	W2VYAA	AMMC	VIETNAM		RVN	
196902	1	1745	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196903	73	1818	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B192

65-08020

CH-47A

Delivery Date
18 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
19 Feb 1986

Prev SN

Serial Number
86-01645



Status

Loss Date

Transfer Date

Converted to D Model

65-08020 accumulated 4,415.6 aircraft hours. At some point, 65-08020 was assigned an unknown unit. On 19 February 1986, 65-08020 was inducted into the D model program and converted to 86-01645. Photo: 65-08020 of the 228th AvCo Pennsylvania National Guard o May 30, 1985.

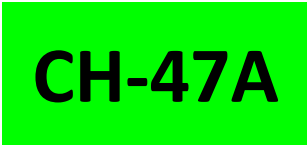
Incident Reports Mar 1967-Oct 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	30	173	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196611	23	196	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196612	24	220	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196701	0	220	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196702	54	274	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196703	79	353	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196704	77	430	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196705	72	502	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196706	86	588	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196707	49	637	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196708	104	741	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196709	63	804	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196710	98	902	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196711	57	959	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196712	76	1035	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196801	54	1089	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196802	68	1157	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196803	25	1182	WCLNAA	79 TRANS CO	VIETNAM		RVN
196804	0	1182	WCLNAA	79 TRANS CO	VIETNAM		RVN
196805	0	1182	WCLNAA	79 TRANS CO	VIETNAM		RVN
196806	63	1245	WFBEEA	196 LT INF BDE	VIETNAM		RVN
196807	45	1290	WFBEEA	196 LT INF BDE	VIETNAM		RVN
196808	72	1362	WFBEEA	196 LT INF BDE	VIETNAM		RVN
196809	65	1427	WFBEEA	196 LT INF BDE	VIETNAM		RVN
196810	52	1479	3331	HHD 44 ENG GP	THAILAND		PACIFIC
196811	46	1525	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196812	58	1583	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196901	0	1583	3331	HHD 44 ENG GP	THAILAND		PACIFIC
196902	70	1653	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B193

65-08021



Delivery Date
24 May 1966

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number



Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

25 Mar 1975

Transfer Date

1 Jun 1972

65-08021 accumulated at least 3,137.0 aircraft hours. At some point, 65-08021 was assigned to the 241st Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

Incident Reports Mar 1967-Jun 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	0	32	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196611	0	32	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196612	24	56	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY	
196701	0	56	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196702	52	108	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196703	84	192	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196704	68	260	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196705	60	320	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196706	59	379	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196707	51	430	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196708	81	511	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196709	49	560	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196710	62	622	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196711	50	672	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196712	83	755	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196801	102	857	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196802	84	941	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196803	92	1033	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196804	59	1092	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196805	53	1145	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196806	0	1145	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196807	48	1193	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196808	82	1275	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196809	74	1349	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196810	128	1477	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196811	86	1563	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196812	100	1663	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196901	108	1771	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196902	0	1771	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B194

65-08022

CH-47A

Delivery Date
31 May 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

15 Oct 1970

65-08022 accumulated 3,184.0 aircraft hours. At some point, 65-08022 was assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Chu Lai, or Phu Bai, in the Republic of Vietnam (RVN), where it was lost due to an maintenance test flight accident on 15 October 1970, details unknown. 65-08022 was returned to New Cumberland Army Depot (NCAD), 1st Army, Harrisburg, Pennsylvania, and declared a strike.

Incident Reports Jul 1967-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	62	232	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196611	18	250	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196612	24	274	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196701	0	274	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196702	44	318	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196703	63	381	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196704	81	462	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196705	62	524	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196706	46	570	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196707	68	638	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196708	65	703	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196709	61	764	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196710	76	840	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196711	107	947	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196712	97	1044	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196801	53	1097	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196802	53	1150	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196803	16	1166	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196804	0	1166	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196805	49	1215	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196806	101	1316	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196807	70	1386	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196808	87	1473	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196809	97	1570	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	105	1675	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	81	1756	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196812	0	1756	W0M4AA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B195

65-08023

CH-47A

Delivery Date
27 May 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Dec 1985

Prev SN

Serial Number
86-01636

Status

Loss Date

Transfer Date

Converted to D Model

65-08023 accumulated 3,521.8 aircraft hours. At some point, 65-08023 was assigned an unknown unit. On 6 December 1985, 65-08023 was inducted into the D model program and converted to 86-01636.

Incident Reports Mar 1967-Jul 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	51	181	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196611	16	197	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196612	24	221	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY
196701	0	221	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196702	3	224	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196703	57	281	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196704	75	356	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196705	103	459	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196706	78	537	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196707	73	610	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196708	123	733	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196709	87	820	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196710	119	939	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196711	55	994	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196712	100	1094	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196801	40	1134	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196802	51	1185	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196803	54	1239	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196804	109	1348	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196805	63	1411	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196806	67	1478	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196807	65	1543	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196808	36	1579	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196809	95	1674	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	0	1674	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	0	1674	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	0	1674	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1674	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1674	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1674	W0R3	HHD 44 ENG GP	THAI AND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B196

65-08024

CH-47A

Delivery Date
09 Jun 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Feb 1969

Transfer Date

65-08024 accumulated at least 1,427.0 aircraft hours. At some point, 65-08024 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 65-08024, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage.

AIRCRAFT LOST: 64-13106; 64-13146; **65-08024**; 66-19012; 66-19013; 66-19014; 66-19015; 66-19016; 66-19022

Incident Reports Mar 1968-Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	41	44	1476	BELL HCPT	BAILMENT	FT WORTH	AVCOM	
196611	10	54	1476	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196612	0	54	1476	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196701	36	90	1476	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196702	32	122	1476	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196703	23	145	1476	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY	
196704	20	165	1476	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	24	189	1476	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	19	208	1476	USARV FLT DET	VIETNAM		RVN	
196707	13	221	1476	USARV FLT DET	VIETNAM		RVN	
196708	0	221	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196709	0	221	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196710	0	221	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196711	0	221	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	0	221	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	135	356	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196802	72	428	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196803	100	528	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196804	119	647	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196805	94	741	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196806	100	841	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196807	108	949	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196808	55	1004	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196809	68	1072	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	
196810	83	1155	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B197

65-08025

CH-47A

Delivery Date
01 Jun 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Trans to VNAF-Captured by NVA-On Display Khe

30 Apr 1975

1 Nov 1972

65-08025 accumulated at least 3,335.0 aircraft hours as of 8 May 1976. On or about November 1972, 65-08025 was transferred to the 247th Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities. This aircraft has been photographed by several individuals and is often confused with 66-19025 or 70-15025. As of June 2005, the last known location of 65-08025 was in Vietnam on display at Khe Sanh Battle Field.

RVN Incidents 3/8/67 to 6/17/70

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY		
196610	15	108	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY		
196611	8	116	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY		
196612	25	141	W0U24B	213AVNCO10AVNGP	3RDARMY	FORT BENNING	3RD ARMY		
196701	0	141	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196702	41	182	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196703	88	270	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196704	89	359	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196705	66	425	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196706	84	509	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196707	47	556	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196708	92	648	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196709	82	730	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196710	90	820	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196711	103	923	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196712	91	1014	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196801	91	1105	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196802	33	1138	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196803	0	1138	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196804	66	1204	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196805	51	1255	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196806	65	1320	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196807	81	1401	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196808	85	1486	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196809	93	1579	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196810	101	1680	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196811	69	1749	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN		
196812	0	1749	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM		
196901	0	1749	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM		

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B198

66-00066

CH-47A

Delivery Date
08 Jun 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

27 Oct 1972

Transfer Date

1 Jun 1972

66-00066 accumulated 3,624.0 aircraft hours. At some point in 1966, 66-00066 was initially assigned to the 196th Assault Support Helicopter Company (ASHC) - "Flippers", when that unit formed at Fort Sill, Oklahoma. 66-00066 was known as a Hangar Queen at the time due to a cracked aft transmission. The transmission was received shortly before the unit deployed to the Republic of Vietnam (RVN) in February through May 1967. At some point, 66-00066 was transferred to the 237th Vietnamese Air Force and remained there until it was lost in combat. On 27 October 1972, 66-00066 was shot down by .51 caliber fire while approaching a fire support base with a sling load. No casualties were reported.

RVN Incidents: May 1967-1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	27	95	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	16	111	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	10	121	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	7	128	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	128	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	13	141	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	103	244	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	76	320	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	75	395	3331	USARV FLT DET		VIETNAM		RVN
196707	75	470	3331	USARV FLT DET		VIETNAM		RVN
196708	62	532	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196709	63	595	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196710	58	653	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196711	77	730	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	66	796	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	91	887	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	79	966	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	29	995	WFBEEA	196 LT INF BDE		VIETNAM		RVN
196804	0	995	WFBEEA	196 LT INF BDE		VIETNAM		RVN
196805	73	1068	WFBEEA	196 LT INF BDE		VIETNAM		RVN
196806	46	1114	WCLNAA	79 TRANS CO		VIETNAM		RVN
196807	0	1114	WCLNAA	79 TRANS CO		VIETNAM		RVN
196808	0	1114	WCLNAA	79 TRANS CO		VIETNAM		RVN
196809	56	1170	WC5KAA	179 AVN CO		VIETNAM		RVN
196810	94	1264	WC5KAA	179 AVN CO		VIETNAM		RVN
196811	63	1377	WC5KAA	179 AVN CO		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B199

66-00067

CH-47A

Delivery Date
09 Jun 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

28 May 1968

66-00067 accumulated at least 291.0 aircraft hours. The administrative strike date was 28 May 1968. On an unknown start date, 66-00067 was originally assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, located at Simmons Army Airfield, Fort Bragg, North Carolina. At some point, and as of 31 December 2003, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers". The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment. On 28 May 1968, 66-00067 was lost due to an accident. The aircraft crashed on take-off. 12 January 2006, Joe Riley writes: "Then WO1 Joseph Riley, I was Pilot. The Aircraft Commander of this aircraft was CW3 Donald "Doc" Livingston when it crashed on take-off from LZ English (Bong Son) RVN (II Corps) on May 28, 1968. We lost #2 Engine (suspected enemy fire) on take-off with 6000# slingload and full fuel. The hook did not release properly and we were dragged down a steep slope where aft blades hit, then a/c pitched fwd, and ended up at bottom of hill on it's side. All the crew survived the accident;

The aircraft made a downwind down hill takeoff. The RPM decayed in spite of maximum beep. A 7000 pound internal load was estimated. The flight engineer was thrown out as aircraft rolled. Engine fire was extinguished. 5 crew and 10 passengers injured - no fatalities.

Incident Reports April 1968-May 1968

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY		
196610	2	48	WA20AA 196	AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196611	31	79	WA20AA 196	AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196612	10	89	WA20AA 196	AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196701	7	96	WA20AA 196	AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196702	0	96	WA20AA 196	AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196703	4	100	3331	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY	
196704	63	163	3331	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	71	234	3331	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	57	291	3331	USARV FLT DET	VIETNAM		RVN	
196707	72	363	3331	USARV FLT DET	VIETNAM		RVN	
196708	59	422	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196709	57	479	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196710	79	558	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B200

66-00068

CH-47A

Delivery Date
20 Jun 1966

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Sep 1970

66-00068 accumulated at least 777.0 aircraft hours as of 8 May 1976. On or about September 1972, 66-00068 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident Report Mar 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY		
196610	14	72	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY	
196611	0	72	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY	
196612	8	80	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY	
196701	12	92	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY	
196702	0	92	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY	
196703	5	97	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY	
196704	31	128	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM	
196705	57	185	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM	
196706	47	232	3331	USARV FLT DET		VIETNAM		RVN	
196707	59	291	3331	USARV FLT DET		VIETNAM		RVN	
196708	59	350	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM	
196709	53	403	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM	
196710	75	478	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM	
196711	80	558	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY	
196712	22	580	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY	
196801	30	610	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY	
196802	69	679	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY	
196803	32	711	WFBEAA	196 LT INF BDE		VIETNAM		RVN	
196804	0	711	WCLNAA	79 TRANS CO		VIETNAM		RVN	
196805	0	711	WCLNAA	79 TRANS CO		VIETNAM		RVN	
196806	0	711	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR	
196807	0	711	3300	OPM SEA NITEOPS		1ST ARMY	FORT BELVOIR	AMC	
196808	0	711	3300	HHD 44 ENG GP		THAILAND		PACIFIC	
196809	0	711	3300	HHD 44 ENG GP		THAILAND		PACIFIC	
196810	0	711	WOY6AA	INTRANSIT		IN TRANSIT		AVCOMCTR	
196811	0	711	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR	
196812	0	711	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR	
196901	0	711	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR	
196902	0	711	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B201

66-00069

CH-47A

Delivery Date
15 Jun 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Jul 1972

66-00069 accumulated at least 2,875.0 aircraft hours as of 8 May 1976. On or about July 1972, 66-00069 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident Reports Feb 1967-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	89	137	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196611	75	212	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196612	72	284	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196701	51	335	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196702	25	360	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196703	65	425	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196704	55	480	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196705	42	522	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	29	551	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196707	70	621	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196708	54	675	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196709	52	727	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	44	771	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	72	843	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	26	869	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	869	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196802	166	1035	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196803	0	1035	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196804	0	1035	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196805	27	1062	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	3	1065	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	53	1118	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	59	1177	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196809	39	1216	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196810	121	1337	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	52	1389	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196812	51	1440	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196901	0	1440	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196902	0	1440	WC5DAA	605 TRANS CO DS	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B202

66-00070

CH-47A

Delivery Date
16 Jun 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Sep 1970

66-00070 accumulated at least 1,789.0 aircraft hours as of 8 May 1976. On or about September 1972, 66-00070 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident Reports Nov 1966-Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	46	66	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196611	88	154	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196612	109	263	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196701	51	314	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196702	55	369	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196703	58	427	3487	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY	
196704	59	486	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	59	545	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	0	545	3487	USARV FLT DET	VIETNAM		RVN	
196707	77	622	3487	USARV FLT DET	VIETNAM		RVN	
196708	68	690	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196709	47	737	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196710	34	771	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196711	75	846	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	17	863	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	0	863	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196802	80	943	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	32	975	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	30	1005	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	50	1055	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196806	26	1081	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196807	63	1144	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	0	1144	WAAWA0 COA 228ABAH1CAV	VIETNAM			RVN	
196809	0	1144	WAAWA0 COA 228ABAH1CAV	VIETNAM			RVN	
196810	42	1186	WAAWA0 COA 228ABAH1CAV	VIETNAM			RVN	
196811	59	1245	WAAWA0 COA 228ABAH1CAV	VIETNAM			RVN	
196812	100	1345	WAAWA0 COA 228ABAH1CAV	VIETNAM			RVN	
196901	95	1440	WAAWA0 COA 228ABAH1CAV	VIETNAM			RVN	
196902	56	1496	WAAWA0 COA 228ABAH1CAV	VIETNAM			RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B203

66-00071

CH-47A

Delivery Date
21 Jun 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

5 Mar 1967

Transfer Date

66-00071 accumulated at least 308.0 aircraft hours. At some point, 66-00071 was assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Chu Lai, or Phu Bai, in the Republic of Vietnam (RVN), where it was lost due to an accident on 5 March 1967. At an unknown location, 66-00071 crashed inverted, exploded, and burned. There was no direct evidence of enemy fire, but the crash was officially classified as a combat strike. Crew of 5 killed plus two pax

Incident reports Mar 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	84	104	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196611	47	151	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196612	49	200	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196701	51	251	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196702	56	307	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196703	1	308	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196704	0	308	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196705	0	308	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B204

66-00072

CH-47A

Delivery Date
21 Jun 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

15 Jan 1967

66-00072 accumulated 239.0 aircraft hours. At some point, 66-00072 was assigned to the 147th Assault Support Helicopter Company (ASHC) - "Hillclimbers", in the Republic of Vietnam (RVN), and remained there until it was lost due to material failure. On 15 January 1967, the aft green rotor blade failed and the aircraft crashed near Can Tho. The aircraft was a total loss and the crew of five and four pax were killed.

For unknown reasons, the main fuselage inverted. The aft pylon and cockpit portions separated from the main fuselage. Analysis revealed that the aft synchronizing shaft was installed reversed and that the aft green blade failed in fatigue at a point 14 feet 3 inches from the center of the hub. The blade loss might be due to a strike by an unknown object.

Hillclimber Down

January 15, 1967 began as a typical flying day for my crew and myself in the Republic of Vietnam, and turned into a day that none of us will ever forget. I am relating this event in as true a fashion as fading memories of 33 years permit. Hillclimber was the call sign of the 147th Assault Support Helicopter Company equipped with the CH-47A medium lift helicopter popularly know as the Chinook, Hook, and by some, Shit Hook. If you are unfamiliar with the Chinook, it is a rather large, tandem rotor helicopter (main rotor at both ends) and two external engines, one on either side of the aft pylon.

Typical flying days in 1966 and 67 usually included a variety of missions for several units in the III and IV Corps Area of Operations (AO). The days started early (usually well before daylight) and continued with little break until after dark (and on occasion into the early hours of the next day). Missions might include resupply of fire bases, medevacs, CS gas drops, aircraft recovery and maybe even a combat assault. Chinooks were in short supply in those days so the ones in country were kept very busy. Every day our unit maintained two Chinooks committed to "Recovery Stand By", one for each AO. Recovery standby would wait for a call that an aircraft was down and would go to the area and sling the downed aircraft to a secure maintenance area. Recoveries were considered dangerous, not only because of the skill required but the fact that at the high hovers that were required, the Chinook became a large target visible to the bad guys from great distances. One of the tactics that the VC used was to wait until the pilot was committed to a take off then shoot at the vulnerable rear of the aircraft. The VC knew exactly how far back the side guns on the Chinook would traverse and would step out into the open for a better shot. Early on, commanders recognized this vulnerability and placed an extra gunner on the ramp with an M-60 machine gun. These gunners compiled several kills before the enemy got wise to what the new tactic was. When the unit was heavily committed, the recovery aircraft would also fly resupply missions until a recovery mission was called.

On this fateful day, one of our aircraft, commanded by CW2 Bob Stange, piloted by CW2 AJ Bottom and crewed by three enlisted men and an extra gunner, were assigned recovery standby for the IV Corps AO. As an add on mission, they were working for a Special Forces unit, delivering construction materials to a field site south of Can Tho in the Mekong Delta. Early in the mission, their aircraft experienced a maintenance difficulty which required a replacement aircraft.

Two years ago at a reunion of our sister unit then CW2 Insh Logan a Hillclimber aircraft commander related this hit Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B205

66-00073

CH-47A

Delivery Date
30 Jun 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Captured by NVA [RVN]

30 Apr 1975

1 Sep 1970

66-00073 accumulated at least 2,526.0 aircraft hours as of 8 May 1976. At some point, 66-00073 was assigned to the 196th Assault Support Helicopter Company (ASHC) - "Flippers", located at Lane Army Airfield in the Republic of Vietnam (RVN). On or about September 1972, 66-00073 was transferred to the Vietnamese Air Force (VNAF) and was captured by North Vietnamese Forces at the close of hostilities in 1975.

Incident Reports Sep 1967-Aug 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	64	65	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	95	160	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	65	225	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	79	304	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	85	389	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	74	463	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	39	502	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	66	568	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	23	591	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	60	651	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	42	693	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	55	748	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	59	807	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	64	871	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	96	967	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	967	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	71	1038	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	109	1147	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	36	1183	W2VYAA	AMMC	VIETNAM		RVN
196805	0	1183	W2VYAA	AMMC	VIETNAM		RVN
196806	0	1183	W2VYAA	AMMC	VIETNAM		RVN
196807	72	1255	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	106	1361	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	83	1444	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	64	1508	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	72	1580	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196812	72	1652	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196901	53	1705	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B206

66-00074

CH-47A

Delivery Date
29 Jun 1966



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
5 Mar 1986

Serial Number
86-01647

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

66-00074 accumulated 4,813.3 aircraft hours. At some point, 66-00074 was assigned an unknown unit. On 5 March 1986, 66-00074 was inducted into the D model program and converted to 86-01647.

Incident Reports Aug 1967-Jun 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	63	65	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	81	146	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	56	202	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	46	248	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	65	313	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	88	401	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	68	469	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	79	548	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	23	571	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	52	623	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	40	663	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	63	726	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	47	773	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	91	864	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	34	898	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	898	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	97	995	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	97	1092	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	73	1165	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196805	46	1211	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196806	72	1283	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196807	85	1368	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196808	64	1432	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196809	87	1519	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196810	57	1576	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196811	96	1672	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196812	0	1672	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	0	1672	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1672	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1672	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B207

66-00075

CH-47A

Delivery Date
07 Jul 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
15 Jul 1986

Prev SN

Serial Number
86-01668

Status

Loss Date

Transfer Date

Converted to D Model

66-00075 accumulated 4,056.1 aircraft hours. At some point in 1969, 66-00075 was assigned to the 19th Aviation Company when it deployed to the Republic of Korea (ROK) (South Korea). The 19th Aviation Company deployed via surface vessel - the U.S. Navy carrier USNS Point Cruz. While the ship was anchored in Incheon Harbor, the CH-47A model Chinooks were reassembled and flown, one at a time, to their new home at Camp Humphrey. The first Flight Engineer (FE) assigned to 66-00075 was SP5 Pat Welter, who later went on to become Captain (O6) Welter, of the United States Navy (USN). On 15 July 1986, 66-00075 was inducted into the D model program and converted to 86-01668.

Incident Reports Nov 1966-Sep 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	100	141	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	106	247	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	64	311	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	61	372	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	65	437	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	22	459	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	72	531	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	53	584	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	30	614	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	32	646	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	100	746	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	49	795	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	52	847	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	98	945	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	57	1002	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	1002	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	67	1069	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	54	1123	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	138	1261	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196805	103	1364	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196806	69	1433	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196807	20	1453	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196808	104	1557	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196809	99	1656	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196810	0	1656	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196811	0	1656	WC06AA	147ASLTSPHELCO	VIETNAM		RVN

196811 0 1656 W0MΔΔΔ DIR FOR MAINT 1ST ARMY NEW GUINERLAND ΔVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B208

66-00076

CH-47A

Delivery Date
05 Jul 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

30 May 1970

66-00076 accumulated at least 1,970.0 aircraft hours as of 30 May 1970. At some point, 66-00076 was assigned to the 242nd Assault Support Helicopter Company (ASHC) "Muleskinners", located at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to a maintenance test flight accident, details unknown.

This was an Operational Loss caused by an accident by Accident with the mission function of Maintenance Flight (test flight)

Incident Reports Nov 1966-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	84	124	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196611	76	200	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196612	49	249	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196701	72	321	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196702	51	372	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196703	70	442	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196704	90	532	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196705	35	567	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	43	610	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	58	668	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	43	711	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	50	761	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	47	808	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	64	872	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	46	918	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	918	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	0	918	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	94	1012	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	12	1024	WCLNAA	79 TRANS CO	VIETNAM		RVN
196805	0	1024	WCLNAA	79 TRANS CO	VIETNAM		RVN
196806	19	1043	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196807	68	1111	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196808	92	1203	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196809	108	1311	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	114	1425	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	94	1519	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B209

66-00077

CH-47A

Delivery Date
11 Jul 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
19 Apr 1985

Prev SN

Serial Number
85-24341



Status

Loss Date

Transfer Date

Converted to D Model

66-00077 accumulated 3,768.3 aircraft hours. At some point, 66-00077 was assigned to B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Red Beach/LZ Sharron, or Bear Cat, in the Republic of Vietnam (RVN). 66-00077, a.k.a. "Balls 77", was utilized extensively in downed aircraft recovery operations. 66-00077 was the first "Hook" from B Company, 228th, to go into the Ashau Valley on 19 April 68 and the first MEDEVAC (medical evacuation) helicopter to come back out. On 19 April 1985, 66-00077 was inducted into the D model program and converted to 85-24341.

Photo indicates number of aircraft recoveries by 66-00077

Incident Reports Feb 1969-Oct 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	5	6	WCLBAA 330	TRANS CO	VIETNAM	RVN
196611	14	20	WCLBAA 330	TRANS CO	VIETNAM	RVN
196612	29	49	WCLBAA 330	TRANS CO	VIETNAM	RVN
196701	48	97	WCLBAA 330	TRANS CO	VIETNAM	RVN
196702	26	123	WCLBAA 330	TRANS CO	VIETNAM	RVN
196703	34	157	WCLBAA 330	TRANS CO	VIETNAM	RVN
196704	51	208	WCLBAA 330	TRANS CO	VIETNAM	RVN
196705	0	208	WCLBAA 330	TRANS CO	VIETNAM	RVN
196706	40	248	WCLBAA 330	TRANS CO	VIETNAM	RVN
196707	25	273	WCLBAA 330	TRANS CO	VIETNAM	RVN
196708	12	285	WCLBAA 330	TRANS CO	VIETNAM	RVN
196709	13	298	WCLBAA 330	TRANS CO	VIETNAM	RVN
196710	0	298	WCLBAA 330	TRANS CO	VIETNAM	RVN
196711	0	298	WCLBAA 330	TRANS CO	VIETNAM	RVN
196712	65	363	WCLBAA 330	TRANS CO	VIETNAM	RVN
196801	0	363	WCLBAA 330	TRANS CO	VIETNAM	RVN
196802	18	381	WCLBAA 330	TRANS CO	VIETNAM	RVN
196803	24	405	3261 355	AVN CO 4TH ARMY	FORT SILL	4TH ARMY
196804	0	405	3261	BELL HCPT	BAILMENT FT WORTH	AVCOM
196805	25	430	3261 355	AVN CO 4TH ARMY	FORT SILL	4TH ARMY
196806	31	461	3261 355	AVN CO 4TH ARMY	FORT SILL	4TH ARMY
196807	75	536	3261	OPM SEA NITEOPS	1ST ARMY FORT BELVOIR	AMC
196808	50	586	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN
196809	41	627	WAAWB0 COB	228ABAH1CAV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B210

66-00078

CH-47A

Delivery Date
13 Jul 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

25 Mar 1975

Transfer Date

1 Dec 1972

66-00078 accumulated at least 1,802.0 aircraft hours. At some point, 66-00078 was assigned to the 247th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

Incident Reports Oct 1969-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	1	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196611	11	12	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196612	44	56	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196701	56	112	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196702	69	181	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196703	58	239	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196704	40	279	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196705	0	279	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196706	42	321	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196707	2	323	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196708	26	349	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196709	49	398	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196710	24	422	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196711	0	422	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196712	59	481	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196801	0	481	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196802	18	499	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196803	16	515	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196804	62	577	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196805	14	591	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196806	52	643	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196807	44	687	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196808	25	712	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196809	63	775	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196810	54	829	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196811	41	870	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196812	11	881	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196901	0	881	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN
196902	0	881	WCLBAA	330 TRANS CO	VIETNAM	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B211

66-00079

CH-47A

Delivery Date
20 Jul 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Accident/Destroyed [RVN] 10 Nov 1970 1 Feb 1972

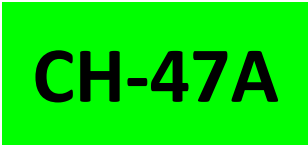
66-00079 accumulated at least 2,656.0 aircraft hours. At some point, 66-00079 was assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, located at Simmons Army Airfield, Fort Bragg, North Carolina. C Company was the former 196th Assault Support Helicopter Company (ASHC). The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment and became directly subordinate to the 18th Aviation Brigade. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment. As of 22 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. 66-00079 was assigned to the 196th ASHC when that unit deployed to the Republic of Vietnam. At some point, 66-00079 was transferred to the 241st Vietnamese Air Force (VNAF) and was lost due to an accident. At an unknown location, 66-00079 suffered from an explosion in the right aft section of the aircraft while on approach. No hostile ground fire was reported. There was the possibility that one of the Army of the Republic of Vietnam (ARVN) soldiers dropped a grenade in the cabin. Of the approximately 40 troops that were on board, there were nine injuries and 28 fatalities. According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967 Incident Reports Jul 1966-April 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	50	92	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	25	117	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	6	123	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	13	136	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	136	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	13	149	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	110	259	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	77	336	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	65	401	3331	USARV FLT DET	VIETNAM			RVN
196707	93	494	3331	USARV FLT DET	VIETNAM			RVN
196708	80	574	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	33	607	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	74	681	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	84	765	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	76	841	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	52	893	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	95	988	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	12	1000	WFB EAA	196 LT INF BDE	VIETNAM			RVN
196804	119	1119	WFRF D A	196 LT INF BDE	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B212

66-00080



Delivery Date
20 Jul 1966

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number



Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Aug 1970

66-00080 accumulated at least 1,767.0 aircraft hours as of 8 May 1976. On or about September 1972, 66-00080 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967 Incident Reports Jan 1969-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	40	77	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	24	101	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	5	106	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	13	119	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	119	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	9	128	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	64	192	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	62	254	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	61	315	3331	USARV FLT DET		VIETNAM		RVN
196707	77	392	3331	USARV FLT DET		VIETNAM		RVN
196708	4	396	WCLNAA	79 TRANS CO		VIETNAM		RVN
196709	0	396	WCLNAA	79 TRANS CO		VIETNAM		RVN
196710	96	492	WCLNAA	79 TRANS CO		VIETNAM		RVN
196711	83	575	WCLNAA	79 TRANS CO		VIETNAM		RVN
196712	15	590	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	0	590	WCLNAA	79 TRANS CO		VIETNAM		RVN
196802	0	590	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	100	690	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196804	100	790	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196805	84	874	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196806	98	972	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196807	63	1035	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196808	48	1083	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196809	47	1130	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196810	57	1187	3331	HHD 44 ENG GP		THAILAND		PACIFIC
196811	16	1203	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196812	67	1270	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196901	62	1332	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196902	58	1390	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B213

66-00081

CH-47A

Delivery Date
20 Jul 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Accident/Destroyed [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Feb 1972

66-00081 accumulated at least 2,916.0 aircraft hours. At some point, 66-00081 was assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment. On or about February 1972, 66-00081 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam). NOTE: During the evacuation of South Vietnam, a VNAF CH-47A flew off the coast to the destroyer USS Kirk where the pilots' family literally jumped onto the ship. Since there was not room to land the Chinook on the ship, the pilot then "landed" the aircraft in the water, escaped the crash and was rescued by the USS Kirk and joined his family on the ship. A forensic analysis of the photo above appears to show the tail number 081 which would be 66-00081 which is shown in Army records as being captured by NVA as was every other aircraft abandoned at the fall of Saigon. Here is a description of the event from Craig Campiano, a Navy dispersing officer on the USS Kirk who took the photo above as sailors from the USS Kirk tried to wave off the Chinook:

By the end of the operation, we received a total of 16 Hueys and 1 CH-47 Chinook. This big Chinook carried 10 refugees but it was much too large to land on our flight deck. While I was inside with the team, the decision was made for the pilot to hover over our fantail, drop his tailgate and disgorge his passengers onto our fantail. Without my knowledge, the helicopter hovered over us for about 10 minutes while all the refugees jumped out. Then the pilot flew the aircraft away from the ship and hovered it with his wheels in the water for about 10 minutes while he took his flight suit off. I'm a pilot and I still can't understand how he did this. He sat there by himself without a co-pilot and flew a bit twin-engine, twin-rotor Chinook with wheels in the water. And while he was sitting there with what seemed like "three" arms flying the helicopter, he somehow got out of his flight suit and dropped it out the window. He rolled the helicopter to the right. As the rotors smashed into the water, he jumped out the pilot's window to the left. The doors were open on either side of the ship so we could hear the crash and see bits and pieces of the rotors flying over the ship and splashing all around us. The pilot avoided the wreckage and swam away. Not only was he an incredible pilot but he somehow kept his wits about him while he performed that unbelievable maneuver. It was just amazing! Some of the crew became "John Waynes" at that point. You couldn't stop our guys. Five or six sailors ran out on the fantail and jumped over the side, swimming like crazy to that helo and dragging life jackets with them. They didn't realize that the helicopter was now empty. All the refugees were standing behind us on the fantail. Now we had to be concerned about getting our own sailors out of the water. Half of them hadn't even put on their life jackets before they jumped in. Our motor whaleboat drove over and picked up the lone Vietnamese pilot, who was calmly paddling his way through the water. Most of the trouble was getting the Kirk sailors into the same boat. Because these refugees were in the know, they knew their country was falling to the Communists. For many years some of them had been converting a lot of their personnel wealth into gold and diamonds. Our dispersing officer, Craig Campiano, had to take an incredible number of small gold bars - tiny ones - probably no bigger than a Wrigley Spearmint gum stick. Individually, they were very small but collectively that was a lot of money. This was the reason the pilot of the Chinook went through all the trouble of taking his flight suit off. He had gold in the suit which weighted him down. When he hovered over the ocean and took his flight suit off, he was also throwing away his life savings. Even though he had saved what turned out to be 10 lives and done an extraordinary feat of flying, he just couldn't be consoled. All he had in the world were the skivvies on his back.

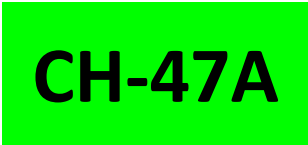
This is an extract from a National Public Radio article about the Chinook and the USS Kirk: As Saigon was falling to Communist North Vietnamese forces in April 1975, U.S. sailor Kent Chipman and Ba Nguyen, a helicopter pilot in the South Vietnamese army, crossed paths for one brief moment. Chipman was aboard the USS Kirk, a small Navy ship that rescued Nguyen and his family as they flew in a Chinook transport chopper, desperate to get away from Saigon.

Chipman waited 25 years to be reunited with Nguyen and his family

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B214

66-00082



Delivery Date
22 Jul 1966

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

9 Nov 1973

Transfer Date

1 Sep 1970

66-00082 accumulated at least 2,326.0 aircraft hours as of September 1970. Aircraft hours are prior to transfer to the Vietnamese Air Force (VNAF). At some point in the early 1970s, 66-00082 was transferred to the 247th VNAF, in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 9 November 1973, 66-00082 was hit by enemy fire while operating in inclement weather.

Incident Reports Sep 1967-Jun 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	32	105	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	21	126	W0U24B	213AVNCO	10AVNGP	3RD ARMY	FORT BENNING	3RD ARMY
196612	19	145	W0U24B	213AVNCO	10AVNGP	3RD ARMY	FORT BENNING	3RD ARMY
196701	0	145	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196702	48	193	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196703	90	283	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196704	82	365	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196705	60	425	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196706	50	475	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196707	44	519	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196708	60	579	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196709	70	649	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196710	87	736	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196711	78	814	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196712	96	910	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196801	67	977	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196802	72	1049	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196803	96	1145	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196804	0	1145	WC5DAA	605 TRANS CO DS	VIETNAM		RVN	
196805	0	1145	WC5DAA	605 TRANS CO DS	VIETNAM		RVN	
196806	73	1218	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	
196807	91	1309	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	
196808	101	1410	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	
196809	109	1519	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	
196810	89	1608	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	
196811	62	1670	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	
196812	0	1670	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	
196901	0	1670	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B215

66-00083

CH-47A

Delivery Date
25 Jul 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

1 Nov 1967

Transfer Date

66-00083 accumulated at least 433.0 aircraft hours. At some point, 66-00083 was assigned to the 213th Assault Support Helicopter Company (ASHC) - "Blackcats", in the Republic of Vietnam (South Vietnam) and remained there until it was lost due to an accident.

While on a night resupply mission, the sling load hit the ground causing the pilot to turn on the landing light. This revealed the A/C was about to hit a tree. The A/C hit a tree causing it to crash and burn. 4 killed, 6 injured

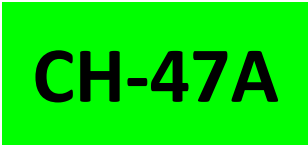
Incident Report Nov 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY		
196610	34	83	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY	
196611	0	83	W0U24B	213AVNCO10AVNGP		3RD ARMY	FORT BENNING	3RD ARMY	
196612	24	107	W0U24B	213AVNCO10AVNGP		3RD ARMY	FORT BENNING	3RD ARMY	
196701	0	107	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196702	50	157	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196703	91	248	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196704	65	313	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196705	65	378	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196706	55	433	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196707	41	474	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196708	99	573	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196709	48	621	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN
196710	97	718	WDQLAA	213 ASLT HEL CO			VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B216

66-00084



Delivery Date
01 Aug 1966

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

26 Dec 1973

1 Sep 1970

66-00084 accumulated at least 1,866.0 aircraft hours. At some point, 66-00084 was assigned to the 237th Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam), and remained there until it was lost due to enemy action. On 26 December 1973, 66-00084 was on a troop insertion and extraction mission. At approximately 200 feet above ground level, the aircraft came under heavy enemy fire. 66-00084 crashed and burned. The Pilot and Copilot were wounded. According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967 Incident REports Oct 1967 - Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	49	71	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	19	90	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	11	101	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	7	108	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	108	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	9	117	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	76	193	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	43	236	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	56	292	3331	USARV FLT DET		VIETNAM		RVN
196707	75	367	3331	USARV FLT DET		VIETNAM		RVN
196708	60	427	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196709	69	496	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196710	84	580	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196711	12	592	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	101	693	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	50	743	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	66	809	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	83	892	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196804	97	989	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196805	79	1068	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196806	72	1140	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196807	52	1192	WCLNAA	79 TRANS CO		VIETNAM		RVN
196808	0	1192	WCLNAA	79 TRANS CO		VIETNAM		RVN
196809	0	1192	WCLNAA	79 TRANS CO		VIETNAM		RVN
196810	0	1192	WCLNAA	79 TRANS CO		VIETNAM		RVN
196811	76	1268	WC5KAA	179 AVN CO		VIETNAM		RVN
196812	70	1338	WC5KAA	179 AVN CO		VIETNAM		RVN
196901	81	1419	WC5KAA	179 AVN CO		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B217

66-00085

CH-47A

Delivery Date
04 Aug 1966

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Transferred to VNAF - Accident/Destroyed [RVN]

Loss Date

3 Nov 1972

Transfer Date

1 May 1972

66-00085 accumulated at least 3,251.0 aircraft hours. At some point, 66-00085 was assigned to the 241st Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam), and remained there until it was lost due to an accident. On November 1972, 66-00085 crashed, details unknown.

According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	19	50	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	45	95	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	10	105	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	13	118	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	118	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	19	137	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	107	244	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	63	307	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	91	398	3331	USARV FLT DET		VIETNAM		RVN
196707	41	439	3331	USARV FLT DET		VIETNAM		RVN
196708	79	518	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM
196709	83	601	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM
196710	31	632	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM
196711	60	692	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	104	796	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	36	832	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	75	907	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	99	1006	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196804	84	1090	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196805	71	1161	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196806	44	1205	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196807	46	1251	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196808	55	1306	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196809	67	1373	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196810	60	1433	3331	HHD 44 ENG GP		THAILAND		PACIFIC
196811	68	1501	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196812	60	1561	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196901	44	1605	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196902	43	1648	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196903	77	1725	W0V1AA	196 ASLT HEL CO		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B218

66-00086

CH-47A

Delivery Date
04 Aug 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Trans to VNAF-Captured by NVA-On Display

Loss Date

30 Apr 1975

Transfer Date

1 Sep 1970

66-00086 accumulated at least 1,787.0 aircraft hours as of 8 May 1976. On or about September 1972, 66-00086 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities. Reported to be Operated by Vietnam People's Air Force (VPAF) 917th Mixed Air Regiment and Displayed at Ho Chi Min War Remnants Museum, Ho Chi Minh City, Vietnam or at the Military Zone 5 Museum [Bao Tang Quan Knu 5) in Da Nang

Incident Reports Mar 1968-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	26	48	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	39	87	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	11	98	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	12	110	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	110	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	11	121	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	49	170	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	49	219	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	44	263	3331	USARV FLT DET		VIETNAM		RVN
196707	67	330	3331	USARV FLT DET		VIETNAM		RVN
196708	65	395	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196709	51	446	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196710	106	552	3331	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196711	43	595	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	0	595	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	87	682	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	62	744	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	0	744	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196804	57	801	3328	BELL HCPT		BAILMENT	FT WORTH	AVCOM
196805	36	837	WFBAAA	196 LT INF BDE		VIETNAM		RVN
196806	105	942	WFBAAA	196 LT INF BDE		VIETNAM		RVN
196807	83	1025	WFBAAA	196 LT INF BDE		VIETNAM		RVN
196808	70	1095	WFBAAA	196 LT INF BDE		VIETNAM		RVN
196809	36	1131	WFBAAA	196 LT INF BDE		VIETNAM		RVN
196810	87	1218	3331	HHD 44 ENG GP		THAILAND		PACIFIC
196811	46	1264	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN
196812	61	1325	WDU1AA	196 ASLT HEL CO		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B219

66-00087

CH-47A

Delivery Date
08 Aug 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

23 Mar 1975

Transfer Date

1 Jul 1972

66-00087 accumulated at least 2,686.0 aircraft hours. At some point, 66-00087 was assigned to the 241st Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and/or Phu Cat.

Incident Reports Nov 1967-Jun 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196612	0	1	8210	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	0	1	8210	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	0	1	8210	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	10	11	8210	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	11	8210	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	10	21	8210	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	2	23	8210	USARV FLT DET	VIETNAM		RVN
196707	0	23	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	23	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	2	25	WCLSAA	388 TRANS CO	VIETNAM		RVN
196710	86	111	WCLSAA	388 TRANS CO	VIETNAM		RVN
196711	71	182	WCLSAA	388 TRANS CO	VIETNAM		RVN
196712	127	309	WCLSAA	388 TRANS CO	VIETNAM		RVN
196801	56	365	WCLSAA	388 TRANS CO	VIETNAM		RVN
196802	0	365	WCLSAA	388 TRANS CO	VIETNAM		RVN
196803	0	365	WCLSAA	388 TRANS CO	VIETNAM		RVN
196804	51	416	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	0	416	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	46	462	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	76	538	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	75	613	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	26	639	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	0	639	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	32	671	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196812	68	739	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	65	804	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196907	60	864	WADAWA0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B220

66-00088

CH-47A

Delivery Date
08 Aug 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

13 May 1967

66-00088 accumulated at least 285.0 aircraft hours. The administrative strike date was 13 May 1967. On 5/13/1967 while assigned to the 196th ASHC and piloted by CW2 Joseph Riley - "Flipper 3A", 66-00088 was lost in combat. The number one engine was hit by enemy fire and the aircraft crashed and burned. No further details are available
According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1966
Incident Report May 1967

FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	0	0 WDU1AA	196 ASHC	VIETNAM	VS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B221

66-00089

CH-47A

Delivery Date
11 Aug 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
3 Jun 1985

Prev SN

Serial Number
85-24347



Status

Loss Date

Transfer Date

Converted to D Model

6-00089 accumulated at least 3,157.7 aircraft hours. On an unknown start date, 66-00089 was originally assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, located at Simmons Army Airfield, Fort Bragg, North Carolina. At some point, and as of 31 December 2003, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers". The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment. On 3 June 1985, 66-00089 was inducted into the D model program and converted to 85-24347.

According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967

Incident Reports

Dec 1967- Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	44	67	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	26	93	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	6	99	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	13	112	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	112	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	6	118	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	74	192	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	75	267	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	75	342	3331	USARV FLT DET		VIETNAM		RVN
196707	45	387	3331	USARV FLT DET		VIETNAM		RVN
196708	100	487	3331	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196709	32	519	3331	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196710	68	587	3331	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196711	36	623	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	70	693	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	72	765	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	29	794	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	72	866	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196804	25	891	WFBEAA	196 LT INF BDE		VIETNAM		RVN
196805	77	968	WFBEAA	196 LT INF BDE		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B222

66-00090

CH-47A

Delivery Date
16 Aug 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 May 1985

Prev SN

Serial Number
85-24345

Status

Loss Date

Transfer Date

Converted to D Model

66-00090 accumulated 3,046.7 aircraft hours. At some point, 66-00090 was assigned an unknown unit. On 17 May 1985, 66-00090 was inducted into the D model program and converted to 85-24345.

According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967
Incident Reports Oct 1967 - Jan 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	60	79	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	21	100	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	6	106	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	13	119	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	119	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	6	125	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	84	209	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	83	292	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	61	353	3331	USARV FLT DET		VIETNAM		RVN
196707	59	412	3331	USARV FLT DET		VIETNAM		RVN
196708	83	495	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM
196709	62	557	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM
196710	35	592	3331	BELL HCPTTR		BAILMENT	FT WORTH	AVCOM
196711	1	593	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	99	692	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	52	744	WCLNAA	79 TRANS CO		VIETNAM		RVN
196802	0	744	WCLNAA	79 TRANS CO		VIETNAM		RVN
196803	0	744	WOMUAA	ARADMAC		IN MAINT	NAVAL AIR STN	AVCOM
196804	0	744	WOMUAA	ARADMAC		IN MAINT	NAVAL AIR STN	AVCOM
196805	0	744	WOMUAA	ARADMAC		IN MAINT	NAVAL AIR STN	AVCOM
196806	0	744	WOMUAA	ARADMAC		IN STORAGE	NAVAL AIR STN	AVCOM
196807	0	744	WOMUAA	ARADMAC		IN STORAGE	NAVAL AIR STN	AVCOM
196808	0	744	WOMUAA	ARADMAC		IN STORAGE	NAVAL AIR STN	AVCOM
196809	0	744	WOMUAA	ARADMAC		IN MAINT	NAVAL AIR STN	AVCOM
196810	0	744	WOMUAA	ARADMAC		4TH ARMY	NAVAL AIR STA	AVCOM
196811	0	744	WOMUAA	ARADMAC		IN MAINT	NAVAL AIR STN	AVCOM
196812	0	744	WOMUAA	ARADMAC		IN MAINT	NAVAL AIR STN	AVCOM
196901	0	744	WOMUAA	ARADMAC		IN TRANSIT	NAVAL AIR STN	AVCOM
196902	4	748	WOMUAA	ARADMAC		IN STORAGE	NAVAL AIR STN	AVCOM
196903	7	750	7030	HHH 44 FNG GP		THAI AND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B223

66-00091

CH-47A

Delivery Date
15 Aug 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

3 Jun 1973

Transfer Date

1 Aug 1972

66-00091 accumulated at least 3,654.0 aircraft hours. In August 1972, 66-00091 was transferred to the 237th Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 3 June 1973, 66-00091 was struck by an infra-red guided, shoulder fired SA-7 heat seeking missile. The aircraft impacted the ground and was destroyed. The crew of six all sustained fatal injuries.

According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967

Incident Report Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	34	48	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	34	82	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	11	93	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	15	108	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	108	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	22	130	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	71	201	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	11	212	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	37	249	3331	USARV FLT DET	VIETNAM		RVN	
196707	90	339	3331	USARV FLT DET	VIETNAM		RVN	
196708	77	416	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	43	459	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	98	557	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	34	591	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	25	616	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196801	76	692	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196802	82	774	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196803	0	774	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196804	55	829	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196805	91	920	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196806	97	1017	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196807	94	1111	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196808	90	1201	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196809	106	1307	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196810	133	1440	WDYEAA	243 ASLT HEL CO	VIETNAM			RVN
196811	51	1491	WDYFAD	243 ASLT HEL CO	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B224

66-00092

CH-47A

Delivery Date
20 Aug 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Sep 1970

66-00092 accumulated at least 2,250.0 aircraft hours. At some point, 66-00092 was assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, located at Simmons Army Airfield, Fort Bragg, North Carolina. C Company was the former 196th Assault Support Helicopter Company (ASHC). The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment and became directly subordinate to the 18th Aviation Brigade. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment. As of 22 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. 66-00092 was assigned to the 196th ASHC when that unit deployed to the Republic of Vietnam. On or about September 1972, 66-00092 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967
Incident Reports Aug 1968-Sep 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	58	85	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196611	9	94	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196612	10	104	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196701	7	111	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196702	0	111	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY	
196703	9	120	3331	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY	
196704	77	197	3331	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	72	269	3331	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	55	324	3331	USARV FLT DET	VIETNAM		RVN	
196707	69	393	3331	USARV FLT DET	VIETNAM		RVN	
196708	73	466	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196709	35	501	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196710	92	593	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196711	65	658	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	50	708	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196801	80	788	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196802	6	794	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196803	93	887	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196804	101	988	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196805	71	1059	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN	
196806	77	1121	WDYFAD	243 ASLT HEL CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B225

66-00093

CH-47A

Delivery Date
18 Aug 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Aug 1985

Prev SN

Serial Number
85-24357

Status

Loss Date

Transfer Date

Converted to D Model

6-00093 accumulated 3,803.0 aircraft hours. At some point, 66-00093 was assigned to the 196th Assault Support Helicopter Company (ASHC) - "Flippers", located at Camp Lane, in the Republic of Vietnam (South Vietnam), through an unknown end date. From at least 1966 to 1967, 66-00093 was located in the Republic of Vietnam assigned to the "Flippers". On 27 August 1985, 66-00093 was inducted into the D model program and converted to 85-24357.

According to unit histories, the 196th was activated at Ft Sill on 4 May 1966 and deployed to Vietnam in January 1967

Incident reports Feb 1970-April 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	75	94	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196611	21	115	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196612	13	128	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196701	7	135	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	135	WA20AA	196 AVN CO	MH	4/RARMY	FORT SILL	4TH ARMY
196703	13	148	3331	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	116	264	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	96	360	3331	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	64	424	3331	USARV FLT DET	VIETNAM		RVN	
196707	71	495	3331	USARV FLT DET	VIETNAM		RVN	
196708	99	594	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	58	652	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	74	726	3331	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	68	794	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	21	815	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	69	884	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	57	941	3331	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	49	990	WFBEAA	196 LT INF BDE	VIETNAM			RVN
196804	93	1083	WFBEAA	196 LT INF BDE	VIETNAM			RVN
196805	58	1141	WFBEAA	196 LT INF BDE	VIETNAM			RVN
196806	48	1189	WFBEAA	196 LT INF BDE	VIETNAM			RVN
196807	50	1239	WFBEAA	196 LT INF BDE	VIETNAM			RVN
196808	50	1289	WFBEAA	196 LT INF BDE	VIETNAM			RVN
196809	94	1383	WFBEAA	196 LT INF BDE	VIETNAM			RVN
196810	56	1439	3331	HHD 44 ENG GP	THAILAND			PACIFIC
196811	46	1485	WDU1AA	196 ASLT HEL CO	VIETNAM			RVN
196812	90	1575	WDU1AA	196 ASLT HEL CO	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B226

66-00094

CH-47A

Delivery Date
23 Aug 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Trans to VNAF-Captured by NVA-On Display

Loss Date

23 Mar 1975

Transfer Date

1 Dec 1972

66-00094 accumulated 2,460.0 aircraft hours. At some point, 66-00094 was assigned to A Company - "Pachyderms", 159th Assault Support Helicopter Battalion (ASHB), attached to the 101st Airborne Division in the Republic of Vietnam (RVN). In July 1968, 66-00094 was the first aircraft to land at Phu Bai when that unit moved into it's new home there. A Company was the former 200th ASHC. At some point, 66-00094 was assigned to B Company - "Longhorns", 228th ASHB located at Bear Cat. At some point, the 228th ASHB stood down and 66-00094 was assigned to the 362nd Aviation Company - the last U.S. Chinook unit in the RVN. At some point, 66-00094 was transferred to the 247th Vietnamese Air Force (VNAF) and lost in combat. 66-00094 was lost due to North Vietnamese and or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

Incident Report May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	47	57	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196611	46	103	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196612	30	133	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	8	141	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	24	165	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	165	1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	165	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	59	224	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	60	284	3328	USARV FLT DET	VIETNAM		RVN
196707	71	355	3328	USARV FLT DET	VIETNAM		RVN
196708	31	386	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	83	469	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	107	576	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	12	588	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	97	685	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	55	740	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	48	788	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	11	799	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	59	858	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	29	887	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	14	901	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	91	992	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	49	1041	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196809	52	1093	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196810	17	1110	WΔΔWΔN CQΔ	ΔΔΔRΔH1CΔV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B227

66-00095

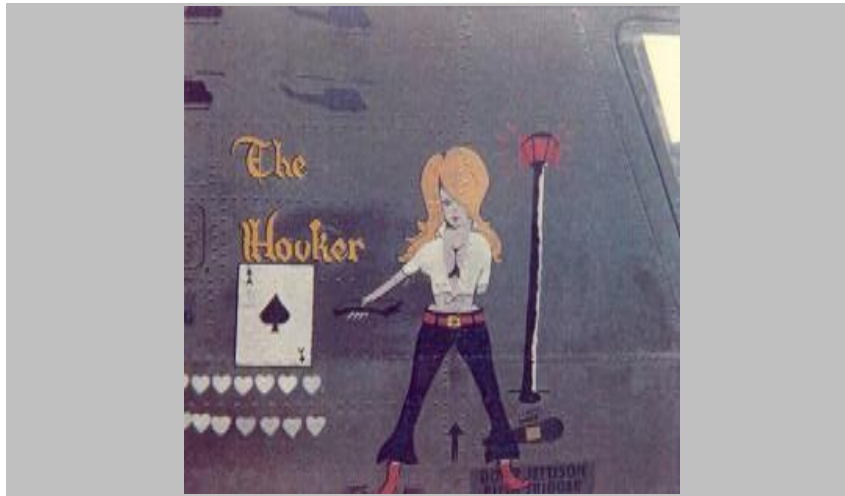
CH-47A

Delivery Date
24 Aug 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Sep 1970

66-00095 accumulated at least 2,219.0 aircraft hours as of 8 May 1976. On or about September 1972, 66-00095 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Photo: 66-00095 nose art (on earlier versions, the hooker did not have a shirt on)

Incident Reports May 1967-Jun 1967

196610	51	54	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	61	115	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196612	50	165	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196701	16	181	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196702	21	202	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196703	0	202	1592	POST SUPPLY	6TH ARMY	FORT ORD		6TH ARMY
196704	0	202	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196705	58	260	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196706	46	306	3328	USARV FLT DET	VIETNAM			RVN
196707	39	345	3328	USARV FLT DET	VIETNAM			RVN
196708	96	441	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	0	441	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	36	477	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	157	634	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196712	43	677	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196801	0	677	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196802	96	773	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196803	35	808	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196804	75	883	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196805	33	916	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196806	60	976	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196807	7	983	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR		AMC
196808	26	1009	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196809	70	1079	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196810	12	1091	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN
196811	94	1185	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN
196812	93	1278	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN
196901	101	1279	WΔΔWΔ0 C0Δ 228	ΔRΔH1CΔV	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B228

66-00096

CH-47A

Delivery Date
25 Aug 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Aug 1970

66-00096 accumulated at least 1,234.0 aircraft hours as of 8 May 1976. 66-00096 was involved in a major accident on 12 Dec 1968 at Can Tho.

Accident Summary:

AT APPROXIMATELY ^1730 HOURS 12 DECEMBER 1968, CH-47A 66-0096,^ PILOTED BY ^CW2 JAMES H. BOSCHMA,^ AIRCRAFT COMMANDER AND ^1LT ROBERT W. P. PATTERSON,^ PILOT, LANDED AT THE LOADING AND REFUELING AREA AT THE DEPARTURE END OF RUNWAY 08, ^CAN THO AIRFIELD^. THE AIRCRAFT REFUELED AND SHUT DOWN FOR INTERNAL LOADING. THE AIRCRAFT WAS LOADED WITH A PALLET OF BEER, A PALLET OF SOFT DRINKS, A PALLET OF RICE, A PALLET OF VEGETABLES AND A PALLET OF RICE, MEDICAL SUPPLIES AND A BOTTLE OF PROPANE. AN UNKNOWN NUMBER OF ^RVN^ NATIONALS AND TWO ^AMERICANS^ WERE LOADED IN ADDITION TO THE CARGO. THE ENGINES WERE STARTED AND A HOVER CHECK WAS PERFORMED. THE AIRCRAFT WAS UNABLE TO SUSTAIN A HOVER AND THE AIRCRAFT COMMANDER LANDED AND INSTRUCTED THAT SOME OF THE ^RVN^ NATIONALS BE OFF LOADED. AN UNKNOWN NUMBER OF PASSENGERS WERE OFF LOADED AND ANOTHER HOVER CHECK WAS PERFORMED. ALTHOUGH ABLE TO SUSTAIN A HOVER, THE MARGIN OF POWER WAS INSUFFICIENT AND THE AIRCRAFT COMMANDER AGAIN LANDED AND INSTRUCTED THAT ADDITIONAL PASSENGERS BE OFF LOADED. AN UNKNOWN NUMBER OF PASSENGERS WERE OFF LOADED AND ANOTHER HOVER CHECK WAS PERFORMED. THE AIRCRAFT COMMANDER ELECTED TO MAKE THE TAKEOFF AFTER COMPLETION OF THE HOVER CHECK. A NORMAL TAKEOFF WAS MADE FROM THE DEPARTURE END OF RUNWAY 08 ON A HEADING OF 080 DEGREES. TRANSLATIONAL LIFT WAS ATTAINED AND A SHALLOW CLIMB WAS INITIATED. THE RATE OF CLIMB WAS INSUFFICIENT TO CLEAR A SET OF TELEPHONE LINES PARALLELING A NORTH-SOUTH ROAD 200 METERS FROM THE TAKEOFF POINT AND A CYCLIC CLIMB WAS INITIATED TO ENABLE THE AIRCRAFT TO CLEAR THE WIRES. IMMEDIATELY AFTER CLEARANCE OF THE WIRES A LOSS OF ROTOR RPM WAS NOTED AND THE AIRCRAFT BEGAN AN INVOLUNTARY DESCENT. AN UNSUCCESSFUL ATTEMPT WAS MADE TO REGAIN RPM AND THE AIRCRAFT CONTINUED TO DESCEND. THE AIRCRAFT COMMANDER SELECTED WHAT APPEARED TO HIM AS THE ONLY FEASIBLE LANDING AREA AND ANNOUNCED OVER THE INTERCOM THAT THEY WERE GOING TO LAND. A SHALLOW TURN TO THE LEFT WAS INITIATED IN ORDER TO LINE UP WITH THE PROPOSED LANDING AREA. THE AIRCRAFT CLEARED A SAND PILE APPROXIMATELY TWENTY FEET IN HEIGHT AT THE APPROACH END OF THE SELECTED LANDING SITE AND TOUCHED DOWN APPROXIMATELY FIFTEEN FEET SHORT OF A STACK OF FIFTY-FIVE GALLON DRUMS OF PENAPRINE THAT WERE PROTRUDING SLIGHTLY INTO HIS APPROACH PATH. THE AIRCRAFT LANDED IN A "LEFT SIDE LOW" CONFIGURATION ALLOWING THE LEFT REAR WHEEL TO STRIKE THE GROUND APPROXIMATELY FIVE FEET AHEAD OF THE RIGHT REAR WHEEL TOUCHDOWN POINT. THE AIRCRAFT FUSELAGE STRUCK THE FIFTY-FIVE GALLON DRUMS OF PENAPRINE ON THE LEFT SIDE JUST FORWARD OF THE LEFT REAR WHEEL WELL. THE FUSELAGE WAS TORN OPEN AT THAT POINT AND AS THE AIRCRAFT CONTINUED FORWARD, WITH AN UNDETERMINED AMOUNT OF GROUND SPEED, THE LEFT REAR LANDING GEAR STRUCK THE FIFTY-FIVE GALLON DRUMS. THE LEFT REAR FUSELAGE THEN SETTLED TO THE GROUND AND THE AIRCRAFT CONTINUED SKIDDING FORWARD IN A STRAIGHT LINE APPROXIMATELY THREE HUNDRED FEET. APPROXIMATELY TWO HUNDRED SIXTY FIVE FEET FORWARD OF THE POINT OF LOSS OF THE LEFT REAR LANDING GEAR AND FORTY FEET TO THE LEFT OF THE APPROACH PATH STOOD AN ANTENNA SEVENTY FEET HIGH THAT HAD BEEN UNOBSERVED BY BOTH THE AIRCRAFT COMMANDER AND THE PILOT UNTIL AFTER THE AIRCRAFT HAD BEEN COMMITTED TO THE APPROACH THE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B229

66-00097

CH-47A

Delivery Date
31 Aug 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
13 Nov 1986

Serial Number
87-00069

Status

Loss Date

Transfer Date

Converted to D Model

66-00097 accumulated 4,544.7 aircraft hours. At some point, 66-00097 was assigned an unknown unit. On 13 November 1986, 66-00097 was inducted into the D model program and converted to 87-00069.

Incident Reports Jul 1968

Photo 66-00097 nose art

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	61	64	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	82	146	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196612	31	177	1592	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196701	27	204	1592	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196702	22	226	1592	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	226	1592	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	0	226	1592	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	54	280	3328	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	68	348	3328	USARV FLT DET		VIETNAM		RVN
196707	30	378	3328	USARV FLT DET		VIETNAM		RVN
196708	101	479	3328	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196709	74	553	3328	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196710	28	581	3328	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196711	120	701	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	82	783	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	18	801	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	86	887	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	70	957	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196804	28	985	3328	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196805	100	1085	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196806	0	1085	3328	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196807	53	1138	3241	OPM SEA NITEOPS		1ST ARMY	FORT BELVOIR	AMC
196808	49	1187	WFJ5A0 A 159	ASHB101AC		VIETNAM		RVN
196809	36	1223	WFJ5A0 A 159	ASHB101AC		VIETNAM		RVN
196810	38	1261	WAAWA0 COA	228ABAH1CAV		VIETNAM		RVN
196811	90	1351	WAAWA0 COA	228ABAH1CAV		VIETNAM		RVN
196812	58	1409	WAAWA0 COA	228ABAH1CAV		VIETNAM		RVN
196901	75	1484	WAAWA0 COA	228ABAH1CAV		VIETNAM		RVN
196902	0	1484	WAAWA0 COA	228ABAH1CAV		VIETNAM		RVN
196903	0	1484	WAAWA0 COA	228ABAH1CAV		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B230

66-00098

CH-47A

Delivery Date
02 Sep 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

23 Mar 1975

Transfer Date

1 Feb 1972

66-00098 accumulated at least 1,497.0 aircraft hours. At some point, 66-00098 was assigned to the 241st Helicopter Squadron, Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and/or Phu Cat.

Photo: 66-00098 nose art

Incident Reports Jul 1967-March 1961

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	17	18	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	68	86	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196612	26	112	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196701	42	154	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196702	13	167	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196703	0	167	1592	POST SUPPLY	6TH ARMY	FORT ORD		6TH ARMY
196704	0	167	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196705	6	173	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196706	88	261	3328	USARV FLT DET	VIETNAM			RVN
196707	60	321	3328	USARV FLT DET	VIETNAM			RVN
196708	47	368	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	49	417	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	52	469	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	100	569	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196712	84	653	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196801	47	700	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196802	74	774	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196803	18	792	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196804	0	792	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196805	43	835	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196806	10	845	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196807	24	869	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR		AMC
196808	68	937	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196809	33	970	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196810	2	972	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN
196811	83	1055	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN
196812	27	1097	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B231

66-00099

CH-47A

Delivery Date
02 Sep 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

26 Apr 1972

Transfer Date

1 Nov 1971

66-00099 accumulated at least 2,264.0 aircraft hours. At some point in the early 1970s, 66-00099 was transferred to the 237th Helicopter Squadron, Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 26 April 1972, 66-00099 received intense enemy ground fire and exploded in mid-air. Of the crew of five, all sustained fatal injuries.

Incident report Nov 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	40	55	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	25	80	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196612	43	123	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196701	4	127	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196702	18	145	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196703	0	145	1592	POST SUPPLY	6TH ARMY	FORT ORD		6TH ARMY
196704	0	145	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196705	95	240	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196706	62	302	3328	USARV FLT DET	VIETNAM			RVN
196707	86	388	3328	USARV FLT DET	VIETNAM			RVN
196708	101	489	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	22	511	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	79	590	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	95	685	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196712	78	763	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196801	27	790	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196802	100	890	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196803	27	917	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196804	49	966	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196805	35	1001	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196806	0	1001	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196807	47	1048	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR		AMC
196808	52	1100	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196809	89	1189	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196810	16	1205	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN
196811	50	1255	WAAWB0 COA 228	ABAH1CAV	VIETNAM			RVN
196812	148	1403	WAAWB0 COA 228	ABAH1CAV	VIETNAM			RVN
196901	0	1403	WAFI NΔΔ 79	TRANS CO	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B232

66-00100

CH-47A

Delivery Date
08 Sep 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Oct 1972

66-00100 accumulated at least 2,617.0 aircraft hours as of 8 May 1976. On or about October 1972, 66-00100 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Photo: 66-00100 nose art

Incident Reports

Dec 1969 - Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY		
196610	27	28	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY	
196611	53	81	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY	
196612	0	81	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM	
196701	1	82	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM	
196702	21	103	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM	
196703	0	103	1592	POST SUPPLY	6TH ARMY	FORT ORD		6TH ARMY	
196704	0	103	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM	
196705	79	182	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM	
196706	45	227	3328	USARV FLT DET	VIETNAM			RVN	
196707	61	288	3328	USARV FLT DET	VIETNAM			RVN	
196708	40	328	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM	
196709	88	416	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM	
196710	78	494	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM	
196711	70	564	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196712	136	700	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196801	56	756	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196802	76	832	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196803	41	873	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196804	60	933	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM	
196805	55	988	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196806	28	1016	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196807	16	1032	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR		AMC	
196808	88	1120	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN	
196809	32	1152	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN	
196810	62	1214	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN	
196811	69	1282	WAAWA0 COA 228	ABAH1CAV	VIETNAM			RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B233

66-00101

CH-47A

Delivery Date
09 Sep 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Jun 1985

Prev SN

Serial Number
85-24348

Status

Loss Date

Transfer Date

Converted to D Model

66-00101 accumulated 3,453.3 aircraft hours. At some point, 66-00101 was assigned an unknown unit. On 10 June 1985, 66-00101 was inducted into the D model program and converted to 85-24348.

No Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	28	29	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	37	66	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196612	27	93	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196701	13	106	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196702	22	128	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196703	0	128	1592	POST SUPPLY	6TH ARMY	FORT ORD		6TH ARMY
196704	0	128	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196705	96	224	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196706	34	258	3328	USARV FLT DET	VIETNAM			RVN
196707	63	321	3328	USARV FLT DET	VIETNAM			RVN
196708	68	389	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	32	421	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	95	516	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	80	596	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196712	55	651	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196801	68	719	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196802	17	736	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196803	85	821	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196804	22	843	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196805	89	932	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196806	86	1018	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196807	3	1021	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR		AMC
196808	0	1021	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196809	76	1097	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196810	26	1123	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196811	20	1143	WC5LAA 180	AVN CO 10AV	VIETNAM			RVN
196812	88	1231	WC5LAA 180	AVN CO 10AV	VIETNAM			RVN
196901	74	1305	WC5LAA 180	AVN CO 10AV	VIETNAM			RVN
196902	51	1356	WC5LAA 180	AVN CO 10AV	VIETNAM			RVN
196903	53	1409	WC5LAA 180	AVN CO 10AV	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B234

66-00102

CH-47A

Delivery Date
12 Sep 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 May 1986

Prev SN

Serial Number
86-01659



Status

Loss Date

Transfer Date

Converted to D Model

66-00102 accumulated 3,725.9 aircraft hours. At some point, 66-00102 was assigned an unknown unit. On 16 May 1986, 66-00102 was inducted into the D model program and converted to 86-01659.

Photo: 66-00102 nose art

Incident Report Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	7	7	1623	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196611	84	91	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196612	47	138	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	36	174	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	11	185	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	185	1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	185	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	60	245	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	28	273	3328	USARV FLT DET	VIETNAM		RVN
196707	63	336	3328	USARV FLT DET	VIETNAM		RVN
196708	42	378	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196709	76	454	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196710	98	552	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196711	34	586	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	95	681	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	72	753	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	95	848	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	35	883	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	41	924	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196805	33	957	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	15	972	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	87	1059	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	0	1059	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196809	0	1059	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196810	73	1132	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196811	28	1160	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196812	0	1160	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196901	5	1165	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B235

66-00103

CH-47A

Delivery Date
15 Sep 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
26 Mar 1986

Serial Number
86-01650

Status

Loss Date

Transfer Date

Converted to D Model

66-00103 accumulated 2,938.1 aircraft hours. At some point, 66-00103 was assigned an unknown unit. On 26 March 1986, 66-00103 was inducted into the D model program and converted to 86-01650.

Photo: 66-00103 nose art

Incident Reports Dec 1968-May 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	25	25	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196611	62	87	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196612	40	127	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196701	29	156	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196702	8	164	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196703	0	164	1592	POST SUPPLY	6TH ARMY	FORT ORD		6TH ARMY
196704	0	164	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196705	39	203	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG		TEVALCOM
196706	66	269	3328	USARV FLT DET	VIETNAM			RVN
196707	37	306	3328	USARV FLT DET	VIETNAM			RVN
196708	91	397	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196709	7	404	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196710	69	473	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196711	30	503	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196712	101	604	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196801	82	686	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196802	23	709	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196803	26	735	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196804	40	775	3328	BELL HCPTTR	BAILMENT	FT WORTH		AVCOM
196805	31	806	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196806	0	806	3328	355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY
196807	26	832	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR		AMC
196808	76	908	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196809	0	908	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196810	50	958	WFJ5A0 A 159	ASHB101AC	VIETNAM			RVN
196811	49	1007	WAAWB0 COA 228	ABAH1CAV	VIETNAM			RVN
196812	41	1048	WAAWB0 COA 228	ABAH1CAV	VIETNAM			RVN
196901	59	1107	WC1SAA 388	TRANS CO	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B236

66-00104

CH-47A

Delivery Date
23 Sep 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Sep 1986

Prev SN

Serial Number
86-01674



Status

Loss Date

Transfer Date

Converted to D Model

66-00104 accumulated 3,263.5 aircraft hours. At some point, 66-00104 was assigned to the 92nd Aviation Company, Washington Army Reserve, located at Paine Field, near Everett, Washington. On 8 August 1980, 66-00104 was involved in an accident while conducting flight operations as Chalk Two in a flight of three at the Abbotsford Airshow in British Columbia. The flight was on the ground conducting two wheel taxi. The pilot of 66-00104 adjusted the flight controls to reduce the rate of closure with Chalk One. In doing so, the pilot raised the nose approximately 26 to 28 degrees. This allowed the Aft Rotor System to make contact with the ground. Pieces of the rotor tips were torn loose and some pieces flew into the viewing stand. Four spectators were injured. On 8 September 1986, 66-00104 was inducted into the D model program and converted to 86-01674.

Incident Reports April 1967-May 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	7	7 1623	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196611	27	34 WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196612	32	66 1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	17	83 1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	17	100 1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	100 1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	100 1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	40	140 3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	65	205 3328	USARV FLT DET	VIETNAM		RVN
196707	45	250 3328	USARV FLT DET	VIETNAM		RVN
196708	52	302 3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	62	364 3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	70	434 3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	68	502 3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	7	509 3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	100	609 3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	102	711 3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	10	721 3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	60	781 3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	71	852 3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	64	916 3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	916 3328	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B237

66-00105

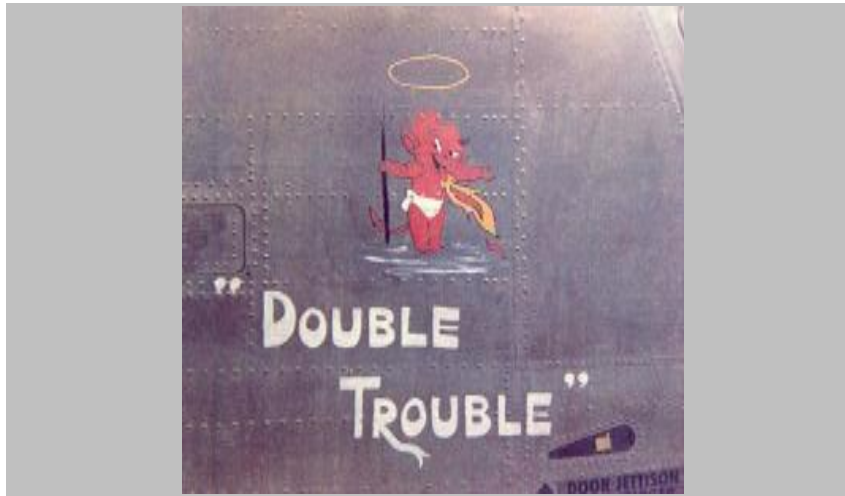
CH-47A

Delivery Date
25 Sep 1966

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

19 Jan 1975

Transfer Date

1 Nov 1972

66-00105 accumulated at least 2,781.0 aircraft hours. At some point, 66-00105 was assigned to the 249th Helicopter Squadron, Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam), and remained there until it was lost due to enemy action. On 19 January 1975, 66-00105 was struck by enemy ground fire, crashed, and burned. Of the 16 soldiers on board, only 5 survived.

Photo: 66-00105 nose art

Incident reports April 1967 - Oct 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY		
196610	12	12	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY	
196611	46	58	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY	
196612	32	90	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM		
196701	25	115	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM		
196702	17	132	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM		
196703	0	132	1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY		
196704	0	132	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM		
196705	87	219	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM		
196706	16	235	3328	USARV FLT DET	VIETNAM		RVN		
196707	90	325	3328	USARV FLT DET	VIETNAM		RVN		
196708	51	376	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM		
196709	45	421	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM		
196710	72	493	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM		
196711	49	542	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196712	58	600	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196801	74	674	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196802	70	744	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196803	9	753	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196804	57	810	3328	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM		
196805	36	846	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196806	0	846	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196807	24	870	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC		
196808	50	920	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN		
196809	5	925	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN		
196810	18	943	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN		
196811	90	1022	WΔΔWR0 C0Δ	228ΔRΔH1CΔV	VIETNAM		RVN		

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B238

66-00106

CH-47A

Delivery Date
25 Sep 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Feb 1982

Prev SN

Serial Number
82-23768

Status

Loss Date

Transfer Date

Converted to D Model

66-00106 accumulated 3,243.0 aircraft hours. At some point, 66-00106 was assigned to an unknown unit. On 16 February 1982, 66-00106 was inducted into the D model program and converted to 82-23768.

Incident Reports May 1967 - Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	9	9	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196611	54	63	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196612	26	89	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	28	117	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	7	124	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	124	1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	124	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	82	206	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	36	242	3328	USARV FLT DET	VIETNAM		RVN
196707	58	300	3328	USARV FLT DET	VIETNAM		RVN
196708	73	373	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	70	443	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	101	544	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	42	586	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	60	646	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	99	745	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	1	746	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	93	839	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	39	878	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	68	946	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	946	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	946	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	0	946	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196809	2	948	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196810	61	1009	WAAWA0 COA	228ABAH1CAV	VIETNAM		RVN
196811	34	1043	WAAWA0 COA	228ABAH1CAV	VIETNAM		RVN
196812	90	1133	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196901	0	1133	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196902	0	1133	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196903	18	1151	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B239

66-00107

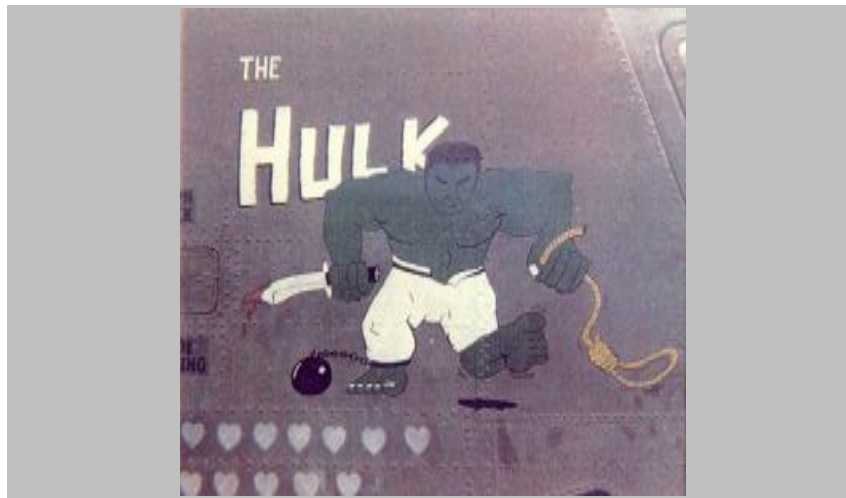
CH-47A

Delivery Date
30 Sep 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
10 May 1985

Serial Number
85-24344

Status

Loss Date

Transfer Date

Converted to D Model

66-00107 accumulated 3,144.8 aircraft hours. At some point, 66-00107 was assigned an unknown unit. SP4 Robert K. Langley was the first Flight Engineer assigned to 66-00107 while stationed at Fort Benning, Georgia in September 1966. He deployed with the aircraft to the Republic of Vietnam (RVN) and spent the next ten months crewing 66-00107 performing a variety of combat support missions. On 10 May 1985, 66-00107 was inducted into the D model program and converted to 85-24344.

Photo: 66-00107 nose art

Incident Reports Sep 1968-Jun 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM	
196611	61	63	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196612	47	110	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196701	21	131	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196702	11	142	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196703	0	142	1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY	
196704	0	142	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196705	91	233	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM	
196706	24	257	3328	USARV FLT DET	VIETNAM		RVN	
196707	55	312	3328	USARV FLT DET	VIETNAM		RVN	
196708	55	367	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196709	50	417	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196710	94	511	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196711	32	543	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	108	651	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	99	750	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196802	101	851	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	32	883	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	25	908	3328	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	43	951	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196806	35	986	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196807	64	1050	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	4	1054	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN	
196809	85	1139	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN	
196810	18	1157	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN	
196811	6	1163	WC5HAA 180	AVN CO 10AV	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B240

66-00108

CH-47A

Delivery Date
30 Sep 1966

Induction Date

Prev Model

Prev SN



Status

Converted to D Model

Loss Date

Transfer Date

Combat Service



Vietnam

Converted To

CH-47D

Induction Date

30 Mar 1982

Serial Number

82-23770

66-00108 accumulated 2,910.1 aircraft hours. At some point, 66-00108 was assigned an unknown unit. On 30 March 1982, 66-00108 was inducted into the D model program and converted to 82-23770.

Nose art reflects that this aircraft had the tail ramp blown off and was replaced by a ramp from a B model

No Incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	8	8	1623	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196611	75	83	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196612	0	83	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	7	90	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	14	104	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	104	1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	104	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	71	175	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	67	242	3328	USARV FLT DET	VIETNAM		RVN
196707	43	285	3328	USARV FLT DET	VIETNAM		RVN
196708	62	347	3328	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196709	51	398	3328	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196710	42	440	3328	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196711	88	528	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	12	540	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	100	640	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	48	688	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	74	762	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	77	839	3328	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	12	851	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	60	911	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	40	951	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	45	996	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196809	57	1053	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196810	0	1053	WFJ5A0 A 159	ASHB101AC	VIETNAM		RVN
196811	9	1062	WCLBAA 330	TRANS CO	VIETNAM		RVN
196812	0	1062	WCLBAA 330	TRANS CO	VIETNAM		RVN
196901	70	1132	WCLBAA 330	TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B241

66-00109

CH-47A

Delivery Date
19 Sep 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

10 Dec 1969

Transfer Date

66-00109 accumulated at least 1,384.0 aircraft hours. At some point, 66-00109 was assigned to the 243rd Assault Support Helicopter Company (ASHC) "Freight Train", located at Dong Ba Thin in the Republic of Vietnam, where it remained until it was lost due to an accident on 10 Dec 1969. One crew member was killed

accident summary:

aircraft was on a resupply mission and had been flying for approximately one hour and thirty minutes on this flight. just prior to the accident the crew had executed a normal approach and dropped off a sling loaded empty water trailer. the next load was external and was located approximately 20 meters to the right front of the aircraft. the pilot, who was flying at the time, hovered to pick up the load. as the nose of the aircraft came over the load, the crew experienced what seemed like a sas hard-over (erratic right roll attitude change). the aircraft commander took control of the aircraft, attempted to correct the erratic movements and called for sas to be turned off. the exact time of the sas being turned off cannot be determined, however, the emergency sas switch was in the off position in the wreckage. the aircraft continued to move approximately 75 meters to the right and slightly to the rear toward the beach area. the aircraft made another violent right lateral upward movement, left side down, to a point approximately 90 degrees from a level flight attitude, lost lift, and fell on its left side allowing both rotors to strike the ground simultaneously. except for the deterioration of the rotor system, and the collapse of the remainder of the aircraft, there was no movement after initial impact. fire immediately broke out and consumed the cabin fuselage section.\\

fe was struck by a rotor blade in the crash sequence that began with a dual sas hard over.

incident reports June 1967- Dec. 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196611	70	70	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196612	29	99	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	27	126	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	13	139	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	139	1592	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	139	1592	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	65	204	3328	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	39	243	3328	USARV FLT DET	VIETNAM		RVN
196707	61	304	3328	USARV FLT DET	VIETNAM		RVN
196708	27	241	2228	RELI HCPTR	RAII MFNT	FT WORTH	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B242

66-00110

CH-47A

Delivery Date
24 Sep 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

12 Apr 1972

1 Sep 1970

66-00110 accumulated at least 2,578.0 aircraft hours. At some point in the early 1970s, 66-00110 was transferred to the 237th Helicopter Squadron, Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 12 April 1972, 66-00110 received enemy ground fire, landed in an LZ, and was subsequently destroyed on ground by enemy fire. There were no casualties.

Incident Reports July 1967- April 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	22	22	WDHPAA	154 AVN CO	MH	4TH ARMY	FORT SILL	4TH ARMY
196611	30	52	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196612	13	65	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196701	19	84	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196702	42	126	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196703	51	177	2055	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	0	177	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	177	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	177	2055	USARV FLT DET		VIETNAM		RVN
196707	73	250	3312	USARV FLT DET		VIETNAM		RVN
196708	82	332	3312	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196709	60	392	3312	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196710	78	470	3312	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196711	97	567	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	73	640	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	98	738	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	90	828	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	98	926	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196804	91	1017	3312	BELL HCPTR		BAILMENT	FT WORTH	AVCOM
196805	92	1109	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196806	29	1138	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196807	54	1192	3312	OPM SEA NITEOPS		1ST ARMY	FORT BELVOIR	AMC
196808	57	1249	3312	HHD 44 ENG GP		THAILAND		PACIFIC
196809	139	1388	3312	HHD 44 ENG GP		THAILAND		PACIFIC
196810	113	1501	3312	HHD 44 ENG GP		THAILAND		PACIFIC
196811	122	1623	WDU6AA 205	ASLT HEL CO		VIETNAM		RVN
196812	112	1735	WDU6AA 205	ASLT HEL CO		VIETNAM		RVN
196901	30	1765	WDU6AA 205	ASLT HEL CO		VIETNAM		RVN

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Build
B243

66-00111

CH-47A

Delivery Date
30 Sep 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

25 May 1971

66-00111 accumulated 3,304.0 aircraft hours. At some point, 66-00111 was assigned to B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Red Beach/LZ Sharron, or Bear Cat, in the Republic of Vietnam (RVN). On 25 May 1971, while assigned to B Company, 66-00111 was lost due to an accident. Four injuries but no fatalities.

THE FLIGHT WAS A NORMAL COMBAT RESUPPLY MISSION WHICH ORIGINATED AT BEARCAT, RVN AT APPROXIMATELY 0850 HOURS ON 25 MAY 1971. WHILE BETWEEN BEARCAT AND BIEN HOA, AN O-RING BROKE IN THE #1 SAS PRESSURE REDUCER SYSTEM, CAUSING A HYDRAULIC LEAK IN THE FORWARD AREA OF THE AIRCRAFT. THE AIRCRAFT WAS LANDED AT LASSITER WHERE THE O-RING WAS REPLACED AND BOTH HYDRAULIC BOOST SYSTEMS WERE FILLED AT THIS TIME. THE AIRCRAFT LIFTED OFF LASSITER AT APPROXIMATELY 1215 HOURS TO GO TO THE CHINOOK POL POINT AT THE WESTERN END OF LASSITER PAD. AFTER REFUELING, THE AIRCRAFT WAS FLOWN TO SANDY PAD AND SHUT DOWN BECAUSE OF A HYDRAULIC BOOST WARNING LIGHT AND THE PRESSURE DROPPED TO 0 PSI IN THE #1 FLIGHT BOOST SYSTEM. THE FLIGHT ENGINEER, ^SPECIALIST JOHNSON^, FILLED THE #1 AND #2 FLIGHT BOOST SYSTEMS WITH HYDRAULIC FLUID. THE #2 FLIGHT BOOST SYSTEM WAS APPROXIMATELY 4 QUARTS LOW AND THE #1 FLIGHT BOOST SYSTEM WAS ABOUT HALF FULL. AFTER THE AIRCRAFT HAD BEEN SERVICED IT WAS STARTED AND A HOVER CHECK WAS COMPLETED WITH NO ABNORMAL INDICATIONS. THE AIRCRAFT TOOK ON A LOAD OF APPROXIMATELY 15 PERSONS AND TOOK OFF FROM SANDY PAD TO LZ PAT AT APPROXIMATELY 1245 HOURS. APPROXIMATELY HALF WAY TO THE LZ THE #1 HYDRAULIC BOOST SYSTEM WARNING LIGHT CAME ON IN THE COCKPIT AND THE AIRCRAFT COMMANDER MADE AN IMMEDIATE PRECAUTIONARY LANDING, HOWEVER, AS THE TOUCH DOWN WAS MADE THE #2 BOOST SYSTEM FAILED. ^B CO 228TH BN 3RD BDE 1ST CAV DIV (AM)^ OPERATION WAS NOTIFIED OF THE PRECAUTIONARY LANDING AND MAINTENANCE PERSONNEL WERE DISPATCHED TO THE SCENE. ^CPT GATLEY^ MAINTENANCE OFFICER FOR ^B CO. 228TH^, ^CPT DUNN B CO. 228TH^, AND GSPECIALIST JUNAS B CO. 228TH^ ARRIVED ON THE SCENE AT APPROXIMATELY 1315. ^CPT GATLEY^ AND ^SPECIALIST JUNAS^ REMOVED ALL INSPECTION PANELS ON THE AFT PYLON AND FOUND NOTHING BUT A LOOSE JAM NOT ON THE #2 HYDRAULIC PUMP WHICH WAS TIGHTENED. BOTH HYDRAULIC BOOST SYSTEMS WERE AGAIN FILLED AND A COMPLETE HOVER CHECK WAS PERFORMED BY ^CPT GATLEY^. NO LEAKS OR ABNORMAL INDICATIONS WERE FOUND DURING THE HOVER CHECK. THE AIRCRAFT WAS FLOWN FOR ABOUT TWO MINUTES WHEN THE #1 FLIGHT BOOST SYSTEM FAILED. THE AIRCRAFT COMMANDER AGAIN MADE A PRECAUTIONARY LANDING IMMEDIATELY AND UPON TOUCHDOWN THE #1 ENGINE CAUGHT FIRE. THE FIRE WAS EXTINGUISHED BY THE FLIGHT ENGINEER WITH THE PORTABLE FIRE EXTINGUISHER. THE HYDRAULIC SYSTEM WAS AGAIN FILLED AND THE AIRCRAFT COMMANDER, ^CW2 BURKETT^, AND PILOT ^CPT GATLEY^ ELECTED TO FLY BACK TO BEARCAT SINGLE ENGINE AS THE LZ WAS UNSECURE. AFTER A SINGLE ENGINE HOVER CHECK THE AIRCRAFT WAS FLOWN SINGLE, LOW LEVEL ALONG A ROAD TOWARD BEARCAT. ^CW2 BURKETT^ AND ^CPT GATLEY^ WERE IN CONSTANT COMMUNICATION WITH BOTH ^B CO. 228TH^ OPERATIONS AND THE OH-6 FLOWN BY ^CPT DUNN^ DURING THIS FLIGHT. APPROXIMATELY THREE MINUTES INTO THE FLIGHT THE #1 FLIGHT BOOST HYDRAULIC SYSTEM STARTED TO FLUCTUATE AND A RUNNING LANDING TO THE ROAD WAS ATTEMPTED. UPON FINAL APPROACH, THE AIRCRAFT COMMANDER HAD TO ADD THRUST IN ORDER TO AVOID COLLISION WITH A VIETNAMESE VEHICLE. AFTER AVOIDING THE COLLISION THE THRUST WAS LOWERED AND THE RUNNING LANDING CONTINUED. THE AFT GEAR WAS ABOUT THREE FEET FROM THE GROUND WHEN THE #2

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Build
B244

66-00112

CH-47A

Delivery Date
05 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action 29 May 1971 1 Aug 1970

66-00112 accumulated at least 1,751.0 aircraft hours. At some point in the early 1970s, 66-00112 was transferred to the 237th Helicopter Squadron, Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 29 May 1971, 66-00112 received enemy ground fire and hits were taken in the flight controls closet. A fire erupted and the crew jettisoned the sling load that was being transported. The aircraft autorotated to the ground. The airframe was consumed by the post crash fire. Two crew members suffered burns.

Incident Reports Feb 1969-May 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	46	46	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	21	67	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	27	94	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	11	105	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	49	154	2055	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	154	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	154	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	154	2055	USARV FLT DET	VIETNAM		RVN
196707	46	200	3312	USARV FLT DET	VIETNAM		RVN
196708	61	261	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196709	81	342	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196710	95	437	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196711	75	512	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	70	582	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	80	662	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	51	713	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	713	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	713	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196805	96	809	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	78	887	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	73	960	3312	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	70	1030	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196809	91	1121	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	102	1223	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196811	103	1326	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196812	77	1398	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN

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Build
B245

66-00113

CH-47A

Delivery Date
11 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Jul 1972

66-00113 accumulated at least 2,938.0 aircraft hours as of 8 May 1976. On or about July 1972, 66-00113 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident Reports Mar 1971-Jun 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196610	18	18	WDHPAA	154 AVN CO	MH	4TH ARMY	FORT SILL	4TH ARMY
196611	18	36	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196612	24	60	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196701	37	97	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196702	32	129	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196703	45	174	2055	POST SUPPLY		6TH ARMY	FORT ORD	6TH ARMY
196704	0	174	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	174	2055	ARMY AVN DIV		6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	174	2055	USARV FLT DET	VIETNAM		RVN	
196707	66	240	3312	USARV FLT DET	VIETNAM		RVN	
196708	71	311	3312	BELL HCPTR	BAILMENT	FT WORTH		AVCOM
196709	45	356	3312	BELL HCPTR	BAILMENT	FT WORTH		AVCOM
196710	68	424	3312	BELL HCPTR	BAILMENT	FT WORTH		AVCOM
196711	81	505	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196712	47	552	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196801	67	619	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196802	74	693	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196803	64	757	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196804	90	847	3312	BELL HCPTR	BAILMENT	FT WORTH		AVCOM
196805	58	905	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196806	94	999	3312	355 AVN CO		4TH ARMY	FORT SILL	4TH ARMY
196807	84	1083	3312	OPM SEA NITEOPS		1ST ARMY	FORT BELVOIR	AMC
196808	83	1166	3312	HHD 44 ENG GP	THAILAND			PACIFIC
196809	18	1184	3312	HHD 44 ENG GP	THAILAND			PACIFIC
196810	0	1184	3312	HHD 44 ENG GP	THAILAND			PACIFIC
196811	49	1233	WDU6AA 205	ASLT HEL CO	VIETNAM			RVN
196812	69	1302	WDU6AA 205	ASLT HEL CO	VIETNAM			RVN
196901	83	1385	WDU6AA 205	ASLT HEL CO	VIETNAM			RVN
196902	77	1462	WDU6AA 205	ASLT HEL CO	VIETNAM			RVN

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Build
B246

66-00114

CH-47A

Delivery Date
11 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Jun 1986

Prev SN

Serial Number
86-01665

Status

Loss Date

Transfer Date

Converted to D Model

66-00114 accumulated 3,743.7 aircraft hours. At some point, 66-00114 was assigned an unknown unit. On 20 June 1986, 66-00114 was inducted into the D model program and converted to 86-01665.

Incident Reports Aug 1967-Aug 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	56	56	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	31	87	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	41	128	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	29	157	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	35	192	2055	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	192	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	192	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	192	2055	USARV FLT DET	VIETNAM		RVN
196707	76	268	3312	USARV FLT DET	VIETNAM		RVN
196708	99	367	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	77	444	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	126	570	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	91	661	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	73	734	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	85	819	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	95	914	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	132	1046	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	81	1127	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	43	1170	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	74	1244	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	56	1300	3312	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	112	1412	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196809	138	1550	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	70	1620	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196811	116	1736	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196812	0	1736	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196901	0	1736	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1736	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1736	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	0	1736	3300	HHD 44 ENG GP	THAILAND		PACIFIC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B247

66-00115

CH-47A

Delivery Date
12 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Jan 1983

Prev SN

Serial Number
82-23776

Status

Loss Date

Transfer Date

Converted to D Model

6-00115 accumulated 3,460.5 aircraft hours. At some point, 66-00115 was assigned an unknown unit. On 28 June 1982, 66-00115 was inducted into the D model program and converted to 82-23776.

Incident Reports: June 1968-Mar 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	50	50	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	13	63	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	0	63	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	0	63	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	2	65	2055	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	65	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	65	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	65	2017	USARV FLT DET	VIETNAM		RVN
196707	0	65	2017	USARV FLT DET	VIETNAM		RVN
196708	0	65	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	65	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	65	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	5	70	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196712	53	123	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196801	57	180	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196802	92	272	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196803	104	376	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196804	103	479	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196805	88	567	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196806	34	601	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196807	77	678	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196808	24	702	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196809	76	778	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196810	67	845	3331	HHD 44 ENG GP	THAILAND		PACIFIC
196811	42	887	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196812	91	978	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196901	85	1063	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196902	38	1101	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196903	67	1168	WCINAA	79 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B248

66-00116

CH-47A

Delivery Date
12 Oct 1966

Induction Date

Prev Model

Prev SN



Status

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
28 Apr 1982

Serial Number
82-23772

Loss Date

Transfer Date

Converted to D Model

66-00116 accumulated 5,167.3 aircraft hours. In the Fall of 1966, 66-00116 was assigned to the 205th Assault Support Helicopter Company (ASHC) - "Geronimos" when the unit formed at Fort Sill, Oklahoma. In June of 1967, 66-00116 deployed, along with the 205th ASHC to Phu Loi, Republic of VietNam (RVN). On 28 April 1982, 66-00116 was inducted into the D model program and converted to 82-23772

Incidents Reported Aug 1967-Jun 1990

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	34	36	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	24	60	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	37	97	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	6	103	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	10	113	2055	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	113	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	113	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	113	2055	USARV FLT DET	VIETNAM		RVN
196707	69	182	3312	USARV FLT DET	VIETNAM		RVN
196708	107	289	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196709	91	380	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196710	83	463	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196711	77	540	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	47	587	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	109	696	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	48	744	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	75	819	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	82	901	3312	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196805	86	987	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	94	1081	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	87	1168	3312	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	59	1227	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196809	141	1368	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	113	1481	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196811	87	1568	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196812	58	1626	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196901	116	1717	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B249

66-00117

CH-47A

Delivery Date
18 Oct 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

11 Jan 1972

66-00117 accumulated at least 2,286.0 aircraft hours as of 8 May 1976. On or about January 1972, 66-00117 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

Incident Reports - none

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	31	31	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	19	50	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	22	72	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	26	98	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	2	100	2055	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	100	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	100	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	100	2055	USARV FLT DET	VIETNAM		RVN
196707	41	141	3312	USARV FLT DET	VIETNAM		RVN
196708	79	220	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	57	277	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	94	371	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	79	450	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	109	559	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	60	619	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	65	684	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	91	775	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	90	865	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	76	941	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	94	1035	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	55	1090	3312	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	81	1171	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196809	0	1171	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	81	1252	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196811	121	1373	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196812	98	1471	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196901	42	1513	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196902	62	1575	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B250

66-00118

CH-47A

Delivery Date
17 Oct 1966

Combat Service



Vietnam

Induction Date

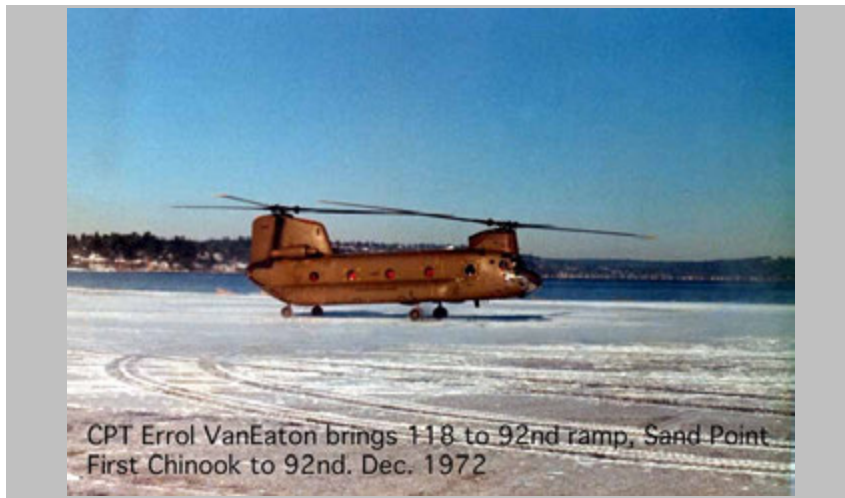
Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

22 Nov 1974

66-00118 accumulated 2,156.0 aircraft hours. At some point, 66-00118 was assigned to the 92nd Assault Support Helicopter Company (ASHC), located at Paine Field, near Everett, in the State of Washington, and remained there until it was lost due to an accident. 66-00118 was the first Chinook delivered to the 92nd Transportation Company in December of 1972 by Captain Erroll Van Eaton. Captain Van Eaton would later become a Brigadier General in the Washington Army Guard. He died tragically in an accident northeast of Port-au-Prince, Haiti, riding as a passenger aboard a Russian MIL-8 "Hip" contract helicopter during an attempted night medical rescue in bad weather. On or about 22 November 1974, 66-00118 was destroyed in a ground accident while aft rotor blade tracking was in progress. A non-rated civilian maintenance supervisor was at the controls when a gust of wind lifted the aft end of the helicopter off the ground. In an attempt to recover from the nose-down attitude, the "pilot" lost control of the helicopter. The forward rotors contacted the tarmac setting off a catastrophic chain of events. The sync shafts between the combining transmission and forward transmission failed causing loss of synchronization between the two rotor systems. With the engines still operating, the engines and the aft pylon separated from the main fuselage and began a vertical climb. The fuselage, which was rolling forward, now torqued to the right and completed a 180° turn. Flames erupted as the disintegrating forward rotors cut through the fuel cells. A second civilian maintenance technician, who was initially standing in the companion way, began running aft and was thrown clear of the wreckage. He was nearly killed as the aft pylon began its descent. Shrapnel from the rotor blades damaged several other Chinooks parked nearby, including one about to undergo engine start. Another Chinook parked nearby was engulfed in flames as the burning fuselage of 66-00118 came to rest under its aft rotor system. The Boeing Fire Department extinguished the flames before the second Chinook was completely consumed by fire. Blade weights were slung 1/2 mile away piercing holes in parked civilian aircraft. Both maintenance personnel escaped with minor injuries. No one else was hurt.

RVN Incident reports Sep 1967 - Sep 1968 indicate that the aircraft was assigned to the 205 ASHC stationed at PhuLoi

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WDU6AA	205 ASHC		VIETNAM	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B252

66-00120

CH-47A

Delivery Date
21 Oct 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

22 Oct 1968

Transfer Date

. 66-00120 accumulated at least 1,231.0 aircraft hours. At some point, 66-00120 was assigned to the 205th Assault Support Helicopter Company (ASHC) - "Geronimos", in the Republic of Vietnam (South Vietnam), and remained there until it was lost due to enemy action. While recovering a downed UH-1 "Huey", after the load was hooked up, 66-00120 was struck by two Rocket Propelled Grenades (RPGs). One exploded in the aircraft, killing the Flight Engineer (FE) and damaging both Flight Hydraulic Control Systems and the Utility Hydraulic System. Both Generators went off-line. The second RPG took out a 2 x 6 inch spar section of the blade. However, the blade did not fail. The aircraft landed in a rice paddy and settled in five feet of water. A CH-54 "Skycrane" called in to recover 66-00120 could not lift the aircraft due the amount of water that filled the fuselage. 66-00120 was subsequently abandoned because of the hostile environment.

War Story:

Had recovered UH-1 and was in hover when hit by two RPGs. One exploded in the aircraft killing the flight engineer and damaging both flight control boost systems and utility hydraulic system. Both generators went off the line. The other RPG took out 2 x 6 inch spar section. Blade did not fail. Aircraft landed in rice paddy in five feet of water. CH-54 was unable to remove because fuselage had filled with water. Aircraft subsequently abandoned because of hostile environment. The following is from the CE SP5 Adolf "Frenchy" Viol: October 22, 1968 - I think it was on a Sunday, we, the crew of the 120, had standby duty. A call came for us to go and sling out a Huey in the Bing Duong Province III Corps. Gun Ship cover was denied, because it was a friendly and secure Area. Sp5 Jack Alvin Corn was the FE, Greg Trimmel was the Gunner on the left, the rear Gunner was the postal clerk, (name?) who volunteered for that day, to get some excitement in his live, and me the Crew Chief. The AC was CW2 Fischer and Lt. Sam Taylor the Copilot. It was a beautiful day for flying, I had my Super8 handy and took a fine scene of the support Huey and Crew on the ground. Than we had to go to work. Jack was lying on the hole and did a great job guiding the Pilot in for the hook-up. Everything went fine, we cleared the trees and ready to go on the way, than it happened! A big tremendous bang rang thru the Hook. I turned around and there it was, a big hole in the side and my first thought was "O sh.... that is it!!!" Than I saw Jack was hanging half out the hole and the trap-door on the top of him. I pulled him inside, he was unconscious, I told Mr. Fischer to drop every thing and get the FE to the nearest Hospital, he looks in a bad shape, he said: "I'm doing the best I can, but it looks like the electricity is gone." We did not get far and we had to find a spot to land the Chinook, because we lost all the Transmission Fluid and the Rotors where freezing up. Mr. Fischer found us a big Rice paddy and dropped in smack in the middle of it. O boy was that a hard landing. On dry land we most likely would not survived. A few minutes later the support crew with there Huey was there to pick up Jack and Lt. Taylor, who thought that something had hit him. One Guy from the Huey and the rest of as stayed behind. About ten minutes later the V.C. caught up with us and started shooting at us with their AKs and fired a bunch of Mortars or RPGs at our direction. Those nasty things came so close, we heard the water splashing on the Aircraft. The Bullets where whistling through the window where the M60 was, some banged thru the walls. MR. Fischer stood in the little doorway to the pilot cabin and tried the radio. He got shot in the right leg. The rest of us made ourselves as small as we could. I did hear some praying beside me and I felt not to comfortable myself and hoping for the best. Some body thought we needed help, Artillery rounds where raining down around us, it must have been hundreds of them. When it finally stopped, a big Angel in disguise of a Huey came and picked us up. You won't believe how fast you can climb in a thin steel rone. Charley still was trying to get me the ΔK bullets again were buzzing

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B253

66-00121

CH-47A

Delivery Date
22 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Germany]

17 Feb 1971

66-00121 accumulated at least 1,818.0 aircraft hours. 66-00121 was lost due to an accident on 17 February 1971 in Germany. Aircraft crashed 7 miles NNE of the runway on an ADF procedure turn at night while attempting to land at the Dolan Barracks airfield. [4AVN]

RVN Incident Reports Jul 1967 - Oct 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	31	31	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	3	34	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	15	49	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	52	101	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	37	138	2055	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	138	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	138	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	138	2055	USARV FLT DET	VIETNAM		RVN
196707	68	206	3312	USARV FLT DET	VIETNAM		RVN
196708	45	251	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	96	347	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	42	389	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	63	452	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	76	528	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	58	586	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	61	647	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	98	745	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	84	829	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	77	906	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	48	954	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	76	1030	3312	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	84	1114	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196809	28	1142	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	148	1290	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196811	52	1342	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196812	99	1441	WDU6AA 205	ASLT HEL CO	VIETNAM		RVN
196901	87	1528	WDU1AA 196	ASLT HEL CO	VIETNAM		RVN
196902	72	1552	WDU11AA 196	ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B254

66-00122

CH-47A

Delivery Date
24 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
29 Sep 1981

Prev SN

Serial Number
82-23762

Status

Loss Date

Transfer Date

Converted to D Model

66-00122 accumulated at least 3,202.8 aircraft hours. On an unknown start date, 66-00122 was originally assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, located at Simmons Army Airfield, Fort Bragg, North Carolina. At some point, and as of 31 December 2003, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers". The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment. 66-00122 was the first aircraft on contract number DAAK50-82-C-0001 to be converted to a D model. On 29 September 1981, 66-00122 was inducted into the D model program and converted to 82-23762

RVN Incident Reports Aug 1967-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	2	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196612	3	5	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY
196701	7	12	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY
196702	0	12	WA20AA	196 AVN CO MH	4/RARMY	FORT SILL	4TH ARMY
196703	5	17	3331	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	40	57	3331	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	60	117	3331	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	32	149	3331	USARV FLT DET	VIETNAM		RVN
196707	52	201	3331	USARV FLT DET	VIETNAM		RVN
196708	72	273	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	70	343	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	80	423	3331	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	77	500	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	74	574	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	574	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	71	645	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	52	697	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196804	67	764	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196805	9	773	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196806	101	874	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196807	13	887	WFBEAA	196 LT INF BDE	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B255

66-00123

CH-47A

Delivery Date
22 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
15 Feb 1985

Prev SN

Serial Number
85-24332

Status

Loss Date

Transfer Date

Converted to D Model

66-00123 accumulated at least 3,241.3 aircraft hours. On an unknown start date, 66-00123 was originally assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, located at Simmons Army Airfield, Fort Bragg, North Carolina. At some point, and as of 31 December 2003, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers". The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment. On 15 February 1985, 66-00123 was inducted into the D model program and converted to 85-24332

RVN Incident Reports Oct 1967 - Mar 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196611	22	22	2055 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	28	50	2055 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	20	70	2055 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	29	99	2055 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	8	107	2055 POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	107	2055 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	107	2055 ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	107	2055 USARV FLT DET	VIETNAM		RVN
196707	49	156	3312 USARV FLT DET	VIETNAM		RVN
196708	70	226	3312 BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196709	22	248	3312 BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196710	74	322	3312 BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196711	76	398	3312 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	93	491	3312 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	80	571	3312 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	72	643	3312 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	72	715	3312 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	58	773	3312 BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196805	85	858	3312 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	90	948	3312 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	58	1006	3312 OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B256

66-00124

CH-47A

Delivery Date
26 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
15 Mar 1985

Prev SN

Serial Number
85-24336



Status

Loss Date

Transfer Date

Converted to D Model

66-00124 accumulated 3,461.4 aircraft hours. On 15 March 1985, 66-00124 was inducted into the D model program and converted to 85-24336.

RVN Incident Reports Sep 1967-Jan 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	W0Y6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196611	2	2	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND SUPMACOM
196612	3	7	W0MHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD SUPMACOM
196701	0	7	W0MHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196702	0	7	W0MHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196703	16	23	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196704	80	103	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196705	87	190	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196706	69	259	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196707	57	316	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196708	51	367	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196709	87	454	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196710	65	519	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196711	50	569	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196712	69	638	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196801	47	685	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN
196802	64	749	WC5KAA	179	AVN CO	VIETNAM	RVN
196803	63	812	WC5KAA	179	AVN CO	VIETNAM	RVN
196804	75	887	WC5KAA	179	AVN CO	VIETNAM	RVN
196805	100	987	WC5KAA	179	AVN CO	VIETNAM	RVN
196806	100	1087	WC5KAA	179	AVN CO	VIETNAM	RVN
196807	17	1104	WC5KAA	179	AVN CO	VIETNAM	RVN
196808	78	1182	WC5KAA	179	AVN CO	VIETNAM	RVN
196809	0	1182	WCLNAA	79	TRANS CO	VIETNAM	RVN
196810	0	1182	WCLNAA	79	TRANS CO	VIETNAM	RVN
196811	0	1182	WCLNAA	79	TRANS CO	VIETNAM	RVN
196812	0	1182	WCLNAA	79	TRANS CO	VIETNAM	RVN
196901	21	1203	WAAWB0	COA 228	ABAH1CAV	VIETNAM	RVN
196902	61	1264	WAAWB0	COA 228	ABAH1CAV	VIETNAM	RVN
196903	114	1378	WAAWB0	COA 228	ABAH1CAV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B257

66-00125

CH-47A

Delivery Date
25 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action 23 Mar 1975

66-00125 accumulated at least 1,939.0 aircraft hours. At some point, 66-00125 was assigned to the 247th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and/or Phu Cat.

RVN Incident Reports Feb 1968-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	W0Y6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196611	21	21	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196612	20	41	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196701	28	69	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	0	69	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	0	69	2055	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	69	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	69	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	69	2017	USARV FLT DET	VIETNAM		RVN
196707	18	87	2017	USARV FLT DET	VIETNAM		RVN
196708	0	87	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	87	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	87	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	29	116	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196712	74	190	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196801	69	259	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196802	59	318	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196803	80	398	WC5KAA	179 AVN CO	VIETNAM		RVN
196804	125	523	WC5KAA	179 AVN CO	VIETNAM		RVN
196805	27	550	WC5KAA	179 AVN CO	VIETNAM		RVN
196806	100	650	WC5KAA	179 AVN CO	VIETNAM		RVN
196807	54	704	WC5KAA	179 AVN CO	VIETNAM		RVN
196808	40	744	WC5KAA	179 AVN CO	VIETNAM		RVN
196809	97	841	WC5KAA	179 AVN CO	VIETNAM		RVN
196810	66	907	WC5KAA	179 AVN CO	VIETNAM		RVN
196811	53	960	WC5KAA	179 AVN CO	VIETNAM		RVN
196812	87	1047	WC5KAA	179 AVN CO	VIETNAM		RVN
196901	100	1147	WC5KAA	179 AVN CO	VIETNAM		RVN
196902	0	1147	WC5KAA	179 AVN CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B258

66-19000

CH-47A

Delivery Date
28 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Aug 1985

Prev SN

Serial Number
85-24356

Status

Loss Date

Transfer Date

Converted to D Model

66-19000 accumulated 3,694.9 aircraft hours. At some point, 66-19000 was assigned an unknown unit. On 20 August 1985, 66-19000 was inducted into the D model program and converted to 85-24356.

RVN Incident Reports June 1968-June 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196610	0	0	W0Y6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196611	3	3	W0MAAA	DIR FOR	MAINT 1ST	ARMY NEW	CUMBERLAND SUPMACOM
196612	22	25	2055	ARMY AVN	DIV 6TH	ARMY DUGWAY	PG TEVALCOM
196701	19	44	2055	ARMY AVN	DIV 6TH	ARMY DUGWAY	PG TEVALCOM
196702	55	99	2055	ARMY AVN	DIV 6TH	ARMY DUGWAY	PG TEVALCOM
196703	13	112	2055	POST	SUPPLY 6TH	ARMY FORT	ORD 6TH ARMY
196704	0	112	2055	ARMY AVN	DIV 6TH	ARMY DUGWAY	PG TEVALCOM
196705	0	112	2055	ARMY AVN	DIV 6TH	ARMY DUGWAY	PG TEVALCOM
196706	0	112	2055	USARV	FLT DET	VIETNAM	RVN
196707	83	195	3312	USARV	FLT DET	VIETNAM	RVN
196708	76	271	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196709	77	348	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196710	57	405	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196711	76	481	3312	355	AVN CO	4TH	ARMY FORT SILL 4TH ARMY
196712	84	565	3312	355	AVN CO	4TH	ARMY FORT SILL 4TH ARMY
196801	20	585	3312	355	AVN CO	4TH	ARMY FORT SILL 4TH ARMY
196802	90	675	3312	355	AVN CO	4TH	ARMY FORT SILL 4TH ARMY
196803	78	753	3312	355	AVN CO	4TH	ARMY FORT SILL 4TH ARMY
196804	75	828	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196805	51	879	3312	355	AVN CO	4TH	ARMY FORT SILL 4TH ARMY
196806	68	947	3312	355	AVN CO	4TH	ARMY FORT SILL 4TH ARMY
196807	58	1005	3312	OPM	SEA NITEOPS	1ST	ARMY FORT BELVOIR AMC
196808	75	1080	3312	HHD	44 ENG GP	THAILAND	PACIFIC
196809	90	1170	3312	HHD	44 ENG GP	THAILAND	PACIFIC
196810	16	1186	3312	HHD	44 ENG GP	THAILAND	PACIFIC
196811	89	1275	W0U6AA	205	ASLT HEL CO	VIETNAM	RVN
196812	53	1328	W0U6AA	205	ASLT HEL CO	VIETNAM	RVN
196901	65	1393	W0U6AA	205	ASLT HEL CO	VIETNAM	RVN
196902	56	1449	W0U6AA	205	ASLT HEL CO	VIETNAM	RVN
196903	64	1513	W0U6AA	205	ASLT HEL CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B259

66-19001

CH-47A

Delivery Date
31 Oct 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

16 Jul 1969

Transfer Date

66-19001 accumulated 1,300.0 aircraft hours. The administrative strike date was 16 July 1969. At some point, 66-19001 was assigned to the 196th Assault Support Helicopter Company (ASHC) - "Flippers", 1st Aviation Brigade, in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident. On 16 July 1969, at 1915 hours, 66-19001 was on a test flight for completion of the 13th Preventive Maintenance Periodic (PMP), a 100 flight hour inspection. On approach to Lane Army Heliport near Qui Nhon, RVN, the crew contacted Lane Tower and was cleared to land. Suddenly, the aircraft pitched nose up, continued pitching up until inverted, and, upon reaching a vertical nose-down position, plunged to the ground. The impact was severe and was followed by a destructive fire. The aircraft maintained a vertical position after impact until fire caused the aft portion of the fuselage to fall forward and slightly to the left of the nose section. The engines remained attached to the fuselage at impact but dropped off besides the forward section as fire consumed the aircraft. The entire crew and all passengers perished in the crash.

AT 1915 HOURS 16 JULY 1969, A CH-47A 66-19001 BELONGING TO THE 196TH AVIATION COMPANY (ASSAULT SUPPORT HELICOPTER) WAS ON A TEST FLIGHT FOR COMPLETION OF 13TH PMP. ON APPROACH TO LANE ARMY HELIPORT, AN SON, VIETNAM, THE CREW CONTACTED LANE TOWER AND WAS CLEARED TO LAND, SUDDENLY, THE AIRCRAFT PITCHED NOSE UP, CONTINUED PITCHING UP UNTIL INVERTED, AND UPON REACHING A VERTICLE NOSE DOWN POSITION PLUNGED TO THE GROUND. INITIAL EXAMINATION OF THE WRECKAGE INDICATED THAT IMPACT HAD BEEN SEVERE, AND HAD BEEN FOLLOWED BY A DESTRUCTIVE FIRE. THE STATEMENT OF CW2 WILLIAMS, AND LT LAIRD, INDICATED THAT THE AIRCRAFT MAINTAINED A VERTICLE POSITION UNTIL FIRE CAUSED THE AFT PORTION OF THE FUSELAGE TO FALL FORWARD AND SLIGHTLY TO THE LEFT OF THE NOSE SECTION. THE ENGINES REMAINED ATTACHED TO THE FUSELAGE AT IMPACT, BUT DROPPED OFF BESIDE THE FORWARD SECTION AS FIRE CONSUMED THE AIRCRAFT. ALL SEVEN ABOARD THE AIRCRAFT SUSTAINED FATAL INJURIES - PRICE, 2LT, 383-40-6177; WILLIS, CW2 223-50-4806; HOFF, SP4, 305-50-1880; ALLISON, SP5, 013-38-4277; KIDD, SP4, 446-46-2931; SINGLETON, SP5, 462-74-8123; HURT, SP4, 317-52-9472. THE AIRCRAFT WAS COMPLETELY DESTROYED.\\

Crew Members:

AC 2LT PRICE JACK LEON KIA
P CW2 WILLIS KENNETH MAX KIA
FE SP5 SINGLETON ELWIN EARL KIA
G SP4 HURT DARRELL VON KIA
CE SP4 ALLISON ARTHUR RICHARD KIA

Passengers:

SP4 HOFF RONALD ALVIN, AR, C, KIA; SP4 KIDD JOHNNY LEE, AR, C, KIA;

GOLDBOOK RVN JUN 1967-JUL 1967, NOV 1967, MAR 1968-AUG 1969

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Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B260

66-19002

CH-47A

Delivery Date
04 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

23 Mar 1975

1 Jun 1972

66-19002 accumulated at least 2,616.0 aircraft hours. At some point, 66-19002 was assigned to the 241st Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and/or Phu Cat.

RVN Incident Reports Jan 1968-Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196612	13	13	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196701	29	42	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196702	15	57	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196703	0	57	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196704	18	75	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	75	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	75	2017	USARV FLT DET	VIETNAM		RVN
196707	7	82	2017	USARV FLT DET	VIETNAM		RVN
196708	0	82	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	82	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	82	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	90	172	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196712	87	259	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196801	118	377	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196802	91	468	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196803	131	599	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196804	0	599	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196805	0	599	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196806	39	638	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196807	120	758	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196808	41	799	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196809	0	799	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196810	0	799	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196811	80	879	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196812	51	930	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196901	70	1000	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196902	91	1091	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196903	58	1149	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B261

66-19003

CH-47A

Delivery Date
04 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Nov 1972

66-19003 accumulated at least 2,835.0 aircraft hours as of 8 May 1976. On or about November 1972, 66-19003 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

There is no record of 66-19003 serving in a US Army unit in Vietnam.

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY		
196611	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM		
196612	3	3	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM		
196701	53	56	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	AV SCH		
196702	64	120	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	AV SCH		
196703	82	202	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	AV SCH		
196704	65	267	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196705	82	349	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196706	50	399	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196707	73	472	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196708	59	531	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196709	69	600	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196710	50	650	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196711	49	699	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196712	39	738	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196801	65	803	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196802	17	820	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196803	84	904	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196804	81	985	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196805	41	1026	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196806	73	1099	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196807	59	1158	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196808	80	1238	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196809	65	1303	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196810	44	1347	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196811	53	1400	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196812	1	1401	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196901	78	1479	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196902	59	1538	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		
196903	58	1596	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS		

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B262

66-19004

CH-47A

Delivery Date
07 Nov 1966



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Nov 1972

66-19004 accumulated at least 3,136.0 aircraft hours as of 8 May 1976. On or about November 1972, 66-19004 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities. After capture in 1975, this helicopter was incorporated into the 917th Mixed Air Regiment of the Vietnam People's Air Force. Photo shows 66-19004 in Vietnam People's Air Force markings circa 1975

There is no record of 66-19004 serving in a US Army unit in Vietnam

Build
B263

66-19005

CH-47A

Delivery Date
10 Nov 1966

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

18 Jul 1968

66-19005 accumulated at least 430.0 aircraft hours. At some point, 66-19005 was assigned to Fort Rucker, and remained there until it was lost due to an accident. The details are unknown.

No GOLDBOOK data is available for this aircraft.

No record of Vietnam service

Build
B264

66-19006

CH-47A

Delivery Date
09 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

26 Dec 1967

66-19006 accumulated at least 233.0 aircraft hours. At some point, 66-19006 was assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Camp Evans, Phuc Vinh, or Bear Cat, in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident on 12/26/1967 at Phu Cat AFB, RVN. According to one witness, the aft rotor assembly left the aircraft on approach followed by the forward rotor system. 8 fatalities (7 passengers, 1 crew member) 25 injuries (21 passengers, 4 crew members). 66-19006 was transporting troops to the Bob Hope Christmas Show.

Accident Summary:

An eye witness stated that the aft rotor assembly left the aircraft while the aircraft was terminating an approach for landing then the forward rotor system also left the aircraft. The aircraft came to rest upright and two small fires were extinguished. RVN Incident Reports Mar 1967-Dec 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196712	0	0	WAAWCO	C/228 AVN	VIETNAM		VS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B265

66-19007

CH-47A

Delivery Date
10 Nov 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Nov 1971

66-19007 accumulated at least 1,732.0 aircraft hours as of 8 May 1976. On or about November 1972, 66-19007 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

RVN Incident Reports Jan 1968-April 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY		
196611	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM		
196612	0	0	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	SUPMACOM		
196701	0	0	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM		
196702	36	36	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM		
196703	74	110	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196704	72	182	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196705	66	248	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196706	49	297	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196707	60	357	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196708	45	402	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196709	60	462	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196710	80	542	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196711	27	569	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196712	95	664	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196801	0	664	WC06AA	147ASLTSPHELCO	VIETNAM		RVN		
196802	18	682	WCLSAA	388 TRANS CO	VIETNAM		RVN		
196803	18	700	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY		
196804	0	700	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR		
196805	0	700	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM		
196806	0	700	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM		
196807	0	700	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM		
196808	0	700	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM		
196809	0	700	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM		
196810	0	700	W0MUAA	ARADMAC	4TH ARMY	NAVAL AIR STA	AVCOM		
196811	0	700	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM		
196812	0	700	W0MUAA	ARADMAC	IN MAINT	NAVAL AIR STN	AVCOM		
196901	1	701	W0MUAA	ARADMAC	IN TRANSIT	NAVAL AIR STN	AVCOM		
196902	6	707	W0MUAA	ARADMAC	IN STORAGE	NAVAL AIR STN	AVCOM		
196903	0	707	3300	HHH 44 FNG GP	THAI AND		PACIFIC		

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B266

66-19008

CH-47A

Delivery Date
10 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Jul 1984

Prev SN

Serial Number
84-24176



Status

Loss Date

Transfer Date

Converted to D Model

66-19008 accumulated 4,490.5 aircraft hours. At some point, 66-19008 was assigned an unknown unit. On 31 July 1984, 66-19008 was inducted into the D model program and converted to 84-24176.

RVN Incident Reports Sep 1967-August 1968 (hit on seven occasions by ground fire)

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196612	10	10	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196701	44	54	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196702	33	87	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196703	46	133	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	29	162	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	24	186	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	20	206	1595	USARV FLT DET	VIETNAM		RVN
196707	0	206	1595	USARV FLT DET	VIETNAM		RVN
196708	0	206	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	29	235	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	134	369	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	39	408	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	97	505	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	83	588	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	29	617	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	96	713	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	68	781	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	54	835	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	64	899	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	78	977	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	70	1047	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	46	1093	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	43	1136	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	72	1208	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196812	69	1277	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196901	31	1308	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196902	41	1349	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196903	82	1431	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196904	42	1473	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B267

66-19009

CH-47A

Delivery Date
14 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Jul 1985

Prev SN

Serial Number
85-24354



Status

Loss Date

Transfer Date

Converted to D Model

66-19009 accumulated 3,047.5 aircraft hours. On 23 July 1985, 66-19009 was inducted into the D model program and converted to 85-24354.

RVN Incident Reports Sep 1967-December 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196612	6	6	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196701	48	54	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	8	62	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	43	105	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	30	135	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	28	163	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	27	190	1595	USARV FLT DET	VIETNAM		RVN
196707	0	190	1595	USARV FLT DET	VIETNAM		RVN
196708	0	190	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	70	260	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	148	408	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	122	530	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	70	600	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	20	620	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	39	659	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	90	749	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	91	840	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	45	885	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	91	976	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	89	1065	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	85	1150	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	1	1151	W2VYAA	AMMC	VIETNAM		RVN
196810	0	1151	W2VYAA	AMMC	VIETNAM		RVN
196811	6	1157	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196812	94	1251	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	80	1331	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196902	36	1367	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196903	84	1451	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	1	1452	WC5DAA	605 TRANS CO DS	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B268

66-19010

CH-47A

Delivery Date
15 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action 12 Dec 1974 1 Jun 1972

66-19010 accumulated at least 1,513.0 aircraft hours. At some point, 66-19010 was assigned to B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", 1st Cavalry Division, in the Republic of Vietnam (RVN). At some point in the early 1970s, 66-19010 was transferred to the 249th Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 12 December 1974, 66-19010 was struck by an infra-red guided, shoulder fired SA-7 heat seeking missile. There were approximately 50 personnel on board. There were no survivors. This was the worst combat loss of life in the history of the CH-47 Chinook helicopter.

RVN Incident Reports Oct 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196612	3	3	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196701	45	48	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196702	1	49	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196703	40	89	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	38	127	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	24	151	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	22	173	1595	USARV FLT DET	VIETNAM		RVN
196707	0	173	1595	USARV FLT DET	VIETNAM		RVN
196708	0	173	3300	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196709	74	247	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	0	247	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	0	247	3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	0	247	3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	247	3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	247	3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	247	3327	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	59	306	3261	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	56	362	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	78	440	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	36	476	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	17	493	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196809	83	576	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196810	86	662	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	41	703	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196812	23	746	WADAWR0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B269

66-19011

CH-47A

Delivery Date
16 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

23 Jul 1968

Transfer Date

66-19011 accumulated at least 760.0 aircraft hours. In September 1967, 66-19011 was assigned to the 242nd Assault Support Helicopter Company (ASHC) "Muleskinners", 1st Aviation Brigade, located at Cu Chi Base Camp in the RVN, where it remained until it was lost due to an accident.

On 23 September 1967, while on a logistics support mission and transporting a sling load at 1,800 feet and 85 knots, 66-19011 received enemy ground fire from gun launched, non-explosive, ballistic projectiles less than 20 mm in size (7.62 mm). 66-19011 received three hits that struck the fuel and main rotor systems, as well as the structure. A self-sealing fuel tank developed a leak (which tank was struck is unknown). The helicopter continued flight and accomplished all mission objectives. The aircraft was repaired in theater. At this point, 66-19011 accumulated 266.0 aircraft hours.

On 23 July 1968, 66-19011 was lost due to an accident at grid coordinate XT675145. All five crew members and two passengers sustained fatal injuries. The aircraft was engaged in a re-supply mission. The aircraft was operating on a single ship mission and had refueled approximately 20 minutes prior to the crash. One sortie from Cu Chi to a field location had been completed since refueling, and the aircraft was returning for a second sortie. A tape recording obtained from the tower monitor, Cu Chi tower, revealed no unusual transmissions. Normal clearance for approach and landing at Cu Chi, east POL point were given. No distress or unusual communications were heard by other aircraft monitoring the tower frequency. Twelve seconds time lapsed between the time tower gave final clearance until a screeching noise came over the air. The noise is believed to be the radio equipment on board the aircraft shorting upon impact. The pilot did not acknowledge his final clearance from Cu Chi tower; however, just prior to impact the transmission "Roger" came over the FM frequency in a calm tone, which was monitored by SP4 Williams, re-supply rigger. Williams recognized the voice as that of the pilot with whom he had talked, approximately one minute earlier. It is believed that the pilot was "Roger" Cu Chi tower but had mistakenly transmitted over FM. It is the conclusion of the board that the pilot had no warning of failure. Witnesses interviewed were first attracted to the accident by a loud "pop and clapping noise." At this time the aircraft was at approximately 150 - 200 feet absolute altitude. Attitude at this time was normal as viewed by three CH-47 qualified aviators observing the aircraft. The pilot of the aircraft in traffic behind 66-19011 reported to the board that the front rotors were turning slightly less than normal and the aft rotors appeared to be close to a stop. Shortly thereafter, the aft pylon was seen separating from the main part of the fuselage. Upon separation, the aft pylon rolled to the right, away from the fuselage and fell to the ground. A small bright flame was seen on the fuselage at the place of separation. The main section of the fuselage then turned approximately 120 degrees to the left and struck the ground tail low. The attitude of impact is substantiated by damage to engine tail cones. Small parts were observed flying from the aircraft prior to impact. Flame quickly engulfed the fuselage. Cause of the crash was thought to be transmission failure (which transmission failed is unknown).

RVN Incident Reports Sep 1967-Jul 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND SUPMACOM
196617	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND SUPMACOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B270

66-19012

CH-47A

Delivery Date
17 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

26 Feb 1969

66-19012 accumulated at least 1,428.0 aircraft hours. At some point, 66-19012 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 66-19012, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage

AIRCRAFT LOST: 64-13106; 64-13146;65-08024;66-19012;66-19013;66-19014;66-19015;66-19016; 66-19022

Incident Reports Dec 1967-Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOY6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196612	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	13	15	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	37	52	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	41	93	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	18	111	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	25	136	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	20	156	1595	USARV FLT DET	VIETNAM		RVN
196707	0	156	1595	USARV FLT DET	VIETNAM		RVN
196708	0	156	3300	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196709	95	251	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	27	278	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	73	351	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	110	461	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	98	559	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	76	635	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	66	701	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	63	764	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	98	862	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	78	940	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	39	979	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	82	1061	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	29	1090	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	66	1156	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	67	1222	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B271

66-19013

CH-47A

Delivery Date
16 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Feb 1969

Transfer Date

66-19013 accumulated at least 1,752.0 aircraft hours. At some point, 66-19013 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 66-19013, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage

AIRCRAFT LOST: 64-13106; 64-13146;65-08024;66-19012;66-19013;66-19014;66-19015;66-19016; 66-19022

RVN Incident Reports Sep 1967-Feb 11969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196612	1	1	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND SUPMACOM
196701	12	13	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	52	65	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	31	96	1595	POST	SUPPLY	6TH ARMY	FORT ORD 6TH ARMY
196704	42	138	1595	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	32	170	1595	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	31	201	1595	USARV	FLT DET	VIETNAM	RVN
196707	0	201	1595	USARV	FLT DET	VIETNAM	RVN
196708	0	201	3300	BELL	HCPTR	BAILMENT FT WORTH	AVCOM
196709	70	271	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196710	112	383	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196711	100	483	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196712	42	525	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196801	151	676	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196802	100	776	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196803	95	871	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196804	79	950	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196805	36	986	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196806	92	1078	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196807	100	1178	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196808	48	1226	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196809	109	1335	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196810	70	1405	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196811	70	1475	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B272

66-19014

CH-47A

Delivery Date
19 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

26 Feb 1969

66-19014 accumulated at least 1,481.0 aircraft hours. At some point, 66-19014 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 66-19014, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage

AIRCRAFT LOST: 64-13106; 64-13146;65-08024;66-19012;66-19013;66-19014;66-19015;66-19016; 66-19022

RVN Incident Reports Aug 1968-Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOY6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196612	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	14	15	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	36	51	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	37	88	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	29	117	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	14	131	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	21	152	1595	USARV FLT DET	VIETNAM		RVN
196707	0	152	1595	USARV FLT DET	VIETNAM		RVN
196708	0	152	3300	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196709	38	190	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	45	235	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	62	297	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	145	442	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	70	512	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	58	570	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	88	658	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	56	714	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	93	807	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	61	868	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	95	963	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	53	1016	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	124	1140	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	61	1201	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	101	1202	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B273

66-19015

CH-47A

Delivery Date
18 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Feb 1969

Transfer Date

66-19015 accumulated at least 1,516.0 aircraft hours. At some point, 66-19015 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 66-19015, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage.

AIRCRAFT LOST: 64-13106; 64-13146;65-08024;66-19012;66-19013;66-19014;66-19015;66-19016; 66-19022

RVN Incident Reports Sep 1967-Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196612	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	13	14	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	26	40	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	48	88	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	42	130	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	26	156	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	21	177	1595	USARV FLT DET	VIETNAM		RVN
196707	0	177	1595	USARV FLT DET	VIETNAM		RVN
196708	0	177	3300	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196709	56	233	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	88	321	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	106	427	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	141	568	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	83	651	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	96	747	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	35	782	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	100	882	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	65	947	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	56	1003	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	49	1052	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	34	1086	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	68	1154	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	104	1258	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	66	1324	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B274

66-19016

CH-47A

Delivery Date
28 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Feb 1969

Transfer Date

66-19016 accumulated at least 1,499.0 aircraft hours. At some point, 66-19016 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 66-19016, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage.

AIRCRAFT LOST: 64-13106; 64-13146;65-08024;66-19012;66-19013;66-19014;66-19015;66-19016; 66-19022

RVN Incident Reports Sep 1967-Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196612	0	0	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND SUPMACOM
196701	14	14	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	33	47	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	34	81	1595	POST	SUPPLY	6TH ARMY	FORT ORD 6TH ARMY
196704	56	137	1595	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	40	177	1595	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	21	198	1595	USARV	FLT DET	VIETNAM	RVN
196707	0	198	1595	USARV	FLT DET	VIETNAM	RVN
196708	0	198	3300	BELL	HCPTR	BAILMENT FT WORTH	AVCOM
196709	47	245	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196710	68	313	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196711	111	424	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196712	121	545	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196801	28	573	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196802	43	616	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196803	102	718	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196804	61	779	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196805	92	871	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196806	49	920	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196807	58	978	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196808	87	1065	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196809	101	1166	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196810	49	1215	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN
196811	77	1287	WDYDAA	242	ASLT HEL CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B275

66-19017

CH-47A

Delivery Date
02 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Sep 1980

Prev SN

Serial Number
81-23383



Status

Loss Date

Transfer Date

Converted to D Model

66-19017 accumulated 2,708.8 aircraft hours. At some point, 66-19017 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located in the Republic of Vietnam (RVN) (South Vietnam). On 30 September 1980, 66-19017 was inducted into the D model program and converted to 81-23383.

RVN Incident Reports Sep 1967- Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	0	1	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	56	57	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	26	83	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	49	132	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	31	163	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	27	190	1595	USARV FLT DET	VIETNAM		RVN
196707	0	190	1595	USARV FLT DET	VIETNAM		RVN
196708	0	190	3300	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196709	70	260	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	76	336	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	31	367	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	0	367	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	126	493	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	76	569	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	77	646	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	45	691	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	89	780	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	43	823	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	56	879	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	92	971	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	15	986	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	79	1065	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	81	1146	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196812	40	1186	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196901	83	1269	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196902	64	1333	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196903	57	1390	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196904	76	1466	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B276

66-19018

CH-47A

Delivery Date
29 Nov 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 Sep 1985

Prev SN

Serial Number
85-24360

Status

Loss Date

Transfer Date

Converted to MH-47D

66-19018 accumulated 2,831.7 aircraft hours. At some point, 66-19018 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", 145th Combat Aviation Battalion, 1st Aviation Brigade, located at Cu Chi in Republic of Vietnam (South Vietnam), through an unknown end date. On 18 September 1985, 66-19018 was inducted into the MH-D model program and converted to 85-24360.

RVN Incident Reports Dec 1967-Dec 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196611	0	0	W0Y6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196612	0	0	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND SUPMACOM
196701	5	5	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	34	39	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	43	82	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	46	128	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	18	146	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	24	170	1595	USARV FLT DET	VIETNAM		RVN
196707	0	170	1595	USARV FLT DET	VIETNAM		RVN
196708	0	170	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	64	234	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	77	311	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	75	386	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	75	461	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	95	556	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	18	574	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	0	574	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	70	644	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	39	683	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	88	771	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	48	819	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	67	886	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	84	970	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	100	1070	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	94	1164	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196812	38	1202	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196901	57	1259	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196902	76	1335	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B277

66-19019

CH-47A

Delivery Date
30 Nov 1966



Induction Date

Prev Model

Prev SN

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

21 Nov 1968

Transfer Date

Photo above is Lt Gary Roush, pilot of 66-19019 see article below.

66-19019 accumulated at least 1,409.0 aircraft hours. At some point, 66-19019 was assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugarbears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". On 21 November 1968, while assigned to the 242nd ASHC in the Republic of Vietnam, 66-19019 was lost due to an accident. 66-19019 was resupplying Fire Support Base (FSB) Keene south of Cu Chi near the Plain of Reeds in support of the 2nd Battalion, 14th Infantry Regiment, 25th Infantry Division. Lieutenant Gary Roush was the aircraft commander (AC). Captain Roger P. Olney was the pilot (PI). SP5 Alfred T. Calderon was the Crew Chief (CE) in the Flight Engineer's (FE) position for this flight, SP5 Robert W. Jewell was the FE in the right door gunner position, and SP4 Bruce A. Knieff was the left door gunner. The external load was dropped off and the aircraft repositioned to land and drop off the internal load of 16 passengers, ammunition, and mail bags. A large neoprene pad was placed over the landing pad by the FSB soldiers to help keep the dust down. While setting down, the neoprene pad sucked up into the aft rotor system, causing extensive damage. The aircraft caught fire and was partially burned. The fire was extinguished before the fuel tanks exploded. However, some of the internally loaded ammunition did cook-off. The loss to the Army was \$1,290,504.40. There were no injuries to the crew, passengers, or ground personnel.

Accident Summary:

On 21 November 1968, this helicopter was performing a series of logistical missions for the 25th Infantry Division. This particular sortie was in support of the 2nd, 14th Infantry. It was a combination troop haul and sling load mission from Cu Chi to Fire Support Base (FSB) Keene. At approximately 1000 hrs, 66-19019 approached the FSB from the North; the aircraft commander established contact with the FSB ground control FM radio, and stated the mission and intent to land. The flight crew was not advised of the helipad condition, or the fact that it was supposedly closed. The pilot executed a right-hand circling approach to a sod area, just a few yards east of the membrane helipad. The final approach course was to the northeast. The external load was deposited in the sod area. The helicopter was then hovered to the left, for a landing on the membrane pad, to discharge the 16 passengers. The pilots stated that they noticed a portion of membrane strips had been partially folded over and moved off to the north and south edges of the pad area. They also stated that the folded strips

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Build
B278

66-19020

CH-47A

Delivery Date
02 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Jan 1984

Prev SN

Serial Number
84-24160

Status

Loss Date

Transfer Date

Converted to D Model

66-19020 accumulated 3,578.3 aircraft hours. At some point, 66-19020 was assigned an unknown unit. On 31 January 1984, 66-19020 was inducted into the D model program and converted to 84-24160.

RVN Incident Reports Dec 1967-Jun 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	3	3	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	24	27	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	31	58	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	48	106	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	21	127	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	26	153	1595	USARV FLT DET	VIETNAM		RVN
196707	0	153	1595	USARV FLT DET	VIETNAM		RVN
196708	0	153	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	38	191	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	124	315	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	69	384	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	0	384	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	0	384	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	0	384	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	1	385	W2VYAA	AMMC	VIETNAM		RVN
196804	50	435	WC5KAA	179 AVN CO	VIETNAM		RVN
196805	134	569	WC5KAA	179 AVN CO	VIETNAM		RVN
196806	66	635	WC5KAA	179 AVN CO	VIETNAM		RVN
196807	84	719	WC5KAA	179 AVN CO	VIETNAM		RVN
196808	16	735	WC5KAA	179 AVN CO	VIETNAM		RVN
196809	0	735	WC5KAA	179 AVN CO	VIETNAM		RVN
196810	0	735	WC5KAA	179 AVN CO	VIETNAM		RVN
196811	63	798	WC5KAA	179 AVN CO	VIETNAM		RVN
196812	85	883	WC5KAA	179 AVN CO	VIETNAM		RVN
196901	102	985	WC5KAA	179 AVN CO	VIETNAM		RVN
196902	48	1033	WC5KAA	179 AVN CO	VIETNAM		RVN
196903	0	1033	WC5KAA	179 AVN CO	VIETNAM		RVN
196904	0	1033	WC5KAA	179 AVN CO	VIETNAM		RVN
196905	2	1035	WC5KAA	179 AVN CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B279

66-19021

CH-47A

Delivery Date
10 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Dec 1984

Prev SN

Serial Number
85-24324

Status

Loss Date

Transfer Date

Converted to D Model

66-19021 accumulated 3,584.8 aircraft hours. At some point, 66-19021 was assigned an unknown unit. On 12 December 1984, 66-19021 was inducted into the D model program and converted to 85-24324.

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	26	26	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	29	55	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	45	100	2017	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	2	102	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	102	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	102	2017	USARV FLT DET	VIETNAM		RVN
196707	24	126	2017	USARV FLT DET	VIETNAM		RVN
196708	0	126	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	126	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	126	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	61	187	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196712	78	265	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196801	23	288	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196802	103	391	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196803	94	485	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196804	108	593	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196805	104	697	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196806	80	777	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196807	58	835	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	51	886	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	54	940	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	57	997	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	36	1033	WCLNAA	79 TRANS CO	VIETNAM		RVN
196812	0	1033	WCLNAA	79 TRANS CO	VIETNAM		RVN
196901	0	1033	WCLNAA	79 TRANS CO	VIETNAM		RVN
196902	0	1033	WCLNAA	79 TRANS CO	VIETNAM		RVN
196903	58	1091	WC5KAA	179 AVN CO	VIETNAM		RVN
196904	38	1129	WC5KAA	179 AVN CO	VIETNAM		RVN
196905	0	1129	WC5KAA	179 AVN CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B280

66-19022

CH-47A

Delivery Date
05 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

26 Feb 1969

66-19022 accumulated at least 1,675.0 aircraft hours. At some point, 66-19022 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", located at at Cu Chi Base Camp in the Republic of Vietnam, where it remained until it was lost due to enemy action. On 26 February 1969, enemy forces from North Vietnam infiltrated the company area and destroyed 66-19022, along with 8 additional CH-47A helicopters, with satchel charges. Another 3 airframes received major damage and 2 airframes had minor damage.

AIRCRAFT LOST: 64-13106; 64-13146;65-08024;66-19012;66-19013;66-19014;66-19015;66-19016; 66-19022

RVN Incident Reports Sept 1967-Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	0	0	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196702	32	32	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196703	34	66	1595	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	26	92	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	23	115	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	21	136	1595	USARV FLT DET	VIETNAM		RVN
196707	0	136	1595	USARV FLT DET	VIETNAM		RVN
196708	0	136	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	55	191	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196710	120	311	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196711	85	396	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	150	546	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	77	623	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	97	720	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	111	831	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	64	895	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	70	965	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	98	1063	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	38	1101	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	63	1164	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	120	1284	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	99	1383	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	80	1463	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196812	73	1536	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196901	83	1619	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196902	56	1675	WCI GDA	20 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B281

66-19023

CH-47A

Delivery Date
12 Dec 1966



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Accident/Destroyed [Germany]

18 Aug 1971

In September 1967, 66-19023 was assigned to the 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners", in the RVN. On 20 September 1967, 66-19023 was conducting a sling load resupply mission. While on approach to a landing zone (LZ) at 2000 feet and 80 knots, 66-19023 was hit by a single round by a gun launched, non-explosive, ballistic projectile less than 20 mm in size (7.62 mm). The airframe was struck on the right side, damaging the structure and flight control components. The mission was completed and the aircraft was later repaired in theater. On 22 September 1967, 66-19023 was conducting a sling load resupply mission. While landing, the airframe took one hit in the forward area by a gun launched, non-explosive, ballistic projectile less than 20 mm in size (7.62mm), damaging the Main Rotor System. The aircraft completed the mission and was later repaired in theater. On 23 October 1967, 66-19023 was conducting a resupply mission to a forward area. While in level flight at an unknown altitude and at 95 knots, 66-19023 took two hits by a gun launched, non-explosive, ballistic projectile less than 20 mm in size (7.62 mm), damaging the structure. The mission was completed and the aircraft was later repaired in theater. At this point, 66-19023 had accumulated 288.0 total aircraft hours. On 25 January 1968, while conducting a resupply mission, 66-19023 struck by small arms fire. While on take-off at 300 feet, the airframe received 1 hit by a gun launched, non-explosive, ballistic projectile less than 20 mm in size (7.62 mm). The left side of the helicopter was struck. The impact on the mission is unknown. 4 September 1968, 66-19023 was on a resupply mission. At 700 feet and 60 knots, the aircraft received 4 hits by gun launched, non-explosive, ballistic projectiles less than 20 mm in size (7.62 mm), damaging the passenger cargo section. The aircraft diverted prior to completing the mission objectives and was later repaired in theater. On 24 January 1969, 66-19023 was on a resupply mission. At 2,800 feet and 100 knots, 66-19023 received two hits by gun launched, non-explosive, ballistic projectiles less than 20 mm in size (7.62 mm), damaging the bottom of the aircraft. The mission was completed and the airframe was later repaired in theater. On 26 February 1969, 66-19023 was damaged in an attack while located at Cu Chi. North Vietnamese forces penetrated the company area and placed satchel charges near most of the unit aircraft. Several were destroyed, others received extensive damage. Damaged by a rocket propelled grenade (RPG) hit in the forward pylon, but repairable, 66-19023 was transported to another repair facility, "Hotel -3" at Long Bien (RVN), and replaced by 66-19075. In April 1969, 66-19023 was transferred to NCAD for repairs. On or about August 1970, 66-19023 was assigned to the 4th Aviation Company, 15th Aviation Group, 7th Army, United States Army Europe (USAREUR), in the Federal Republic of Germany (FRG) (West Germany), and remained there until it was lost due to an accident near Pegnitz, FRG, on 18 August 1971. The crash occurred when elements of the Heavy Mortar Platoon, Headquarters and Headquarters Company (HHC), 2nd Battalion, 4th Infantry Regiment, were being transported from Ludwigsburg to Grafenwoehr for live fire training exercises. At some point enroute, the aft rotor system malfunctioned and the helicopter crashed and exploded, killing all 37 souls on board. A rotor blade was slung from the rotor head. At some point prior to the accident a blade on the aft rotor system determined unservicable and condemned. The blade was removed and turned into the supply system. Through some sort of clerical error, it has been reported the same blade was received via the supply system and reinstalled on the 66-19023. While enroute to Grafenwoehr, the blade failed.

RVN Incident Reports Sep 1967-Jan 1969

DATE	FIT	HRS	LOC	UNIT	AREA	POST	COUNTRY
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Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B282

66-19024

CH-47A

Delivery Date
09 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Oct 1985

Prev SN

Serial Number
85-24362

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Nov 1967-Mar 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND SUPMACOM
196701	1	1	WC5HAA	177AVNCO	MEDHEL 3RD ARMY	FORT BENNING 3RD ARMY
196702	45	46	WC5HAA	177AVNCO	MEDHEL 3RD ARMY	FORT BENNING 3RD ARMY
196703	58	104	1595	POST SUPPLY	6TH ARMY	FORT ORD 6TH ARMY
196704	4	108	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	12	120	1595	ARMY AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	21	141	1595	USARV FLT DET	VIETNAM	RVN
196707	0	141	1595	USARV FLT DET	VIETNAM	RVN
196708	0	141	3300	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196709	33	174	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196710	123	297	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196711	79	376	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196712	143	519	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196801	103	622	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196802	77	699	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196803	72	771	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196804	42	813	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196805	80	893	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196806	99	992	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196807	86	1078	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196808	97	1175	WCLSAA	388 TRANS CO	VIETNAM	RVN
196809	0	1175	WCLSAA	388 TRANS CO	VIETNAM	RVN
196810	0	1175	WCLSAA	388 TRANS CO	VIETNAM	RVN
196811	0	1175	WCLSAA	388 TRANS CO	VIETNAM	RVN
196812	71	1246	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196901	57	1303	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196902	70	1373	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196903	74	1447	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196904	91	1538	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196905	78	1616	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196906	57	1673	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196907	64	1737	WDYDAA	242 ASLT HEL CO	VIETNAM	RVN
196908	0	1737	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B283

66-19025

CH-47A

Delivery Date
12 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Sep 1980

Prev SN

Serial Number
81-23381

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jan 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	SUPMACOM
196701	24	24	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196702	50	74	2017	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196703	35	109	2017	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196704	0	109	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196705	0	109	2055	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	0	109	2055	USARV FLT DET	VIETNAM		RVN
196707	41	150	3312	USARV FLT DET	VIETNAM		RVN
196708	32	182	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	83	265	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	90	355	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	76	431	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	93	524	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	46	570	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	49	619	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	71	690	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	79	769	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	83	852	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	69	921	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	61	982	3312	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	102	1084	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196809	87	1171	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	17	1188	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196811	0	1188	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196812	3	1191	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	2	1193	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	45	1238	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196903	79	1317	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196904	99	1416	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196905	71	1487	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196906	96	1583	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196907	81	1664	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196908	77	1726	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B284

66-19026

CH-47A

Delivery Date
19 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
11 Jan 1985

Prev SN

Serial Number
85-24327



Status

Loss Date

Transfer Date

Converted to D Model

66-19026, Boeing build number B-284, was a CH-47A helicopter. The U.S. Army acceptance date was 19 December 1966. 66-19026 accumulated 4,295.0 aircraft hours. At some point, 66-19026 was assigned an unknown unit. On 11 January 1985, 66-19026 was inducted into the D model program and converted to 85-24327.

RVN Incident Reports Oct 1967-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	W0Y6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196701	1	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196702	1	2	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196703	0	2	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	60	62	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196705	56	118	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196706	54	172	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196707	51	223	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196708	48	271	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196709	32	303	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196710	133	436	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196711	108	544	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196712	21	565	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196801	0	565	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196802	123	688	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196803	57	745	3261	355 AVN	CO 4TH	ARMY FORT SILL	4TH ARMY
196804	29	774	3261	BELL HCPT	R BAILMENT	FT WORTH	AVCOM
196805	61	835	3261	355 AVN	CO 4TH	ARMY FORT SILL	4TH ARMY
196806	26	861	3261	355 AVN	CO 4TH	ARMY FORT SILL	4TH ARMY
196807	25	886	3261	OPM SEA	NITEOPS	1ST ARMY FORT BELVOIR	AMC
196808	54	940	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196809	72	1012	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196810	83	1095	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196811	67	1162	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196812	0	1162	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196901	0	1162	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196902	86	1248	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196903	73	1321	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196904	27	1363	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B285

66-19027

CH-47A

Delivery Date
15 Dec 1966

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

23 Mar 1975

Transfer Date

1 Nov 1972

66-19027, Boeing build number B-285, was a CH-47A helicopter. The U.S. Army acceptance date was 15 December 1966. The administrative strike date was 1 June 1972 or 23 March 1975. 66-19027 accumulated at least 2,820.0 aircraft hours. At some point, 66-19027 was assigned to the 247th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and/or Phu Cat.

RVN Incident Reports Jun 1967-Oct 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	W0Y6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196701	0	0	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196702	0	0	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196703	4	4	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196704	94	98	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196705	77	175	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196706	62	237	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196707	21	258	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196708	68	326	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196709	44	370	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196710	82	452	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196711	53	505	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196712	56	561	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196801	0	561	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196802	0	561	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196803	46	607	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196804	64	671	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196805	104	775	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196806	95	870	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196807	60	930	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196808	73	1003	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196809	75	1078	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196810	87	1165	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196811	29	1194	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196812	72	1266	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196901	83	1349	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196902	75	1424	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN
196903	100	1524	WC06AA	147ASLTSP	THELCO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B286

66-19028

CH-47A

Delivery Date
16 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 Apr 1986

Prev SN

Serial Number
86-01654

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jan 1968-May 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196701	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196702	46	47	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196703	33	80	2017	POST	SUPPLY	6TH ARMY	FORT ORD 6TH ARMY
196704	0	80	2055	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	0	80	2055	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	0	80	2055	USARV	FLT DET	VIETNAM	RVN
196707	53	133	3312	USARV	FLT DET	VIETNAM	RVN
196708	0	133	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196709	51	184	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196710	94	278	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196711	23	301	3312	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196712	40	341	3312	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196801	92	433	3312	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196802	40	473	3312	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196803	39	512	3312	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196804	75	587	3312	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196805	60	647	3312	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196806	122	769	3312	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196807	68	837	3312	OPM	SEA NITEOPS	1ST ARMY	FORT BELVOIR AMC
196808	86	923	3312	HHD	44 ENG GP	THAILAND	PACIFIC
196809	84	1007	3312	HHD	44 ENG GP	THAILAND	PACIFIC
196810	117	1124	3312	HHD	44 ENG GP	THAILAND	PACIFIC
196811	64	1188	WDU6AA	205	ASLT HEL CO	VIETNAM	RVN
196812	58	1246	WDU6AA	205	ASLT HEL CO	VIETNAM	RVN
196901	43	1289	WC5KAA	179	AVN CO	VIETNAM	RVN
196902	87	1376	WC5KAA	179	AVN CO	VIETNAM	RVN
196903	99	1475	WC5KAA	179	AVN CO	VIETNAM	RVN
196904	74	1549	WC5KAA	179	AVN CO	VIETNAM	RVN
196905	23	1572	WC5KAA	179	AVN CO	VIETNAM	RVN
196906	12	1584	WC5KAA	179	AVN CO	VIETNAM	RVN
196907	34	1618	WC5KAA	179	AVN CO	VIETNAM	RVN
196908	27	1655	WC5KAA	179	AVN CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B287

66-19029

CH-47A

Delivery Date
16 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

6 May 1969

Transfer Date

66-19029, Boeing build number B-287, was a CH-47A helicopter. The U.S. Army acceptance date was 16 December 1966. 66-19029 accumulated 1,510.0 aircraft hours. The administrative strike date was 6 May 1969. At some point, 66-19029 was assigned to the 205th Assault Support Helicopter Company (ASHC) - "Geronimos", located at Phu Loi, in the Republic of Vietnam (South Vietnam). When United States involvement in the Vietnam conflict was drawing to a close, the 205th ASHC was relocated to Europe and became part of the 4th Transportation Command (TRANSCOM), United States Army Europe (USAREUR), and was located at Finthen Army Airfield, Finthen, near Mainz, Federal Republic of Germany (FRG) (West Germany). On 6 May 1969, 66-19029 was lost due to an accident. While conducting a refugee transport mission, 66-19029 crashed on take off near Chon Thanh. The aircraft was fully loaded with South Vietnamese passengers when it suffered from a dual engine failure. The Flight Engineer, SP5 Wayne Allums, was killed after making several attempts to extract the crew and passengers from the burning wreckage. The aircraft was consumed in the post crash fire. Approximately 38 passengers died, and several others suffered severe burns.

Accident Summary:

BRIEF: AT APPROXIMATELY 1120 HOURS ON ^6 MAY 69^ THE AIRCRAFT ARRIVED AT LZ ^BUTTONS^ WHICH IS ABOUT 6 KILOMETERS SOUTHWEST OF ^SONG BE^ CITY AIRSTRIP. AT THIS TIME THE AIRCRAFT WAS REFUELED AND A MAINTENANCE CHECK CONDUCTED. THE AIRCRAFT DEPARTED THE AREA AND ORBITED SOUTH AWAITING FURTHER INSTRUCTIONS. AT APPROXIMATELY 1250 HOURS THE AIRCRAFT WAS LANDED AT THE PICK UP ZONE, ^SONG BE^ CITY AIRSTRIP. A THIRTY (30) MINUTE DELAY WAS THEN ENCOUNTERED EITHER WAITING FOR THE TROOPS TO ARRIVE OR LOAD. THE AIRCRAFT WAS NOT SHUT DOWN. THE AIRCRAFT COMMANDER THOUGHT IT NECESSARY TO REMIND THE FLIGHT ENGINEER OF THE TOTAL NUMBER OF PASSENGERS HE DESIRED ABOARD. THE TROOPS WERE LOADED AND THE FLIGHT ENGINEER ASSURED THE AIRCRAFT COMMANDER THAT THERE WERE 65 PASSENGERS. DUE TO THE CONFUSION OF LOADING ^ARVN^ PASSENGERS AND MAKING SURE THAT THEIR WEAPONS WERE CLEAR, THE FLIGHT ENGINEER PERMITTED SEVENTY-EIGHT (78) PASSENGERS TO BOARD THE AIRCRAFT. APPROXIMATELY 650 POUNDS OF TORQUE WAS REQUIRED TO ACCOMPLISH A TEN (10) FOOT HOVER. NEITHER CREW MEMBER CAN RECALL WHAT THE OTHER ENGINE INSTRUMENTS INDICATED EXCEPT THAT THEY WERE ALL IN THE GREEN. THE AIRCRAFT COMMANDER, WHO WAS AT THE CONTROLS, COMMENTS THAT HE PULLED ABOUT EIGHTY (80) ADDITIONAL POUNDS OF TORQUE TO GET THE AIRCRAFT MOVING AT ABOUT 096 HEADING. THE AIRCRAFT MAINTAINED THE TEN (10) FEET AFT GEAR HEIGHT UNTIL REACHING THE ACTUAL ^SONG BE^ CITY AIRSTRIP. AT THIS TIME THE AIRCRAFT EXPERIENCED TRANSLATIONAL LIFT AND APPEARED TO BE FLYING IN A NORMAL MANNER. AS AIRSPEED WAS GAINED TO 30-40 KNOTS, ADDITIONAL TORQUE WAS APPLIED INCREASING IT TO 760 POUNDS. ABOUT FORTY METERS PAST THE AIRSTRIP THE NUMBER TWO TORQUE NEEDLE FELL OFF TO 450 POUNDS WITH THE NUMBER ONE ENGINE TORQUE INCREASING TO APPROXIMATELY 800 POUNDS. THIS OCCURRED WITH A SIMULTANEOUS DECREASE IN ROTOR RPM DOWN TO 210. AN ATTEMPT WAS MADE AT THIS TIME TO DECREASE POWER SLIGHTLY IN ORDER TO REGAIN RPM. HOWEVER, THE RPM CONTINUED TO DECAY RAPIDLY. NOW, THE AIRCRAFT COMMANDER WAS GIVEN THE ALTERNATIVE TO EITHER ATTEMPT A CONTINUED TAKE OFF OR ABORT. DUE TO THE RAPIDLY APPROACHING PRECIPICE OF SOME 400 FEET AND ROUGH GROUND TRACK THE AIRCRAFT COMMANDER ELECTED TO CONTINUE HIS TAKE OFF HOPING TO CLEAR THE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B288

66-19030

CH-47A

Delivery Date
19 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Oct 1986

Prev SN

Serial Number
86-01677

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Feb 1968-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196701	0	0	WOMAAA	DIR FOR	MAINT 1ST	ARMY NEW	CUMBERLAND AVCOM
196702	29	29	WOMAAA	DIR FOR	MAINT 1ST	ARMY NEW	CUMBERLAND AVCOM
196703	30	59	2017	POST	SUPPLY 6TH	ARMY FORT	ORD 6TH ARMY
196704	25	84	2017	ARMY	AVN DIV 6TH	ARMY DUGWAY	PG TEVALCOM
196705	0	84	2017	ARMY	AVN DIV 6TH	ARMY DUGWAY	PG TEVALCOM
196706	0	84	2017	USARV	FLT DET	VIETNAM	RVN
196707	37	121	2017	USARV	FLT DET	VIETNAM	RVN
196708	0	121	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196709	0	121	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196710	0	121	3300	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196711	25	146	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196712	38	184	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196801	110	294	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196802	92	386	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196803	131	517	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196804	98	615	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196805	65	680	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196806	37	717	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196807	90	807	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196808	98	905	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196809	44	949	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196810	69	1018	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196811	100	1118	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196812	71	1189	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196901	80	1269	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196902	53	1322	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196903	93	1415	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196904	99	1514	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196905	0	1514	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196906	0	1514	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196907	97	1611	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196908	5	1616	WDYVFA	243	ASLT HEL	CO VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B289

66-19031

CH-47A

Delivery Date
22 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Jun 1982

Prev SN

Serial Number
82-23775

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Oct 1967-Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196701	0	0	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196702	1	1	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196703	1	2	WOMHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196704	0	2	WOMHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196705	67	69	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196706	83	152	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196707	61	213	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196708	81	294	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196709	72	366	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196710	80	446	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196711	123	569	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196712	11	580	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196801	0	580	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196802	139	719	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196803	48	767	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	83	850	3261	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196805	65	915	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	50	965	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	49	1014	3261	OPM SEA	NITEOPS	1ST ARMY	FORT BELVOIR AMC
196808	67	1081	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196809	100	1181	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196810	2	1183	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196811	0	1183	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196812	0	1183	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196901	70	1253	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196902	94	1347	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196903	46	1393	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196904	56	1449	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196905	43	1492	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196906	49	1541	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196907	32	1573	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196908	48	1621	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN

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Build
B290

66-19032

CH-47A

Delivery Date
28 Dec 1966

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

3 Jan 1968

Transfer Date

66-19032, Boeing build number B-290, was a CH-47A helicopter. The U.S. Army acceptance date was 28 December 1966. The administrative strike date was 3 January 1968. 66-19032 accumulated at least 575.0 aircraft hours. At some point, 66-19032 was assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Chu Lai, or Phu Bai, in the Republic of Vietnam (RVN), and remained there until it was lost due to enemy action. On 3 January 1968, while on a mission, 66-19032 received heavy automatic weapons fire in the Aft Cabin area. The Number 1 Flight Boost and Utility Hydraulic Systems were lost. Flight was continued toward a secure area, but the Number 2 Flight Boost Hydraulic System failed enroute. The aircraft became uncontrollable and crash landed. The airframe caught fire and burned. There were no fatalities. The aircraft was transporting two Army soldiers and several body bags containing human remains. During the post crash fire, the some of the body bags caught fire. The last known location of 66-19032 was in the Republic of Vietnam. Aircraft status: Shot down in combat.

RVN Incident Report Jan 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196612	0	0	W0Y6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196701	0	0	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196702	2	2	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196703	0	2	W0MHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196704	0	2	W0MHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196705	71	73	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196706	53	126	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196707	73	199	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196708	75	274	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196709	57	331	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196710	95	426	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196711	70	496	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196712	61	557	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN

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Build
B291

66-19033

CH-47A

Delivery Date
09 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Accident/Destroyed [RVN]

14 Feb 1974

1 Sep 1970

66-19033, Boeing build number B-291, was a CH-47A helicopter. The U.S. Army acceptance date was 9 January 1967. The administrative strike date was 14 February 1974. 66-19033 accumulated at least 2,056.0 aircraft hours. At some point, 66-19033 was assigned to the 237th Helicopter Squadron, Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam), and remained there until it was lost due to unknown causes. On 14 February 1974, 66-19033 was on approach to an unknown location when it blew up in mid-air. Sabotage was suspected, but has not been confirmed.

vnafmamn.com indicates that 66-19033 was on a training flight at Long Binh when the transmission shaft snapped in flight. Source of their info is not given.

RVN Incident Reports June 1967-June 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196702	10	10	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196703	2	12	W0MHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196704	0	12	W0MHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196705	47	59	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196706	60	119	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196707	55	174	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196708	60	234	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196709	34	268	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196710	32	300	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196711	67	367	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196712	54	421	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196801	0	421	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196802	62	483	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196803	0	483	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196804	122	605	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196805	72	677	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196806	100	777	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196807	64	841	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196808	81	922	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196809	53	975	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196810	62	1037	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196811	109	1146	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196812	91	1227	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B292

66-19034

CH-47A

Delivery Date
06 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 May 1972

RVN Incident Reports May 1967-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196702	5	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196703	2	7	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196704	0	7	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196705	60	67	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	38	105	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	47	152	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	63	215	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	54	269	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	79	348	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	65	413	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	59	472	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	472	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	41	513	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	0	513	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	0	513	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196805	34	547	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196806	88	635	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196807	55	690	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196808	115	805	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196809	102	907	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196810	83	990	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196811	85	1075	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196812	33	1108	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196901	0	1108	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196902	0	1108	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196903	0	1108	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	0	1108	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	2	1110	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	30	1140	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196907	66	1206	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196908	61	1267	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196909	58	1325	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B293

66-19035

CH-47A

Delivery Date
06 Jan 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action 25 Mar 1975 1 May 1972

66-19035, Boeing build number B-293, was a CH-47A helicopter. The U.S. Army acceptance date was 6 January 1967. The administrative strike date was either 1 December 1972 or 23 March 1975. 66-19035 accumulated 3,044.0 aircraft hours prior to transfer to the Vietnamese Air Force (VNAF). At some point, 66-19035 was transferred to the 247th Helicopter Squadron, VNAF, in the Republic of Vietnam (South Vietnam), and remained there until it was lost. On an unknown date, 66-19035, while assigned to the 247th Helicopter Squadron, was lost due to North Vietnamese and or Viet cong (VC) action at Da Nang or Phu Cat, details unknown.

RVN Incident Reports May 1967-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196702	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196703	2	5	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196704	0	5	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196705	65	70	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196706	61	131	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196707	35	166	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196708	66	232	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196709	33	265	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196710	53	318	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196711	62	380	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196712	82	462	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196801	0	462	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196802	44	506	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196803	0	506	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196804	98	604	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196805	87	691	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196806	67	758	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196807	73	831	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196808	110	941	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196809	53	994	W2VYAA	AMMC	VIETNAM		RVN
196810	0	994	W2VYAA	AMMC	VIETNAM		RVN
196811	0	994	W2VYAA	AMMC	VIETNAM		RVN
196812	37	1031	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196901	45	1076	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B294

66-19036

CH-47A

Delivery Date
05 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Jan 1985

Prev SN

Serial Number
85-24329



Status

Converted to D Model

Loss Date

Transfer Date

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196702	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196703	2	3	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196704	0	3	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196705	55	58	3487	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	64	122	3487	USARV FLT DET	VIETNAM		RVN
196707	65	187	3487	USARV FLT DET	VIETNAM		RVN
196708	102	289	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	47	336	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	62	398	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	90	488	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	57	545	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	545	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	80	625	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	47	672	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	101	773	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	25	798	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	48	846	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	29	875	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	59	934	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	49	983	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	77	1060	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	92	1152	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196812	22	1174	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	0	1174	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196902	0	1174	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196903	2	1176	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196904	56	1232	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196905	21	1253	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196906	92	1345	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196907	88	1433	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196908	65	1498	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196909	80	1578	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B295

66-19037

CH-47A

Delivery Date
10 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Mar 1972

66-19037, Boeing build number B-295, was a CH-47A helicopter. The U.S. Army acceptance date was 10 January 1967. The administrative strike date was 8 May 1976. 66-19037 accumulated at least 2,641.0 aircraft hours as of 8 May 1976. On or about March 1972, 66-19037 was transferred to the Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities. The last known location of 66-19037 was in the Republic of Vietnam.

RVN Incident Reports May 1967-Jul 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196702	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196703	1	4	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196704	0	4	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196705	61	65	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196706	54	119	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196707	85	204	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196708	71	275	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196709	41	316	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	47	363	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	55	418	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	47	465	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	465	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196802	109	574	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196803	84	658	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	73	731	3261	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196805	35	766	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	20	786	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	49	835	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	25	860	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196809	0	860	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196810	102	962	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	39	1001	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196812	127	1128	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196901	12	1140	WCLSAA	388 TRANS CO	VIETNAM		RVN
196902	0	1140	WCLSAA	388 TRANS CO	VIETNAM		RVN
196903	0	1140	WCLSAA	388 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B296

66-19038

CH-47A

Delivery Date
12 Jan 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Aug 1972

66-19038, Boeing build number B-296, was a CH-47A helicopter. The U.S. Army acceptance date was 12 January 1967. The administrative strike date was 8 May 1976. 66-19038 accumulated at least 2,043.0 aircraft hours prior to transfer to the Vietnamese Air Force (VNAF). On or about March 1972, 66-19038 was transferred to the Vietnamese Air Force, in the Republic of Vietnam (South Vietnam) and was captured by North Vietnamese Forces at the close of hostilities.

RVN Incident Reports Dec 1967-Nov 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196702	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196703	2	3	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196704	0	3	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196705	57	60	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196706	31	91	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196707	62	153	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196708	41	194	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196709	49	243	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196710	56	299	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196711	70	369	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196712	99	468	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196801	0	468	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196802	65	533	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196803	82	615	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196804	140	755	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196805	118	873	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196806	68	941	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196807	70	1011	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196808	80	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196809	0	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196810	0	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196811	0	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196812	0	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196901	0	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196902	0	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196903	0	1091	WCLQAA	335 TRANS CO	VIETNAM		RVN
196904	17	1108	WCLQAA	335 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B297

66-19039

CH-47A

Delivery Date
18 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

30 Oct 1968

The accident took place about two hundred meters off the departure end of runway 29 at Quang Tri, RVN. The aircraft crashed at 1130 hours, and was destroyed by fire. CH-47 helicopter, sn: 66-19039 was moving equipment from LZ Sharon to Quang Tri Marine Airfield. At that point, it was being loaded on Air Force aircraft for transport to the divisions new area of operation. On this sortie, the aircraft had six passengers aboard, and an external sling load of one loaded 3/4 ton trailer. The aircraft entered traffic and was cleared to land at the 1st Cav Div pad. The crew was informed by ground control that they would cause extensive ground damage at this time with their rotor wash. The pilot requested a go-around and closed right traffic from the tower. This request was approved. As the pilot started his go-around, the number one engine failed, they were approaching the departure end of the runway 32. The tower and crash crew observed that the engine was on fire at this time. There was no fire warning light in the cockpit. The pilot applied full power to the number two engine. The number two engine failed. Both pilots and the flight engineer had released the external load and the aircraft commander called Mayday and took control of the aircraft. The area ahead of the aircraft was a rice paddy, seven to eight hundred meters from the departure end of runway 32. The aircraft was at 200 feet with 40 knots of air speed when the second engine failed. The rotor RPM had decayed to 160 at touch down. The aircraft hit in a level attitude and slid ten feet on a heading of 305 degrees. The pilot allowed the aircraft to become air borne once more as the left front wheel struck a dike separating two rice paddies. The aircraft was airborne for 20 feet. As the aircraft set down, the aft end slid to the right. The aircraft came to rest on a heading of 280 degrees. The aft rotor system cut into the fuselage, spreading the fire. The aircraft proceeded 70 feet from touch down to rest. At that time, the pilots noticed the fire and fired the extinguishers into the first engine .

NOTE; THE FLIGHT ENGINEER'S RECOLLECTION INCLUDES GROUND FIRE

The accident took place about two hundred meters off the departure end of runway 29 at Quang Tri, RVN. The aircraft crashed at 1130 hours, and was destroyed by fire. CH-47 helicopter, sn: 66-19039 was moving equipment from LZ Sharon to Quang Tri Marine Airfield. At that point, it was being loaded on Air Force aircraft for transport to the divisions new area of operation. On this sortie, the aircraft had six passengers aboard, and an external sling load of one loaded 3/4 ton trailer. The aircraft entered traffic and was cleared to land at the 1st Cav Div pad. The crew was informed by ground control that they would cause extensive ground damage at this time with their rotor wash. The pilot requested a go-around and closed right traffic from the tower. This request was approved. As the pilot started his go-around, the number one engine failed, they were approaching the departure end of the runway 32. The tower and crash crew observed that the engine was on fire at this time. There was no fire warning light in the cockpit. The pilot applied full power to the number two engine. The number two engine failed. Both pilots and the flight engineer had released the external load and the aircraft commander called Mayday and took control of the aircraft. The area ahead of the aircraft was a rice paddy, seven to eight hundred meters from the departure end of runway 32. The aircraft was at 200 feet with 40 knots of air speed when the second engine failed. The rotor RPM had decayed to 160 at touch down. The aircraft hit in a level attitude and slid ten feet on a heading of 305 degrees. The pilot allowed the aircraft to become air borne once more as the left front wheel struck a dike separating two rice paddies. The aircraft was airborne for 20 feet. As the aircraft set down, the aft end slid to the right. The aircraft came to rest on a heading of 280 degrees. The aft rotor system cut into the fuselage, spreading the fire. The aircraft proceeded 70 feet from touch down to rest. At that time, the pilots noticed the fire and fired the extinguishers into the first engine

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B298

66-19040

CH-47A

Delivery Date
17 Jan 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Nov 1971

RVN Incident Reports Feb 1968-May 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196702	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196703	1	4	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196704	0	4	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196705	58	62	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196706	56	118	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196707	61	179	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196708	85	264	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196709	65	329	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196710	76	405	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196711	68	473	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196712	101	574	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196801	0	574	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196802	82	656	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196803	90	746	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196804	100	846	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196805	92	938	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196806	97	1035	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196807	73	1108	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196808	66	1174	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196809	75	1249	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196810	99	1348	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196811	101	1449	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196812	95	1544	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196901	100	1644	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196902	93	1737	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196903	0	1737	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196904	0	1737	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196905	0	1737	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196906	0	1737	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196907	0	1737	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196908	2	1739	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196909	0	1739	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B299

66-19041

CH-47A

Delivery Date
17 Jan 1967

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Accident/Destroyed [RVN]

Loss Date

3 Oct 1968

Transfer Date

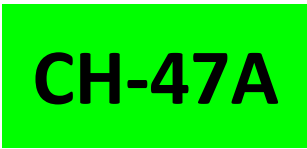
66-19041, Boeing build number B-299, was a CH-47A helicopter. The U.S. Army acceptance date was 17 January 1967. The administrative strike date was 3 October 1968. 66-19041 accumulated at least 1,100.0 aircraft hours. At some point, 66-19041 was assigned to A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Chu Lai, or Phu Bai, in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident. On 3 October 1968, 66-19041 was lost in a mid-air collision with a C7A Caribou at Camp Evans, near Thua Thien. 66-19041 had departed from Landing Zone (LZ) Nancy a few minutes before the accident. 66-19041 was on approach for a landing at Camp Evans when it was struck in the rear rotor system by the Caribou, tail number 63-9753. The Caribou had just taken off from Camp Evans. The Caribou made a rather steep right bank turn upon take-off and headed back toward the airstrip and actually ended up hitting the Chinook from behind, and travelling in the same direction. All 25 personnel aboard both aircraft died in the incident. Jerry Lee Pierce Jr., who was aboard the Chinook and the brother of Cathy Puvogel was killed

The US Air Force C7-A departed Camp Evans airfield from runway 36. His last radio transmission after receiving tower clearance was "rolling". This aircraft was observed to break right prior to reaching the end of the runway. He continued a climbing turn to a heading of approximately 130 degrees. The CH-47 helicopter had departed LZ Nancy only a few minutes before. It was proceeding south along highway QL-1, on a heading of 170 degrees, in a shallow descent. This is a scheduled daily passenger and mail shuttle and would have entered traffic on a right base leg for landing at the Camp Evans asp pad is the regular stop for this shuttle and is located east of the centerline of runway 36, approximately 1000 feet south of the approach end of that runway. He had not yet called the tower for clearance, though his UHF radio was on tower frequency. It is estimated that the CH-47 was cruising at approximately 95 to 100 knots. The C7-A with climb power, should have been at about 105 knots. The two aircraft converged at an altitude of approximately 1100 feet at a relative angle of approximately 40 degrees. The cockpit section of the C7-A contacted the rear rotor of the helicopter. The C7-A had started a right bank, probably a last minute attempt to avoid the collision. When the two aircraft collided, at least one of the helicopter rear rotor blades sliced through the cockpit section of the airplane. On an angle from the top of the copilots windshield down to the bottom of the pilots windshield, killing both pilots instantly, and destroying all engine controls. At the same time, one of the rotor blades, or debris from the cockpit struck the left propeller of the C7-A. One of the blades was severed from the propeller, and passed through both sides of the fuselage of the airplane. The left propeller then separated from the engine and fell to the ground. The C7-A made a steep descending right turn and struck the ground on a heading of 340 degrees. The aircraft disintegrated, all personnel aboard perished, there was no fire. The CH-47, at the moment of the collision lost all of its rear main rotor blades. Once these blades were broken and distorted by the collision, they chopped into the top of the helicopters fuselage before finally separating from the hub. They dislodged two sections of the synchronizer drive shaft which also fell to the ground. At this time, neither rotor system could provide any thrust, and the helicopter became a free falling body. While it was tumbling to earth, the rear rotor mast and pylon separated from the fuselage and landed 150 meters short of the fuselage. The fuselage tumbled to earth and impacted on a heading of approximately 120 degrees. It landed on its top left side in a nose high attitude, with near zero forward speed. It exploded on impact. Two persons fell out of the helicopter as it tumbled through the air. They were fatally injured on contact with the ground. Those remaining in the helicopter died in the crash

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B300

66-19042



Delivery Date
20 Jan 1967



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

23 Mar 1975

Transfer Date

1 Feb 1972

RVN Incident Reports May 1967-April 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196701	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196702	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196703	2	3	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM	
196704	0	3	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM	
196705	36	39	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196706	71	110	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196707	80	190	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196708	77	267	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196709	51	318	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196710	71	389	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196711	77	466	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196712	69	535	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196801	0	535	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196802	115	650	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196803	66	716	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	64	780	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	120	900	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196806	51	951	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196807	59	1010	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	76	1086	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196809	81	1167	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196810	1	1168	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196811	0	1168	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196812	92	1260	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196901	55	1315	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196902	75	1390	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196903	77	1467	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196904	0	1467	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN	
196905	0	1467	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196906	0	1467	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196907	0	1467	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196908	0	1467	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196909	0	1467	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR	

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Build
B301

66-19043

CH-47A

Delivery Date
20 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Feb 1982

Prev SN

Serial Number
82-23767

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incide	DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0		WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196702	0	0		WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196703	4	4		WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196704	0	4		WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196705	40	44		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196706	52	96		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196707	65	161		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	62	223		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	37	260		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	66	326		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	97	423		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	102	525		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	525		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	79	604		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196803	63	667	3261	355	AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	82	749	3261		BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	24	773	3261	355	AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	34	807	3261	355	AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	52	859	3261		OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	14	873		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	51	924		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	51	975		WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	24	999		WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196812	74	1073		WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196901	50	1123		WCLNAA	79 TRANS CO	VIETNAM		RVN
196902	0	1123		WCLNAA	79 TRANS CO	VIETNAM		RVN
196903	5	1128		WCLNAA	79 TRANS CO	VIETNAM		RVN
196904	75	1203		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196905	43	1246		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196906	73	1319		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196907	31	1350		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196908	80	1430		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196909	96	1526		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196910	59	1585		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196911	66	1651		WDU1AA	196 ASLT HEL CO	VIETNAM		RVN

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Build
B302

66-19044

CH-47A

Delivery Date
23 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Nov 1985

Prev SN

Serial Number
85-24368

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1967-May 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196702	0	1	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	5	6	WOMHAA	DIROF	SUP TRAN	6TH ARMY SHARPE GD	AVCOM
196704	0	6	WOMHAA	DIROF	SUP TRAN	6TH ARMY SHARPE GD	AVCOM
196705	37	43	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196706	43	86	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196707	70	156	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196708	73	229	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196709	44	273	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196710	68	341	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196711	44	385	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196712	63	448	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196801	0	448	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196802	141	589	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196803	88	677	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	83	760	3261	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	72	832	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	63	895	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	45	940	3261	OPM SEA	NITEOPS	1ST ARMY FORT BELVOIR	AMC
196808	64	1004	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196809	45	1049	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196810	76	1125	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196811	350	1475	W2VYAA	AMMC	VIETNAM		RVN
196812	0	1475	W2VYAA	AMMC	VIETNAM		RVN
196901	30	1505	WAAWB0	COA	228ABAH1CAV	VIETNAM	RVN
196902	70	1575	WAAWB0	COA	228ABAH1CAV	VIETNAM	RVN
196903	74	1649	WAAWB0	COA	228ABAH1CAV	VIETNAM	RVN
196904	62	1711	WAAWB0	COA	228ABAH1CAV	VIETNAM	RVN
196905	64	1775	WAAWB0	COA	228ABAH1CAV	VIETNAM	RVN
196906	104	1879	WAAWB0	COA	228ABAH1CAV	VIETNAM	RVN
196907	57	1936	WAAWB0	COA	228ABAH1CAV	VIETNAM	RVN
196908	65	2001	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196909	58	2059	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN

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Build
B303

66-19045

CH-47A

Delivery Date
24 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

31 Oct 1969

the aircraft departed bear cat, rvn, at 0710 hours on 10/31/1969 to begin the days missions. the aircraft was the second aircraft in a flight of two. after approximately 15 to 20 minutes of flight the pilots noticed the master caution light flash. shortly thereafter, the number two hydraulic boost system caution light came on and the pressure went to zero. the aircraft commander took control of the aircraft and made a radio call stating the nature of his problem. he started a descent and was returning to his home station. the number two system was isolated and the airspeed slowed to approximately 70 knots. approximately 3 to 5 minutes after the initial failure of the number two system the aircraft experienced a loss of number one boost system and control of the aircraft at 50 feet and 70 knots. the aircraft crashed into a ravine in a relatively flat attitude. the pilots had no control over the aircraft after the loss of the number 1 hydraulic boost system. upon impact the aircraft caught fire in the area of the engines and the combining transmission. the aft section of the aircraft was extensively damaged by the fire. no fire was experienced in the forward portion of the aircraft. the crew exited the aircraft, except for the aircraft commander, who was pinned in the wreckage in the left pilots seat and was the only fatality

.rvn incident reports jan 1969-oct 1969

date	flt hrs	uic	unit	area	post	country
196701	0	0	w0y6aa tran	mdmhelco s	alaska	alaska
196702	0	0	w0y6aa tran	mdmhelco s	alaska	alaska
196703	0	0	w0mhaa dirof	sup tran	6th army sharpe gd	avcom
196704	3	3	w0mhaa dirof	sup tran	6th army sharpe gd	avcom
196705	35	38	waawb0 cob	228abah1cav	vietnam	rvn
196706	85	123	waawb0 cob	228abah1cav	vietnam	rvn
196707	63	186	waawb0 cob	228abah1cav	vietnam	rvn
196708	69	255	waawb0 cob	228abah1cav	vietnam	rvn
196709	37	292	waawb0 cob	228abah1cav	vietnam	rvn
196710	87	379	waawb0 cob	228abah1cav	vietnam	rvn
196711	63	442	waawb0 cob	228abah1cav	vietnam	rvn
196712	45	487	waawb0 cob	228abah1cav	vietnam	rvn
196801	0	487	waawb0 cob	228abah1cav	vietnam	rvn
196802	152	639	waawb0 cob	228abah1cav	vietnam	rvn
196803	81	720	3261 355	avn co	4th army fort sill	4th army
196804	48	768	3261	bell hcptr	bailment ft worth	avcom
196805	46	814	3261 355	avn co	4th army fort sill	4th army
196806	44	858	3261 355	avn co	4th army fort sill	4th army
196807	0	858	3261	opm sea niteops	1st army fort belvoir	amc
196808	59	917	waawb0 cob	228abah1cav	vietnam	rvn
196809	41	958	waawb0 cob	228abah1cav	vietnam	rvn

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Build
B304

66-19046

CH-47A

Delivery Date
31 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

16 Nov 1967

Transfer Date

66-19046, Boeing build number B-304, was a CH-47A helicopter. The U.S. Army acceptance date was 31 January 1967. The administrative strike date was either 11 or 16 November 1967. 66-19046 accumulated at least 301.0 aircraft hours. At some point, 66-19046 was assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Camp Evans, Phuc Vinh, or Bear Cat, in the Republic of Vietnam (RVN), and remained there until it was lost due to an accident. Most details are unknown. However, on either 11 or 16 November 1967, while conducting a mission, 66-19046 received hostile ground fire in the engine area during take-off. The aircraft crashed and burned. There were five fatalities.

War Story:

Received hostile ground fire in engine area during take-off. Crashed and burned. Five Vietnamese passenger fatalities. According to Len Demaray the crew was CW3 Curls, WO1 Emerson, SP6 Demaray, PFC Henline, SP4 Flamm, and five passengers killed (Vietnamese). We were at Phan Thiet when we were shot down with five Vietnamese passengers of about twenty killed. When this was called back to An Khe, the only part they got was "046 shot down, five KIA". Operations thought it was the whole crew. We were all listed as KIA. As I recall, MAJ Fountain was the commander. You should have seen the look on his face when he saw us. Everybody thought we were long gone. They took about five days to send an aircraft down to pick up our stuff. We were all laying about on the beach, taking in the sun. CW3 Curls got a good size cut on his left leg as I recall. I had a couple of cuts on my face (neither of us got a PH, we were treated by Vietnamese medics). from Jim Ketcham, FE CH-47, C/228th ASHB, 1st Cav Div Dec'67-Dec'68 - ketchamj@snowhill.com -or- jketcham@rucker-sfts6.army.mil

RVN Incident Reports Oct 1967-Nov 1967

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196711	0	0	WAAWCO	C/228	AVN	VIETNAM	VS

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Build
B305

66-19047

CH-47A

Delivery Date
31 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

4 Nov 1968

Transfer Date

66-19047, Boeing build number B-305, was a CH-47A helicopter. The U.S. Army acceptance date was 31 January 1967. The administrative strike date was either 1 June 1967 or 4 November 1968. 66-19047 accumulated 1,350.0 aircraft hours. At some point, 66-19047 was assigned to B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB), located at various time periods at either An Khe, Red Beach/LZ Sharron, or Bear Cat, in the Republic of Vietnam (RVN). On 4 or 5 November 1968, while assigned to B Company, 66-19047 was lost due to enemy action. The last known location of 66-19047 was in the Republic of Vietnam. Aircraft status: Shot down in combat.

THIS AIRCRAFT DEPARTED ^BEAR CAT AIRFIELD, RVN, AT 1405 HOURS^. ON BOARD WERE TWELVE PERSONS AND A LARGE QUANTITY OF MISCELLANEOUS CARGO. SHORTLY AFTER LEVEL OFF AT AN ALTITUDE OF 2500 FEET, THE FIRE WARNING LIGHT ON NUMBER TWO ENGINE CAME ON. THE PILOT IMMEDIATELY DECLARED AN EMERGENCY AND TURNED TOWARD ^BIEN HOA AIR BASE^, WHILE OTHER CREW MEMBERS AND HIS WING SHIP WERE SCANNING THE ENGINE FOR VISUAL CONFIRMATION OF THE FIRE. SEVERAL CREWMEN REPORTED SMELLING SMOKE AND SEEING WHAT WERE DESCRIBED AS FUMES, BUT NONE RECALLS ACTUALLY SEEING FIRE. AT THAT TIME THE PILOT PULLED THE FIRE HANDLE AND FIRED BOTH EXTINGUISHER BOTTLES INTO NUMBER TWO ENGINE. AT THE SAME TIME HE ENTERED AUTOROTATION TO MINIMIZE HIS DESCENT TIME. AT APPROXIMATELY 250 FEET HE BEGAN TO APPLY THRUST TO SLOW THE DESCENT. AT THAT TIME THE NUMBER ONE ENGINE BEGAN TO FAIL. EMERGENCY BEEP FAILED TO CAUSE THE ENGINE TO RESPOND. THE AIRCRAFT STRUCK THE GROUND WITH SLIGHT FORWARD SPEED IN A RAPID DESCENT, WITH LOW ROTOR RPM. THE REAR ROTOR BLADES FLEXED DOWN AND CHOPPED INTO THE TOP OF THE FUSELAGE. INSTANTLY AFTER IMPACT THE REAR OF THE AIRCRAFT WAS ENGULFED IN FLAMES. 2 PASSENGERS WERE ABLE TO EXIT THRU THE FIRE WITH ONLY MINOR BURNS. NINE PERSONS ESCAPED THRU THE FRONT EXITS. ONE PASSENGER WAS TRAPPED IN THE REAR OF THE AIRCRAFT AND DIED IN THE FIRE. BECAUSE OF THE INTENSE HEAT, RESCUE PERSONNEL WERE UNABLE TO RECOVER THE BODY UNTIL THE FOLLOWING DAY. ONE PASSENGER REPORTS HEARING SOMETHING STRIKING THE AIRCRAFT IN THE VICINITY OF THE NUMBER TWO ENGINE. THIS AND THE REPORTS OF GROUND TO AIR FIRE IN THE VICINITY OF THE CRASH, INDICATE THE POSSIBILITY OF BULLET DAMAGE TO THE ENGINE.\\

War Story:

Otis Simpson was a TI for the maintenance division and was not a regular flight crew member nor was he acting as FE on that flight. They also were not departing Bear Cat but Bien Hoa Air base for Bear Cat. They originally had departed LZ Sharon on our div redeployment south to Bear Cat. The misc cargo they were carrying was mostly personal gear for the Co. personnel. One of the items on that AC was the flight platoon's little refrigerator. The passengers were all from the Maintenance platoon. The FE of the aircraft was Swain. He was, I believe a spec 5. The CE is listed correctly. Simpson was flying as a crew member but he was not the FE of the aircraft. I arrived at Bear Cat the next day and was told about the accident. A couple of the maintenance guys on the AC told me that Simpson had gotten out of the aircraft and then went back inside for some reason. No one knew why. I had always thought that he went back in to get some personal items. He was very dedicated to his wife so he may have been going back in to get those items. Just my opinion. On the KIA report they list him as performing the FE duties. This he probably was doing as he was at the back of the AC. The true FE was on one of the guns in front. Some

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Build
B306

66-19048

CH-47A

Delivery Date
26 Jan 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
29 Jan 1986

Prev SN

Serial Number
86-01642

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports May 1967-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196701	0	0	WOY6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196702	0	1	WOY6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196703	2	3	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	28	31	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196705	71	102	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196706	73	175	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196707	98	273	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196708	66	339	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196709	73	412	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196710	76	488	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196711	95	583	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196712	5	588	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196801	112	700	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196802	75	775	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196803	72	847	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196804	126	973	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196805	95	1068	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196806	114	1182	WC5LAA	180 AVN CO	10AV	VIETNAM	RVN
196807	0	1182	W2VYAA	AMMC	VIETNAM		RVN
196808	0	1182	W2VYAA	AMMC	VIETNAM		RVN
196809	43	1225	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	115	1340	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	85	1425	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196812	92	1517	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	62	1579	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	8	1587	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	59	1646	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196904	95	1741	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196905	80	1821	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196906	76	1897	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196907	89	1986	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196908	63	2049	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196909	84	2133	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN

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Build
B307

66-19049

CH-47A

Delivery Date
01 Feb 1967

Induction Date

Prev Model

Prev SN



Status

Combat Service



Vietnam

Converted To

MH-47D

Induction Date

22 Sep 1981

Serial Number

82-23763

Loss Date

Transfer Date

Converted to MH-47D

66-19049, Boeing build number B-307, was a CH-47A helicopter. The U.S. Army acceptance date was 1 February 1967. 66-19049 accumulated 3,248.2 aircraft hours. At some point, 66-19049 was assigned an unknown unit. On 22 September 1981, 66-19049 was inducted into the MH-D model program and converted to 82-23763. The last known location of 66-19049 was at Boeing during the conversion. Aircraft status: Converted to D model.

Photo: 66-19049 makes its last flight (as a sling load) in 1973. For various maintenance reasons, 66-19049 was not flyable when the 180th Aviation Company turned in all of its A models for C model Chinooks. 66-19049 had to be carried under 68-15863 to the Port of Bremerhaven from Schwabisch Hall, West Germany.

RVN Incident Reports Jan 1968-Jul 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	1	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	1	2	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	37	39	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196705	87	126	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196706	57	183	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196707	43	226	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196708	61	287	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196709	77	364	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196710	35	399	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196711	89	488	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196712	74	562	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196801	0	562	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196802	86	648	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196803	100	748	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196804	55	803	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196805	107	910	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196806	78	988	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196807	94	1082	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196808	95	1177	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
196809	0	1177	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B308

66-19050

CH-47A

Delivery Date
02 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

1 Apr 1967

66-19050, Boeing build number B-308, was a CH-47A helicopter. The U.S. Army acceptance date was 2 February 1967. The administrative strike date was 1 April 1967 or 19 February 1968. 66-19050 accumulated 491.0 aircraft hours. At some point, 66-19047 was assigned to the 179th Assault Support Helicopter Company (ASHC) - "Shrimpboats", located at various times at either Dong Ha, Phu bai, or Camp Holloway, Pleiku, in the Republic of Vietnam (RVN). On 1 April 1967 or 4 November 1968, while assigned to the 179th ASHC, 66-19050 was lost due to enemy action. The complete details are unknown. However, while on a mission, 66-19050 received large caliber fire in one engine. The engine failed and the aircraft crashed and burned. There were no fatalities, but all crewmembers were injured. The last known location of 66-19050 was in the Republic of Vietnam. Aircraft status: Shot down in combat.

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Build
B309

66-19051

CH-47A

Delivery Date
08 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
1 Feb 1985

Prev SN

Serial Number
85-24330

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Dec 1967-Aig 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	1	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	0	1	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	12	13	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	0	13	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	0	13	2017	USARV	FLT DET	VIETNAM	RVN
196707	19	32	2017	USARV	FLT DET	VIETNAM	RVN
196708	0	32	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196709	0	32	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196710	0	32	3300	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196711	13	45	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196712	32	77	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196801	122	199	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196802	35	234	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196803	0	234	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196804	75	309	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196805	0	309	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196806	28	337	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196807	0	337	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196808	87	424	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196809	97	521	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196810	84	605	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196811	99	704	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196812	81	785	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196901	80	865	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196902	77	942	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196903	93	1035	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196904	109	1144	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196905	77	1221	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196906	93	1314	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196907	27	1341	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196908	119	1460	WDYEAA	243	ASLT HEL	CO	VIETNAM RVN
196909	75	1535	W2VYAA	AMMC	VIETNAM		RVN
196910	0	1535	W2VYAA	AMMC	VIETNAM		RVN

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Build
B310

66-19052

CH-47A

Delivery Date
08 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Sep 1980

Prev SN

Serial Number
81-23382

Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Report May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196702	0	1	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA	
196703	2	3	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196704	25	28	2017	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM	
196705	0	28	2017	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM	
196706	0	28	2017	USARV	FLT DET	VIETNAM	RVN	
196707	30	58	2017	USARV	FLT DET	VIETNAM	RVN	
196708	0	58	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM	
196709	0	58	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM	
196710	0	58	3300	BELL	HCPTR	BAILMENT	FT WORTH AVCOM	
196711	72	130	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196712	64	194	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196801	28	222	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196802	131	353	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196803	113	466	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196804	99	565	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196805	100	665	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196806	102	767	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196807	101	868	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196808	101	969	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196809	97	1066	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196810	4	1070	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196811	98	1168	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196812	77	1245	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196901	65	1310	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196902	60	1370	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196903	101	1471	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196904	96	1567	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196905	37	1604	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN	
196906	27	1631	W2VYAA	AMMC	VIETNAM		RVN	
196907	0	1631	W2VYAA	AMMC	VIETNAM		RVN	
196908	45	1676	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN	
196909	53	1729	WC5LAA	180	AVN CO 10AV	VIETNAM	RVN	
196910	100	1829	WC5I	ΔΔ	180	ΔVN CO 10AV	VIETNAM	RVN

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Build
B311

66-19053

CH-47A

Delivery Date
14 Feb 1967



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Accident/Destroyed [RVN]

Loss Date

20 Oct 1968

Transfer Date

66-19053 accumulated 1,174.0 aircraft hours. At some point, through 20 October 1968, 66-19053 was assigned to the 243rd Assault Support Helicopter Company (ASHC) - "Freight Train", in the Republic of Vietnam. On 20 October 1968, 66-19053 was lost due to an accident in the Republic of Vietnam. For many years no sign of the crew or wreckage was found until discovered by Vietnamese farmers on 4 March 1994. Aircraft status: Crashed during a combat resupply mission. The cause of the crash was never discovered.

Accident Summary:

The aircraft was last heard from 30 min after takeoff at 4000 feet altitude aircraft commander reported the weather to be good. No further word has been heard from the aircraft

Deutsch radioed at 0700 hours on October 20 that his aircraft was over the Ninh Hoa Valley. That was the last anyone heard of the CH47. At about 0800 hours, it was determined that the helicopter was overdue. An intensive search effort was made, but no wreckage was ever found of the CH47, and search efforts were concluded on October 28. Villagers were later canvassed throughout the Ninh Ho Valley, and literature was distributed asking about the crash of the Chinook, but no new information was ever discovered.

After more than 33 years the remains of an Army helicopter crew missing since the Vietnam War finally came home. The crewmembers, part of the 243rd Assault Support Helicopter Company - "Freight Train", were buried in a joint grave at Arlington National Cemetery on 25 May 2001 at 1100 hours. The 243rd ASHC was assigned to the 10th Combat Aviation Battalion (CAB), 17th Aviation Group. The five crewmembers were last heard from as they operated their helicopter in the Ninh Hoa Valley in the Central Highlands of the Republic of Vietnam (RVN) (South Vietnam) on 20 October 1968. The crew of 66-19053 departed Dong Ba Tin Airfield (RVN) on an emergency re-supply mission to Ban Me Thout (Buon Ma Thuot) in the Central Highlands. They were the lead aircraft of a three ship mission. The aircraft had been carrying medical supplies, ammunition and other equipment. The airship's commander had planned to follow a valley road to the Vietnamese city where Americans were under siege. The helicopter and crew, call sign "Freight Train 053", left the airfield ahead of their wingmen to accomplish a "weather check" because the weather conditions were very bad on that fateful day. Sometime after the second flight of two Chinooks departed, Typhoon type weather conditions forced them to return to the airfield. As a result, they were unable to join the lead aircraft. Chief Warrant Officer Deutsch, the aircraft commander, radioed at 0700 hours that they were in the Ninh Hoa Valley and would proceed on to Ban Me Thout. That was the last anyone heard of the CH-47 and they never made it to destination. At about 0800 hours, it was determined that the helicopter was overdue. The unit conducted an intensive search for the next eight days throughout the entire II Corps area of operation (AO), but could find no wreckage of the aircraft. Search efforts were concluded on 28 October 1968. Villages were later canvassed throughout the Ninh Ho Valley, and literature was distributed asking about the crash of the Chinook. During the course of the war no new information was ever discovered. The five men aboard the Chinook lost on 20 October 1968 were classified Missing In Action (MIA). They were among approximately 2,500 Americans who went unaccounted for during the United States involvement in the Vietnam War. On or about 4 March 1994, two Vietnamese farmers discovered the wreckage of a helicopter bearing an identifying serial number. That wreckage was ultimately identified as the missing Chinook from the 243rd ASHC, even though most of the aircraft, which had burned upon impact, had been scavenged or washed down the hillside. Almost another year would pass before a coordinated effort was made to return the remains of the five American crewmembers. From 5 through 20 January 1995 a team

from the United States consisting of anthropologists and other experts was dispatched to the RVN and the remains were located
Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B312

66-19054

CH-47A

Delivery Date
08 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Nov 1985

Prev SN

Serial Number
85-24369

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Sep 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	1	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	4	5	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	16	21	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	0	21	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	0	21	2017	USARV FLT	DET	VIETNAM	RVN
196707	25	46	2017	USARV FLT	DET	VIETNAM	RVN
196708	0	46	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	46	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	46	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	77	123	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196712	103	226	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196801	35	261	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196802	115	376	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196803	147	523	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196804	123	646	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196805	109	755	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196806	84	839	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196807	83	922	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196808	71	993	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196809	0	993	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196810	0	993	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196811	0	993	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196812	0	993	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196901	0	993	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196902	0	993	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196903	51	1044	WDV1AA	196 ASLT	HEL CO	VIETNAM	RVN
196904	49	1093	WDU1AA	196 ASLT	HEL CO	VIETNAM	RVN
196905	99	1192	WDU1AA	196 ASLT	HEL CO	VIETNAM	RVN
196906	95	1287	WDU1AA	196 ASLT	HEL CO	VIETNAM	RVN
196907	100	1387	WDU1AA	196 ASLT	HEL CO	VIETNAM	RVN
196908	71	1458	WDU1AA	196 ASLT	HEL CO	VIETNAM	RVN
196909	95	1553	WDU1AA	196 ASLT	HEL CO	VIETNAM	RVN
196910	0	1553	WCLNAA	79 TRANS	CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B313

66-19055

CH-47A

Delivery Date
22 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Jun 1984

Prev SN

Serial Number
84-24172

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports April 1968-Jun 1970 (8)

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	2	2	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	30	32	2017	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	0	32	2017	ARMY	AVN DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	0	32	2017	USARV	FLT DET	VIETNAM	RVN
196707	40	72	2017	USARV	FLT DET	VIETNAM	RVN
196708	0	72	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196709	0	72	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196710	0	72	3300	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196711	47	119	WDYEAA	243	ASLT HEL CO	VIETNAM	RVN
196712	91	210	3331	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196801	96	306	3331	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196802	33	339	3331	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196803	71	410	WFBAAA	196	LT INF BDE	VIETNAM	RVN
196804	62	472	WFBAAA	196	LT INF BDE	VIETNAM	RVN
196805	10	482	WFBAAA	196	LT INF BDE	VIETNAM	RVN
196806	83	565	WFBAAA	196	LT INF BDE	VIETNAM	RVN
196807	49	614	WFBAAA	196	LT INF BDE	VIETNAM	RVN
196808	72	686	WFBAAA	196	LT INF BDE	VIETNAM	RVN
196809	59	745	WFBAAA	196	LT INF BDE	VIETNAM	RVN
196810	66	811	3331	HHD	44 ENG GP	THAILAND	PACIFIC
196811	64	875	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196812	35	910	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196901	95	1005	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196902	68	1073	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196903	35	1108	WDV1AA	196	ASLT HEL CO	VIETNAM	RVN
196904	98	1206	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196905	30	1236	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196906	61	1297	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196907	59	1356	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196908	88	1444	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196909	75	1519	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN
196910	75	1594	WDU1AA	196	ASLT HEL CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B314

66-19056

CH-47A

Delivery Date
15 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

5 Dec 1974

Transfer Date

1 Jun 1972

66-19056, Boeing build number B-314, was a CH-47A helicopter. The U.S. Army acceptance date was 15 February 1967. The administrative strike date was 5 December 1974. 66-19056 accumulated at least 3,369.0 aircraft hours. At some point in the early 1970s, 66-19056 was transferred to the 237th Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 5 December 1974, 66-19056 was struck by an infra-red guided, shoulder fired SA-7 heat seeking missile. The crew of five and 10 passengers sustained fatal injuries. The last known location of 66-19056 was in the Republic of Vietnam. Aircraft status: Shot down in combat.

RVN Incident Reports Dec 1968-Oct 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	1	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	3	4	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	31	35	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	0	35	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	0	35	2017	USARV	FLT DET	VIETNAM	RVN
196707	48	83	2017	USARV	FLT DET	VIETNAM	RVN
196708	0	83	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196709	0	83	2017	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196710	0	83	3300	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196711	98	181	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196712	93	274	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196801	88	362	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196802	77	439	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196803	81	520	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196804	114	634	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196805	108	742	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196806	96	838	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196807	106	944	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196808	113	1057	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196809	89	1146	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196810	102	1248	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196811	76	1324	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196812	67	1391	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196901	80	1471	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196902	64	1535	WDYEAA	243	ASLT HEL	CO VIETNAM	RVN
196903	77	1607	WDYFAD	243	ASLT HEL	CO VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B315

66-19057

CH-47A

Delivery Date
15 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Nov 1980

Prev SN

Serial Number
81-23384

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Oct 1968-Dec 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	1	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	1	2	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	41	43	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196705	0	43	2017	ARMY AVN	DIV	6TH ARMY	DUGWAY PG TEVALCOM
196706	0	43	2017	USARV FLT	DET	VIETNAM	RVN
196707	47	90	2017	USARV FLT	DET	VIETNAM	RVN
196708	0	90	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	90	2017	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	90	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	62	152	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196712	92	244	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196801	83	327	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196802	103	430	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196803	77	507	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196804	152	659	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196805	49	708	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196806	99	807	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196807	82	889	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196808	45	934	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196809	91	1025	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196810	86	1111	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196811	84	1195	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196812	99	1294	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196901	51	1345	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196902	67	1412	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196903	92	1504	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196904	78	1582	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196905	18	1600	WDYEAA	243 ASLT	HEL CO	VIETNAM	RVN
196906	96	1696	WDFHAA	HHC 520T	BN34GP	VIETNAM	RVN
196907	96	1792	WDFHAA	HHC 520T	BN34GP	VIETNAM	RVN
196908	0	1792	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196909	0	1792	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196910	0	1792	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B316

66-19058

CH-47A

Delivery Date
21 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Jan 1982

Prev SN

Serial Number
82-23766

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1968-Jun 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	0	WOY6AA	TRAN	MDMHELCO S	ALASKA ALASKA
196703	1	1	WOMAAA	DIR	FOR MAINT 1ST ARMY	NEW CUMBERLAND AVCOM
196704	39	40	2017	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196705	0	40	2017	ARMY AVN DIV	6TH ARMY DUGWAY PG	TEVALCOM
196706	0	40	2017	USARV FLT DET	VIETNAM	RVN
196707	18	58	2017	USARV FLT DET	VIETNAM	RVN
196708	0	58	2017	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196709	0	58	2017	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196710	0	58	3300	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196711	27	85	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196712	105	190	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196801	96	286	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196802	68	354	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196803	136	490	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196804	73	563	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196805	127	690	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196806	22	712	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196807	98	810	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196808	101	911	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196809	87	998	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196810	95	1093	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196811	39	1132	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196812	77	1209	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196901	99	1308	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196902	81	1389	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196903	52	1441	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196904	66	1507	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196905	83	1590	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196906	74	1664	WDYEAA 243	ASLT HEL CO	VIETNAM	RVN
196907	34	1698	WDFHAA HHC 520T	BN34GP	VIETNAM	RVN
196908	0	1698	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196909	0	1698	WOY6AA	INTRANSIT	IN TRANSIT	AVCOMCTR
196910	0	1698	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B317

66-19059

CH-47A

Delivery Date
22 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

24 Jun 1970

Transfer Date

66-19059, Boeing build number B-317, was a CH-47A helicopter. The U.S. Army acceptance date was 22 February 1967. The administrative strike date was 24 June 1970. 66-19059 accumulated 2,052.0 aircraft hours. At some point, 66-19059 was assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", 1st Cavalry Division, in the Republic of Vietnam (RVN), where it remained until it was lost due to enemy action on 24 June 1970. 66-19059 received enemy fire in the auxiliary power unit area. A fire broke out and the crew landed. The aircraft was subsequently consumed by fire. There were no casualties reported. The last known location of 66-19059 was in the Republic of Vietnam. Aircraft status: Shot down in combat.

War Story:

Hit in aft pylon in APU area at 2500 feet. Fire broke out and aircraft was consumed after landing. No casualties

RVN Incident Reports Sep 1967-June 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	2	2	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	0	2	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196705	6	8	WOMHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196706	0	8	WOMHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196707	59	67	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196708	97	164	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196709	54	218	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196710	50	268	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196711	58	326	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196712	39	365	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196801	0	365	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196802	181	546	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196803	28	574	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	68	642	3261	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196805	0	642	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	37	679	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	57	736	3261	OPM SEA	NITEOPS	1ST ARMY	FORT BELVOIR AMC
196808	77	813	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196809	25	838	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN
196810	0	838	WAAWB0	COB	228ABAH1CAV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B318

66-19060

CH-47A

Delivery Date
21 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Jun 1985

Prev SN

Serial Number
85-24350

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Sep 1967-Jun 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	2	3	WOMHAA	DIROF SUP	TRAN 6TH ARMY	SHARPE GD	AVCOM
196706	0	3	WOMHAA	DIROF SUP	TRAN 6TH ARMY	SHARPE GD	AVCOM
196707	81	84	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196708	106	190	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196709	63	253	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	39	292	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	66	358	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	52	410	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	410	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196802	125	535	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196803	69	604	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	77	681	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	65	746	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	26	772	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	50	822	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	14	836	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196809	43	879	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196810	72	951	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	102	1053	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196812	83	1136	WCLNAA	79 TRANS CO	VIETNAM		RVN
196901	0	1136	WCLNAA	79 TRANS CO	VIETNAM		RVN
196902	0	1136	WCLNAA	79 TRANS CO	VIETNAM		RVN
196903	100	1236	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196904	78	1314	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196905	81	1395	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196906	81	1476	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196907	62	1538	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196908	100	1638	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196909	99	1737	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196910	0	1737	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B319

66-19061

CH-47A

Delivery Date
28 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Jan 1969

Transfer Date

66-19061, Boeing build number B-319, was a CH-47A helicopter. The U.S. Army acceptance date was 28 February 1967. The administrative strike date was 26 January 1969. 66-19061 accumulated 742.0 aircraft hours. At some point, 66-19061 was assigned to the 179th Assault Support Helicopter Company (ASHC) - "Shimpboats", located at Pleiku, in the Republic of Vietnam (RVN), where it remained until it was lost due to enemy action on 26 January 1969. 66-19061 received enemy small arms and rocket fire while in-flight. A hit in the combining transmission area caused a lubrication oil leak and the aircrew was forced to land. The aircraft subsequently took off and received a rocket hit in the forward rotor system. Two blade pockets were lost. The aircrew was forced to land a second time. Enemy forces set fire to the elephant grass that the aircraft landed in and fire consumed the aircraft before recovery operations could be initiated. The aircrew was extracted. The last known location of 66-19061 was in the Republic of Vietnam. Aircraft status: Shot down in combat.

RVN Incident Reports Dec 1967-Jan 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	0	W0Y6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	1	1	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	0	1	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196705	1	2	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196706	0	2	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196707	38	40	WCLSAA	388	TRANS CO	VIETNAM	RVN
196708	50	90	WCLSAA	388	TRANS CO	VIETNAM	RVN
196709	40	130	WCLSAA	388	TRANS CO	VIETNAM	RVN
196710	44	174	WCLSAA	388	TRANS CO	VIETNAM	RVN
196711	40	214	WCLSAA	388	TRANS CO	VIETNAM	RVN
196712	36	250	WCLSAA	388	TRANS CO	VIETNAM	RVN
196801	31	281	WCLSAA	388	TRANS CO	VIETNAM	RVN
196802	29	310	WCLSAA	388	TRANS CO	VIETNAM	RVN
196803	20	330	WCLBAA	330	TRANS CO	VIETNAM	RVN
196804	42	372	WCLBAA	330	TRANS CO	VIETNAM	RVN
196805	25	397	WCLBAA	330	TRANS CO	VIETNAM	RVN
196806	7	404	WCLBAA	330	TRANS CO	VIETNAM	RVN
196807	13	417	WCLBAA	330	TRANS CO	VIETNAM	RVN
196808	39	456	WCLBAA	330	TRANS CO	VIETNAM	RVN
196809	27	483	WCLBAA	330	TRANS CO	VIETNAM	RVN
196810	58	541	WC5KAA	179	AVN CO	VIETNAM	RVN
196811	70	611	WC5KAA	179	AVN CO	VIETNAM	RVN
196812	95	706	WC5KAA	179	AVN CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B320

66-19062

CH-47A

Delivery Date
27 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

7 Feb 1968

Transfer Date

66-19062, Boeing build number B-320, was a CH-47A helicopter. The U.S. Army acceptance date was 27 February 1967. The administrative strike date was 7 February 1968. 66-19062 accumulated 508.0 aircraft hours. At some point, 66-19062 was assigned to the B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", 1st Calvary Division, in the Republic of Vietnam (RVN), where it remained until it was lost due to enemy action on 7 February 1968. 66-19062 received enemy mortar fire while on the ground at Red Beach and burned. The last known location of 66-19062 was in the Republic of Vietnam. Aircraft status: Destroyed.

War Story:

Struck by mortar fire on ground at Red Beach. Burned

RVN Incident Reports Jan - Feb 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196702	0	0	W0Y6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196703	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	1	2	W0MHAA	DIROF SUP	TRAN	6TH ARMY	SHARPE GD AVCOM
196706	0	2	W0MHAA	DIROF SUP	TRAN	6TH ARMY	SHARPE GD AVCOM
196707	78	80	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196708	52	132	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196709	73	205	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196710	55	260	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196711	84	344	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196712	40	384	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196801	0	384	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B321

66-19063

CH-47A

Delivery Date
28 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

19 Apr 1968

Landing Zone Tiger was located in the upper reaches of the A Shau Valley. Following the initial air assaults to recapture the LZ, larger helicopters were needed for resupply. Three of the aircraft, all hampered by sling loads, were shot down as they approached the LZ: 64-13124, 64-13152, 66-19063

GOLDBOOK RVN JUL 1967-FEB 1968

RVN INCIDENTS OCT 1967-APR 1968

B/228

CH-47A (tail number 66-19063, B Company, 228th Avn Bn) was hit by 37mm rounds in the aft pylon area during approach. The aircraft was in flames as it descended. The flight engineer and crew chief jumped while the aircraft was still 50 feet or more above the treetops. Their bodies were not found. The other three crewmen, although injured, survived the crash. Lost were

SFC Anthony F. Housh, flight engineer

SFC Michael J. Wallace, crew chief

☒Anthony Frank Housh and Michael Wallace; (missing from CH47, coordinates YD291087-LZ Tiger; pilot, co-pilot and gunner survived); Douglas R. Blodgett; William Dennis; Jesus Gonzales (missing from CH47A, coordinates YD290105; pilot and co-pilot survived); Arthur J. Lord; Charles W. Millard; Philip R. Shafer; Michael R. Werdehoff (missing on CH54, coordinates YD255095-LZ Tiger) SYNOPSIS: On April 19, 1968 three Army helicopters were shot down in the A Shau Valley of South Vietnam. All three were making supply runs to Landing Zone Tiger in Quang Tri Province. Five men survived the three crashes, and nine men remain missing. The CH47A on which Douglas Blodgett was a crewman, William Dennis was flight engineer, and Jesus Gonzales was crewchief was resupplying ammunition at the LZ when it received small arms fire from the ground and crashed. The pilot and co-pilot were able to crawl away, but the rest of the crew was never found. They were declared Missing In Action. The CH47 on which Anthony Housh was flight engineer and Michael Wallace was crewchief was hit by 50 calibre and 37 mm ground fire on its approach to the LZ. Housh and Wallace jumped from the aircraft from an altitude of 50-100 feet above the jungle canopy. The others were rescued. No trace of Housh and Wallace was ever found. They were declared Missing In Action. The CH54 "Flying Crane" on which Arthur Lord was aircraft commander, Charles Millard pilot, Arthur J. Lord co-pilot, Michael Werdehoff flight engineer, and Philip Shafer crewchief was carrying a bulldozer into the recently resecured LZ Tiger when the aircraft was hit and crashed. All the crew were classified Missing In Action.

Thorough searches for the 3 helicopters were not immediately possible because of the enemy situation. A refugee later reported that he had found the wreckage of two U.S. helicopters, one with 3 sets of skeletal remains, in Quang Tri Province. The U.S. Army believes this could correlate with any of the three helicopters lost on April 19, 1968, but no firm evidence has been secured that would reveal the fate of the nine missing servicemen. == CIRCUMSTANCE OF LOSS == 16 March 1976 (U) ON 19 APRIL 1968 SP6 ANTHONY F. HOUSH, FLIGHT ENGINEER, AND SP5 MICHAEL J. WALLACE, CREWCHIEF, WERE PART OF CREW OF A CH47, (#66-19063) ON A RESUPPLY MISSION IN THE ASHAU VALLEY AREA, SOUTH VIETNAM. WHILE ON THE INITIAL APPROACH INTO LANDING ZONE (LZ) TIGER, THE HELICOPTER WAS HIT BY .50 CALIBER AND 37MM GROUND FIRE. THE AIRCRAFT BEGAN EMERGENCY AUTOROTATION, AND THE PILOT TRIED TO JETTISON THE EXTERNAL LOAD. DURING THIS TIME, THE REAR OF THE SHIP WAS ON FIRE AND THE HELICOPTER WAS BECOMING UNCONTROLABLE. (U) THE GUNNER SAID THAT SP6 HOUSH AND SP5 WALLACE JUMPED FROM THE AIRCRAFT WHILE IT WAS STILL 50 TO 100 FEET ABOVE THE JUNGLE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B322

66-19064

CH-47A

Delivery Date
01 Mar 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

12 Sep 1970

66-19064, Boeing build number B-322, was a CH-47A helicopter. The U.S. Army acceptance date was 1 March 1967. The administrative strike date was 12 September 1970. 66-19064 accumulated 2,297.0 aircraft hours. At some point, 66-19064 was assigned to B Company - "Longhorns", 228th Assault Support Helicopter Battalion (ASHB) - "Winged Warriors", 1st Cavalry Division, in the Republic of Vietnam (RVN), where it remained until it was lost due to an accident on 12 September 1970.

aircraft 66-19064 left song be at approximately 1500 hours with a sling load of four conexes. the conexes were empty except for approximately 500 pounds of lumber in one of them. there was no internal load. the mission was a backhaul from song be to bien hoa. the aircraft was then to continue south to bearcat and shut down for an intermediate inspection. the aircraft was returning to home station early in the day because a requested five hour time extension had been refused. aircraft 064 was flying at an altitude of 3000 feet and was east of phuoc vinh when he apparently had difficulty controlling the aircraft. the pilot transmitted a mayday call at 1535 hours which was taped by phu loi tower. witnesses state that the aircraft descended out of control with varying degrees of attitude and heading difficulty. the load of four conexes was never released. the load apparently contacted the aircraft at less than 1000 feet of altitude. shortly thereafter the aircraft burst into flames and continued into the trees. witnesses are not consistent regarding the attitude of the aircraft as it entered the trees.\\

bolt came out of pitch axis sas link. descended to 500 ft & rolled inverted while carrying 4 empty conexes from song be to ben hoa. five fatalities

rvn incident reports april 1970-sep 1970

date	flt hrs	uic	unit	area	post	country	
196703	1	1	w0maaa	dir for maint	1st army	new cumberland	avcom
196704	0	1	w0maaa	dir for maint	1st army	new cumberland	avcom
196705	2	3	w0mhaa	dirof sup tran	6th army	sharpe gd	avcom
196706	0	3	w0mhaa	dirof sup tran	6th army	sharpe gd	avcom
196707	71	74	3487	usarv flt det	vietnam		rvn
196708	79	153	3487	bell hcptr	bailment	ft worth	avcom
196709	64	217	3487	bell hcptr	bailment	ft worth	avcom
196710	50	267	3487	bell hcptr	bailment	ft worth	avcom
196711	72	339	3487	355 avn co	4th army	fort sill	4th army
196712	54	393	3487	355 avn co	4th army	fort sill	4th army
196801	0	393	3487	355 avn co	4th army	fort sill	4th army
196802	93	486	3487	355 avn co	4th army	fort sill	4th army
196803	67	553	3261	355 avn co	4th army	fort sill	4th army
196804	75	578	3261	bell hcptr	bailment	ft worth	avcom

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B323

66-19065

CH-47A

Delivery Date
03 Mar 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

13 Jun 1973

Transfer Date

1 May 1971

66-19065, Boeing build number B-323, was a CH-47A helicopter. The U.S. Army acceptance date was 3 March 1967. The administrative strike date was 13 June 1973. 66-19065 accumulated at least 2,817.0 aircraft hours. At some point in the early 1970s, 66-19065 was transferred to the 237th Helicopter Squadron, Vietnamese Air Force (VNAF), in the Republic of Vietnam (South Vietnam) and remained there until it was lost in combat. On 13 June 1973, 66-19065 received heavy enemy ground fire while on departure from a landing zone (LZ). After approximately 1 ½ miles of flight, the aircraft nosed up, rolled right, and impacted the ground inverted. The crew of five and the two passengers aboard were fatalities. A post-crash fire consumed the airframe. The last known location of 66-19065 was in the Republic of Vietnam. Aircraft status: Shot down in combat.

RVN Incident Reports Oct 1967-Jun 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	0	0	WOY6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196705	3	3	WOMHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196706	0	3	WOMHAA	DIROF	SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196707	78	81	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196708	106	187	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196709	51	238	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196710	123	361	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196711	100	461	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196712	100	561	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196801	0	561	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196802	48	609	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196803	77	686	3261	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196804	80	766	3261	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196805	41	807	3261	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196806	49	856	3261	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196807	13	869	3261	OPM	SEA NITEOPS	1ST ARMY	FORT BELVOIR AMC
196808	43	912	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196809	83	995	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196810	54	1049	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196811	88	1137	WAAWA0	COA	228ABAH1CAV	VIETNAM	RVN
196812	0	1137	WAGWA0	COA	15TC1CAVDIV	VIETNAM	RVN
196901	0	1137	WAGWA0	COA	15TC1CAVDIV	VIETNAM	RVN
196902	0	1137	WAGWA0	COA	15TC1CAVDIV	VIETNAM	RVN
196903	3	1140	WADAWA0	COA	228ABAH1CAV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B324

66-19066

CH-47A

Delivery Date
08 Mar 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
11 Sep 1985

Prev SN

Serial Number
85-24359

Status

Loss Date

Transfer Date

Converted to D Model

66-19066, Boeing build number B-324, was a CH-47A helicopter. The U.S. Army acceptance date was 8 March 1967. 66-19066 accumulated 3,655.9 aircraft hours. At some point, 66-19066 was assigned to A Company, 228th Assault support Helicopter Battalion (ASHB), 1st Cavalry Division through at least 1967. On 11 September 1985, 66-19066 was inducted into the D model program and converted to 85-24359. Aircraft status: Converted to D model.

RVN Incident Reports Nov 1967-Jan 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	1	2	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196706	0	2	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196707	57	59	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196708	96	155	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196709	52	207	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196710	54	261	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	68	329	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	32	361	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	361	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	173	534	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196803	45	579	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	62	641	3261	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196805	39	680	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	50	730	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	41	771	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	73	844	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	12	856	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	56	912	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	96	1008	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196812	48	1056	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	99	1155	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196902	0	1155	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196903	0	1155	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196904	234	1389	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196905	102	1491	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196906	61	1555	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B325

66-19067

CH-47A

Delivery Date
10 Mar 1967

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

5 Oct 1968

66-19067, Boeing build number B-325, was a CH-47A helicopter. The U.S. Army acceptance date was 10 March 1967. The administrative strike date was 5 October 1968. 66-19067 accumulated 1,227.0 aircraft hours. At some point, 66-19067 was assigned to the 179th Assault Support Helicopter Company (ASHC) - "Shrimpboats", located at Pleiku, in the Republic of Vietnam (RVN), where it remained until it was lost due to an accident on 5 October 1968. The details are unknown. The last known location of 66-19067 was in the Republic of Vietnam. Aircraft status: Crashed.

From the board's findings and witness statements, we have been able to reconstruct the following description of the accident. At 1300 hours CH-47A, 66-19067, started up and taxied out to the active runway 230. The aircraft went through its pre-takeoff and takeoff checks (hover, sas, etc.) and prepared to depart. The aircraft was told to hold for traffic and then cleared to go. The Chinook started its takeoff getting about 40 to 60 feet of altitude and about 20 knots forward speed, heading 230 deg, when the nose suddenly swung up and to the left as the tail went down and to the right. Simultaneously the entire aft pylon tore loose, going up, forward, and to the left. With this occurrence the front and aft rotor blades intermeshed, the aft green blade striking into the fuselage just aft of the front pylon, severing that portion of the fuselage from point of impact forward and striking PFC Mitchell, the left door gunner, as it arced through the fuselage. Also with the departing of the aft pylon, fuel, oil and electrical lines running to the engines were ruptured causing fire to erupt around the number 2 (left) engine first and then both engines. The aircraft fell tail low striking the active runway and inverting. The aft pylon impacted and came to rest 64 feet from the main mass of the aircraft. The forward section (severed by the aft green blade strike) came to rest 19 feet from the main mass. The main mass of the aircraft (from just aft of the front pylon back, minus the aft pylon) burned. The bodies of SP4 Wilson and PFC Mitchell were seen to be thrown out of the aircraft when the forward section severed. The aircraft had flown 2 hrs, 45 min. that morning with no discrepancy noted in flight.

FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	1	1 WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196704	0	1 WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196705	4	5 WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196706	0	5 WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD AVCOM
196707	76	81 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196708	81	162 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196709	90	252 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196710	84	336 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196711	55	391 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196712	60	451 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196801	65	516 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196802	116	632 WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196803	113	745 WC5KAA	179 AVN CO	VIETNAM	RVN
196804	108	853 WC5KAA	179 AVN CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B326

66-19068

CH-47A

Delivery Date
16 Mar 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

23 Mar 1975

1 Sep 1972

66-19068, Boeing build number B-326, was a CH-47A helicopter. The U.S. Army acceptance date was 16 March 1967. The administrative strike date was 1 June 1972 or 23 March 1975. 66-19068 accumulated at least 2,744.0 aircraft hours. At some point, 66-19068 was assigned to the 247th Helicopter Squadron, Vietnamese Air Force (VNAF), in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and/or Phu Cat. The last known location of 66-19068 was in the Republic of Vietnam. Aircraft status: Destroyed.

RVN incident reports Mar 1968 - Aug 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	1	2	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196706	0	2	WOMHAA	DIROF SUP TRAN	6TH ARMY	SHARPE GD	AVCOM
196707	60	62	3487	USARV FLT DET	VIETNAM		RVN
196708	101	163	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	80	243	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	39	282	3487	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	73	355	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	44	399	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	399	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	115	514	3487	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	36	550	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	37	587	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	66	653	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	58	711	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	47	758	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	50	808	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	52	860	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	0	860	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	0	860	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196812	55	915	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	94	1009	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196902	65	1074	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196903	69	1143	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196904	50	1193	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196905	65	1258	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B327

66-19069

CH-47A

Delivery Date
14 Mar 1967



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

26 Apr 1968

66-19069, Boeing build number B-327, was a CH-47A helicopter. The U.S. Army acceptance date was 14 March 1967. The administrative strike date was 26 April 1968. 66-19069 accumulated 735.0 aircraft hours. At some point, 66-19067 was assigned to the 339th Transportation Company, in the Republic of Vietnam (RVN), where it remained until it was lost due to an accident on 26 April 1968. The last known location of 66-19069 was in the Republic of Vietnam. Aircraft status: Crashed.

AFTER REPLACING TWO ENGINE GEAR BOXES TO TRANSMISSION DRIVE SHAFTS AND REINSPECTING, THE AIRCRAFT DEPARTED ON THE FLIGHT. IT WAS OBSERVED TO EXPLODE AND FALL TO THE GROUND BURNING. THE ROTOR BLADES BECAME DESYNCHRONIZED DUE TO LACK OF LUBRICATION IN THE COMBINING TRANSMISSION.

RVN INCIDENT REPORTS JUNE 1967-APRIL 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	1	1	W0MAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196704	1	2	W0MAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196705	19	21	WC5KAA	179 AVN CO		VIETNAM	RVN
196706	116	137	WC5KAA	179 AVN CO		VIETNAM	RVN
196707	104	241	WC5KAA	179 AVN CO		VIETNAM	RVN
196708	118	359	WC5KAA	179 AVN CO		VIETNAM	RVN
196709	81	440	WC5KAA	179 AVN CO		VIETNAM	RVN
196710	75	515	WC5KAA	179 AVN CO		VIETNAM	RVN
196711	74	589	WC5KAA	179 AVN CO		VIETNAM	RVN
196712	101	690	WC5KAA	179 AVN CO		VIETNAM	RVN
196801	35	725	WC5KAA	179 AVN CO		VIETNAM	RVN
196802	0	725	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	725	WCLNAA	79 TRANS CO		VIETNAM	RVN
196804	4	729	WC5KAA	179 AVN CO		VIETNAM	RVN
196805	0	729	WCLNAA	79 TRANS CO		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B328

66-19070

CH-47A

Delivery Date
10 Mar 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action

30 Apr 1975

1 Nov 1972

66-19070, Boeing build number B-328, was a CH-47A helicopter. The U.S. Army acceptance date was 10 March 1967. 66-19070 crashed on takeoff from Can Tho and was initially shown as a loss
Accident Summary:

ON 24 OCTOBER 1970, THE AIRCRAFT WAS ON A VFR CDS MISSION FROM FSB MARS (YT 1034) TO FSB ARES (YT 515665). THE FIRST FLIGHT OF THE DAY HAD BEEN 5 1/2 HOURS FROM 0700 TO 1230 HOURS. THE SECOND FLIGHT HAD BEGUN AT 1330 HOURS. A SLING LOAD OF 155MM PROJECTILES TOTALING 7,000 POUNDS, WAS PICKED UP AT FSB MARS AT APPROXIMATELY 1530 HOURS. THE LOAD WAS ON 20 FOOT SLINGS. ON ARRIVAL AT FSB AREA INSTRUCTIONS WERE GIVEN TO MAKE A 360 DEGREE TURN TO ALLOW ANOTHER CH-47 TO DEPART. ON COMPLETION OF THE TURN, 070 WAS CLEARED TO LAND. WINDS WERE GIVEN AS NORTHWEST AT 2-5 KNOTS. A MOKE SIGNAL WAS PUT OUT ON THE NORTHWEST SIDE TO MARK THE LANDING SPOT. THE AIRCRAFT COMMANDER, WHO WAS AT THE CONTROLS MADE AN APPROACH TO THE NORTH, NORTHWEST, AND TERMINATED AT A HOVER APPROXIMATELY 40 FEET ABOVE THE GROUND. THE AIRCRAFT COMMANDER STATED AT THAT TIME THE TORQUE NEEDLES WERE MATCHED AT 760 POUNDS. AS THE FLIGHT ENGINEER WAS GIVING INSTRUCTIONS TO LOWER THE LEAD, THE #2 ENGINE FAILED. THE AIRCRAFT COMMANDER RELEASED THE LOAD AND ATTEMPTED TO REGAIN RPM WITH THE 1 AND 2 BEEP BUTTON. RPM CONTINUED TO DECREASE TO 180 RPM AND THE AIRCRAFT LANDED HARD, STRIKING A 55 GALLON DRUM UNDER THE NOSE, PILOT SIDE OF THE AIRCRAFT. THREE OF THE CREW MEMBERS WERE TAKEN TO THE FLIGHT SURGEON AT PHUOC VINH FOR SUSPECTED BACK INJURIES.\\

GOLDBOOK RVN JUL 1967-JUN 1968; APR 1969-NOV 70
RVN INCIDENTS AUG 1967-NOV 70

178 ASHC
228 ASHB
56 TRANS

[66-19070 was damaged badly in the October 1970 accident. Goldbook shows the aircraft returning to the US from Nov 1970 to Nov 1972 when it returned to Vietnam and apparently was assigned to the VNAF]

The administrative strike date was 1 November 1972 or 23 March 1975. 66-19070 accumulated at least 2,330.0 aircraft hours. At some point, 66-19070 was assigned to the 237th Helicopter Squadron, 3rd Air Division, Vietnamese Air Force (VNAF), located at Bien Hoa AFB in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and/or Phu Cat. The last known location of 66-19070 was in the Republic of Vietnam. Aircraft status: Destroyed.

Photo: CH-47A Chinook helicopter 66-19070, belonging to the 237th Helicopter Squadron of South Vietnamese Air Force (VNAF) sits on the ramp at Long Binh Army Air Field. The aircraft was preparing to deploy to the An Loc area battlefield on an
Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B329

66-19071

CH-47A

Delivery Date
16 Mar 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Apr 1985

Prev SN

Serial Number
85-24342

Status

Loss Date

Transfer Date

Converted to MH-47D

RVN Incident Reports April 1968-Jul 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	3	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	7	11	3331	ARMY AVN DIV	6TH ARMY	DUGWAY PG	TEVALCOM
196706	86	97	3331	USARV FLT DET	VIETNAM		RVN
196707	79	176	3331	USARV FLT DET	VIETNAM		RVN
196708	109	285	3331	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196709	40	325	3331	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196710	72	397	3331	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM
196711	88	485	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	78	563	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	33	596	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	77	673	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	84	757	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196804	50	807	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196805	90	897	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196806	45	942	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196807	56	998	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196808	87	1085	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196809	40	1125	WFBEAA	196 LT INF BDE	VIETNAM		RVN
196810	63	1188	WCLNAA	79 TRANS CO	VIETNAM		RVN
196811	0	1188	WCLNAA	79 TRANS CO	VIETNAM		RVN
196812	0	1188	WCLNAA	79 TRANS CO	VIETNAM		RVN
196901	5	1193	WCLNAA	79 TRANS CO	VIETNAM		RVN
196902	90	1283	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196903	80	1363	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196904	54	1417	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196905	80	1497	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196906	45	1542	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196907	54	1596	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196908	68	1664	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196909	132	1796	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196910	0	1796	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1796	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B330

66-19072

CH-47A

Delivery Date
15 Mar 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 Mar 1982

Prev SN

Serial Number
82-23777

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	1	3300	USARV FLT DET	VIETNAM		RVN
196708	37	38	WCK7AA	539 TRANS CO	VIETNAM		RVN
196709	48	86	WCK7AA	539 TRANS CO	VIETNAM		RVN
196710	47	133	WCK7AA	539 TRANS CO	VIETNAM		RVN
196711	16	149	WCK7AA	539 TRANS CO	VIETNAM		RVN
196712	41	190	WCK7AA	539 TRANS CO	VIETNAM		RVN
196801	68	258	WCK7AA	539 TRANS CO	VIETNAM		RVN
196802	71	329	WCK7AA	539 TRANS CO	VIETNAM		RVN
196803	0	329	WCK7AA	539 TRANS CO	VIETNAM		RVN
196804	31	360	WCK7AA	539 TRANS CO	VIETNAM		RVN
196805	47	407	WCK7AA	539 TRANS CO	VIETNAM		RVN
196806	48	455	WCK7AA	539 TRANS CO	VIETNAM		RVN
196807	22	477	WCK7AA	539 TRANS CO	VIETNAM		RVN
196808	11	488	WCK7AA	539 TRANS CO	VIETNAM		RVN
196809	1	489	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196810	47	536	WC5KAA	179 AVN CO	VIETNAM		RVN
196811	51	587	WC5KAA	179 AVN CO	VIETNAM		RVN
196812	89	676	WC5KAA	179 AVN CO	VIETNAM		RVN
196901	102	778	WC5KAA	179 AVN CO	VIETNAM		RVN
196902	80	858	WC5KAA	179 AVN CO	VIETNAM		RVN
196903	70	928	WC5KAA	179 AVN CO	VIETNAM		RVN
196904	0	928	WCLNAA	79 TRANS CO	VIETNAM		RVN
196905	0	928	WCLNAA	11 ARM CAV REG	VIETNAM		RVN
196906	0	928	WCLNAA	79 TRANS CO	VIETNAM		RVN
196907	0	928	WCLNAA	79 TRANS CO	VIETNAM		RVN
196908	0	928	WCLNAA	79 TRANS CO	VIETNAM		RVN
196909	0	928	WCLNAA	79 TRANS CO	VIETNAM		RVN
196910	0	928	WCLNAA	79 TRANS CO	VIETNAM		RVN
196911	0	928	WCLNAA	79 TRANS CO	VIETNAM		RVN

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Build
B331

66-19073

CH-47A

Delivery Date
22 Mar 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Dec 1980

Prev SN

Serial Number
81-23385

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Jul 1967

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196703	1	1	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196704	4	5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196705	0	5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	5	3300 USARV FLT DET	VIETNAM		RVN	
196708	25	30	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196709	1	31	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196710	18	49	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196711	24	73	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196712	76	149	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196801	33	182	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196802	66	248	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196803	7	255	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196804	75	330	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196805	45	375	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196806	13	388	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196807	37	425	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196808	24	449	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196809	40	489	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196810	47	536	WCK7AA 539 TRANS CO	VIETNAM		RVN	
196811	0	536	WC5DAA 605 TRANS CO DS	VIETNAM		RVN	
196812	0	536	WC5DAA 605 TRANS CO DS	VIETNAM		RVN	
196901	15	551	WAAWB0 COA 228ABAH1CAV	VIETNAM		RVN	
196902	86	637	WAAWB0 COA 228ABAH1CAV	VIETNAM		RVN	
196903	100	737	WAAWB0 COA 228ABAH1CAV	VIETNAM		RVN	
196904	71	808	WAAWB0 COA 228ABAH1CAV	VIETNAM		RVN	
196905	38	846	WAAWB0 COA 228ABAH1CAV	VIETNAM		RVN	
196906	76	922	WAAWB0 COA 228ABAH1CAV	VIETNAM		RVN	
196907	58	980	WAAWB0 COA 228ABAH1CAV	VIETNAM		RVN	
196908	79	1059	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN	
196909	80	1139	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN	
196910	74	1213	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN	
196911	61	1274	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN	

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Build
B332

66-19074

CH-47A

Delivery Date
22 Mar 1967

Induction Date

Prev Model

Prev SN



Status

Converted to D Model

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
29 Apr 1982

Serial Number
82-23771

Loss Date

Transfer Date

RVN Incident Reports Oct 1968-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196704	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	10	12	WCLNAA	79 TRANS CO	VIETNAM		RVN
196707	32	44	WCLNAA	79 TRANS CO	VIETNAM		RVN
196708	47	91	WCLNAA	79 TRANS CO	VIETNAM		RVN
196709	0	91	WCLNAA	79 TRANS CO	VIETNAM		RVN
196710	133	224	WCLNAA	79 TRANS CO	VIETNAM		RVN
196711	64	288	WCLNAA	79 TRANS CO	VIETNAM		RVN
196712	83	371	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	16	387	WC5EAA	608 TRANS CO	VIETNAM		RVN
196802	64	451	WC5KAA	179 AVN CO	VIETNAM		RVN
196803	98	549	WC5KAA	179 AVN CO	VIETNAM		RVN
196804	83	632	WC5KAA	179 AVN CO	VIETNAM		RVN
196805	112	744	WC5KAA	179 AVN CO	VIETNAM		RVN
196806	50	794	WC5KAA	179 AVN CO	VIETNAM		RVN
196807	100	894	WC5KAA	179 AVN CO	VIETNAM		RVN
196808	56	950	WC5KAA	179 AVN CO	VIETNAM		RVN
196809	46	996	WC5KAA	179 AVN CO	VIETNAM		RVN
196810	82	1078	WC5KAA	179 AVN CO	VIETNAM		RVN
196811	87	1165	WC5KAA	179 AVN CO	VIETNAM		RVN
196812	32	1197	WC5KAA	179 AVN CO	VIETNAM		RVN
196901	77	1274	WC5KAA	179 AVN CO	VIETNAM		RVN
196902	56	1330	WC5KAA	179 AVN CO	VIETNAM		RVN
196903	68	1398	WC5KAA	179 AVN CO	VIETNAM		RVN
196904	97	1495	WC5KAA	179 AVN CO	VIETNAM		RVN
196905	4	1499	WC5KAA	179 AVN CO	VIETNAM		RVN
196906	56	1555	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196907	84	1639	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196908	90	1729	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196909	0	1729	WCLNAA	79 TRANS CO	VIETNAM		RVN
196910	0	1729	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196911	0	1729	W0M6AA	DIR SHIP / TRAN	IN MAINT	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B333

66-19075

CH-47A

Delivery Date
24 Mar 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

4 Apr 1971

Transfer Date

66-19075, Boeing build number B-333, was a CH-47A helicopter. The U.S. Army acceptance date was 24 March 1967. 66-19075 accumulated 2,190.0 aircraft hours. The administrative strike date was 4 April 1971.

In approximately October 1967, 66-19075 was assigned to the 179th Assault Support Helicopter Company (ASHC) - "Shimboats", located at various times at either Dong Ha, Phu bai, or Camp Holloway, Pleiku, in the Republic of Vietnam (RVN).

On 6 January 1968, 66-19075 was on approach to an unknown location (possibly in the vicinity of CP Schmidt or grid coordinate ZB158468) with a sling load. A loss of Rotor RPM was encountered and the aircraft settled into the ground causing major damage. There were no injuries reported. On 4 August 1968, 66-19075 while on a combat re-supply mission in level flight at 100 feet and 70 knots, received enemy fire. 66-19075 took two hits from gun launched non-explosive ballistic projectiles less than 20 mm in size (7.62 mm). The aircraft was struck in the bottom and the hydraulic and electrical systems were damaged. The aircraft continued flight and accomplished all mission objectives. The helicopter was repaired in theater. In January 1969, 66-19075 was assigned to Headquarters and Headquarters Detachment, 44th Engineer Group, located in Thailand.

When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the RVN to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugarbears" and the unit designation went from the 236th ASHC to the 242nd ASHC.

At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South".

On 24 March 1969, while assigned to the 242nd ASHC and on a combat troop insertion mission conducting flight at 100 feet and 70 knots, 66-19075 received enemy fire. 66-19075 took three hits from gun launched non-explosive ballistic projectiles less than 20 mm in size (7.62 mm). The helicopter was struck in the aft area, where fragmentation damage occurred. The oil system, transmission, electrical and main rotor systems were damaged. The aircraft diverted prior to accomplishing mission objectives, was forced to land, and was later recovered by means other than its own power. An unknown number of personnel were injured to an unknown degree.

On 14 May 1969, while on a combat re-supply mission conducting sling operations at 150 feet and 80 knots, 66-19075 received enemy fire. 66-19075 took 18 hits from gun launched non-explosive ballistic projectiles less than 20 mm in size (7.62 mm). The helicopter was struck in the bottom. The fuel, main rotor, and flight control systems were damaged. The aircraft diverted prior to completing all mission objectives. 66-19075 was repaired in theater. At this point, 66-19075 accumulated 563.0 aircraft hours.

66-19075 remained assigned to the 242nd ASHC until it was lost due to an accident on 4 April 1971. The Crew Chief (CE), SP4 Benny Eugene Hart, performed an unauthorized flight and lost control of the aircraft. The aircraft crashed and was totally destroyed. It was thought that the CE failed to turn on the Stability Augmentation System (SAS), which may have contributed to the loss of control. SP4 Hart was not qualified to pilot the CH-47 helicopter, and was the single fatality during the incident.

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Build
B334

66-19076

CH-47A

Delivery Date
03 Apr 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

13 Feb 1968

66-19076, Boeing build number B-334, was a CH-47A helicopter. The U.S. Army acceptance date was 3 April 1967. 66-19076 accumulated approximately 300.0 aircraft hours. At some point, 66-19076 was assigned to B Company - "Longhorns", 228th Assault Support Helicopter Company in the Republic of Vietnam (RVN). On 3 February 1968, 66-19076 was lost in an accident over the sea near Red Beach. No injuries or fatalities

Forward transmission oil filter came out of transmission in flight over water. Lost RPM, so aircraft commander ditched the aircraft because of inability to make shore. Aircraft did sink. Forward transmission oil filter stud came out of transmission on way down

Photo: note skis [tail number is clearly visible in larger photo]

RVN Incident Report Feb 1968

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	2	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	0	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	15	17	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196707	70	87	W1DZAA USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196708	1	88	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	88	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	88	3300 BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	47	135	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196712	75	210	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196801	0	210	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN

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Build
B335

66-19077

CH-47A

Delivery Date
03 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Oct 1985

Prev SN

Serial Number
85-24363

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports April 1968-April 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	57	59	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196707	54	113	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196708	0	113	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	113	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	113	3300	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196711	0	113	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	0	113	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	113	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	113	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	113	W2VYAA	AMMC	VIETNAM		RVN
196804	42	155	3261	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	0	155	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	13	168	3312	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	92	260	3312	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	137	397	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196809	74	471	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196810	116	587	3312	HHD 44 ENG GP	THAILAND		PACIFIC
196811	65	652	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196812	99	751	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196901	49	800	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196902	77	877	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196903	67	944	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196904	91	1035	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196905	107	1142	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196906	0	1142	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196907	0	1142	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196908	0	1142	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196909	2	1144	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196910	1	1145	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196911	3	1148	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN
196912	82	1220	WDU6AA	205 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B336

66-19078

CH-47A

Delivery Date
30 Mar 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Transferred to VNAF - Destroyed by Enemy Action **23 Mar 1975** **1 Nov 1972**

66-19078, Boeing build number B-336, was a CH-47A helicopter. The U.S. Army acceptance date was 30 March 1967. The administrative strike date was 1 June 1972 or 23 March 1975. 66-19078 accumulated at least 2,677.0 aircraft hours. At some point, 66-19078 was assigned to a A Company - "Wildcats", 228th Assault Support Helicopter Battalion (ASHB) in the Republic of Vietnam (RVN). On 1 November 1968, 66-19078 received fire from U.S. Forces near Quan Loi. A 105 millimeter (mm) round struck 66-19078 in the right fuel tank. The round pierced the fuel tank, continued through the aircraft and exited out the left side of the fuselage. The round did not explode upon contact with the helicopter. While passing through the fuselage, the round narrowly missed striking the Flight Engineer (FE). SP5 Elton B. Chappell was lying on the cargo floor watching a sling load when a 105 round came through the ship about three feet over his head. The AC was 1LT Kenneth C. Keating and the other pilot was WO Mark Clements.

War Story:

An A/228 Chinook called for and received clearance for take-off from Quan Loi with a sling load of C-rations. As they climbed out the crew noticed that the 105 howitzers in the firebase below were firing rounds in their direction. The pilots banked to avoid the artillery but a 105 round ripped through the Chinook's right fuel tank and exited the fuselage just above the left fuel tank, severing some hydraulic lines in the process, and only missing the flight engineer's head by 3 feet!. The leaking hydraulic oil was sucked into the left engine and burned, causing flame and smoke to exit the engine's tailpipe. Elton jettisoned the load using the D-ring on the hook because the utility hydraulic system had been depressurized by the 105 hit. The pilots shut down the right engine and safely landed the Chinook back at Quan Loi. Luckily nobody got hurt. Richard Stroud remembers seeing the patch over the 105 hole in the fuselage as he was being transported to Tan Son Nhut in that aircraft on his way back to the States after his tour. Elton has the seat with the perfect 105mm hole through the nylon webbing.

At some point, 66-19078 was assigned to the 247th Vietnamese Air Force (VNAF) in the Republic of Vietnam (RVN), and remained there until it was lost due to North Vietnamese or Vietcong (VC) action at Da Nang and / or Phu Cat, details unknown.

Photo: entrance hole for 105mm round

RVN Incident Reports Nov 1968-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196703	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196704	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196705	2	3	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196706	41	44	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196707	77	121	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196708	83	204	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196709	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM

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Build
B337

66-19079

CH-47A

Delivery Date
03 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Dec 1972

RVN Incident Reports Sep 1968-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	8	9	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	9	3300	USARV FLT DET	VIETNAM		RVN
196708	0	9	3300	BELL HCPTER	BAILMENT FT WORTH		AVCOM
196709	101	110	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196710	97	207	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196711	119	326	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196712	94	420	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196801	88	508	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196802	90	598	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196803	99	697	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196804	109	806	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196805	142	948	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196806	61	1009	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196807	47	1056	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	18	1074	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	43	1117	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	0	1117	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	13	1130	W2VYAA	AMMC	VIETNAM		RVN
196812	2	1132	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	74	1206	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196902	93	1299	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196903	104	1403	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196904	29	1432	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196905	104	1536	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196906	76	1612	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196907	91	1703	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196908	38	1741	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196909	84	1825	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196910	66	1891	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196911	72	1963	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196912	73	2026	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN

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Build
B338

66-19080

CH-47A

Delivery Date
03 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

25 Apr 1968

On a rescue and recovery mission, 66-19080 was shot down by VC .51 caliber machine gun fire. 4 killed, 2 wounded, one injured. According to one source, 080 was hovering over UH-1 crash site when it was shot down.

When CH-47A tail number 66-19080 departed Camp Evans on 25 April to pick up a downed UH-1 via a sling lift she carried her normal aircrew, maintenance personnel, and two air cargo specialists from the 561st Trans Co who would rig the sling. The location was northeast of the A Shau Valley, about 14 kilometers due north of A Luoi village.

Once the sling was rigged the CH-47 came to a hover overhead so it could be connected to the sling. As it hovered, the aircraft was hit by enemy fire and crashed, killing four crewmen and injuring others - but as it turned out the two cargo specialists weren't killed when 66-19080 went down.

Later that day, at 1915H (7:15 pm local time), a UH-1 was "observed flying over an ARVN ground engagement with NVA. Hit by enemy fire, descending in flames. Received more enemy fire while descending, with main rotor head and transmission separating prior to impact. A/C hit flat and was totally consumed by fire."

The 1st Battalion, 26th Marines was tasked to respond to the downed aircraft and by 10 pm had airlifted a platoon to the crash site. A preliminary search failed to find any survivors, and the Marines established a defensive perimeter around the aircraft while awaiting sunrise. At 0930 26 April the 1/26 Marines reported they had identified the aircraft as BuNo 154761, found a pilot's kneepad with the name "Cawley" on it, and recovered six bodies from the wreckage. The six bodies subsequently were identified as four aircrewmen from Marine Observation Squadron 6 (VMO-6) and two soldiers: SP4 Joseph Burkes and PFC Ronald J. Campbell, 561st Trans Co. The two men apparently had obtained a lift from the Marines in order to get to Quang Tri Airfield.

Ten men died in the two separate incidents:

In UH-1E BuNo 154761, 11 kilometers east-northeast of Quang Tri Airfield:

Capt James P. Cawley, Scranton, PA, VMO-6, pilot
1stLt Robert C. Kimmel, East Islip, NY, VMO-6, copilot
Pfc Edgar C. Laye, Chicago, IL, VMO-6, crewman
Pfc Brock R. Schramm, San Carlos, CA, VMO-6, crewman
SP4 Joseph Burkes, Detroit, MI, 561st Trans Co, passenger
PFC Ronald J. Campbell, Philadelphia, PA, 561st Trans Co, passenger

In CH-47A 66-19080, 25 kilometers southwest of Camp Evans Airfield:

SP5 Bolen P. McGee, Osceola, AR, C Co, 228th ASHB
CPI Linden D. Filer, Peru, IN, C Co, 228th ASHB

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Build
B339

66-19081

CH-47A

Delivery Date
11 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

15 Sep 1968

This aircraft was in the maintenance run-up area of A Company, 228th ASHB. They had just completed the seventh periodic inspection and were in the process of a three minute run-up check. After this check, if no significant problems arise, procedure requires them to shut down and reinspect the aircraft for leaks or other problem areas. There was no intention to fly the aircraft this day. After both engines were started, with the engine condition levers in the ground position, numerous witnesses reported an extreme coning angle on the rear rotor blades. The tower operator, after noticing this condition, attempted to contact the aircraft without success. Apparently the aircraft radios were turned off. The flight engineer was acting as outside observer during the run-up, and was on intercom at this time. The aircrew was unaware of the coning problem. At that point in the check requiring the pilot to place the condition levers in the flight position, he called the ground observer for a visual status check. The observer reported "everything looks OK", and the pilot answered "OK, let's try it in flight". At the time the condition levers were placed in the flight position, the rear of the helicopter raised abruptly from the ground and started moving to the right. Then the front came off the ground and the helicopter proceeded straight forward. The front wheels contacted the ground once and immediately became airborne again. It continued across the helipad in a nose low attitude of approximately 30 to 40 degrees, accelerating rapidly. About 500 feet from lift off was a row of conex containers used for parts storage. Just before striking these containers, it rolled into a slight left turn. The front of the helicopter struck the top of the conex boxes. The back end proceeded over the top in a somersault and it landed inverted on the conex boxes. It exploded immediately, most of the aircraft was consumed by the fire. The pilot and the crew chief died in the wreckage. The mechanic which was on board was blown partially clear by the explosion and evacuated. He died twenty minutes after arriving on the hospital ship.

RVN Incident Report Sep 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196705	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196706	12	13	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196707	37	50	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196708	36	86	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196709	34	120	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196710	29	149	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196711	42	191	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196712	23	214	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196801	61	275	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196802	38	313	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196803	48	361	3261	355 AVN CO		4TH ARMY FORT SILL	4TH ARMY
196804	62	423	3261	BELL HCPTR		BAILMENT FT WORTH	AVCOM
196805	85	508	3261	355 AVN CO		4TH ARMY FORT SILL	4TH ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B340

66-19082

CH-47A

Delivery Date
10 Apr 1967



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Trans to VNAF-Captured by NVA-On Display Hanoi **30 Apr 1975** **1 Nov 1972**

66-19082, Boeing build number B-340, was a CH-47A helicopter. The U.S. Army acceptance date was 10 April 1967. In November 1972, 66-19082 was transferred to the Vietnamese Air Force (VNAF). In 1975, near the end of the United States involvement in the Vietnam Conflict, 66-19082 was captured by North Vietnamese forces. In 1996, 66-19082 was rediscovered resting at Tan Son Nhut Air Base, near Saigon, in Vietnam. A Boeing team conducted an evaluation of the airframe, along with another unidentified CH-47A, for possible inclusion into a rebuild program, but found the aircraft too far corroded to be useful. Photos of a CH-47A with this tail number in Hanoi show a restored aircraft on display.

Photo: CH-47A Chinook helicopter 66-19082 at Tan Son Nhut 1996.

RVN Incident Reports March 1968-March 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	2	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	0	2	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	27	29	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196711	107	136	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	89	225	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	225	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	126	351	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196803	0	351	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196804	34	385	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	57	442	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	20	462	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	54	516	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	70	586	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	59	645	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	99	744	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	0	744	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196812	0	744	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	57	801	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196902	49	850	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196903	91	944	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN

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Build
B341

66-19083

CH-47A

Delivery Date
19 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Transferred to VNAF - Accident/Destroyed [RVN]

Loss Date

9 Jan 1974

Transfer Date

1 Mar 1972

RVN Incident Reports April 1968-Jul 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196704	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196705	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196706	2	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196707	0	3	3300	USARV FLT DET	VIETNAM		RVN	
196708	48	51	3331	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM	
196709	92	143	3331	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM	
196710	126	269	3331	BELL HCPTTR	BAILMENT	FT WORTH	AVCOM	
196711	86	355	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	88	443	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	51	494	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196802	88	582	3331	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	56	638	WFBEAA	196 LT INF BDE	VIETNAM		RVN	
196804	82	720	WFBEAA	196 LT INF BDE	VIETNAM		RVN	
196805	74	794	WFBEAA	196 LT INF BDE	VIETNAM		RVN	
196806	101	895	WFBEAA	196 LT INF BDE	VIETNAM		RVN	
196807	48	943	WFBEAA	196 LT INF BDE	VIETNAM		RVN	
196808	60	1003	WFBEAA	196 LT INF BDE	VIETNAM		RVN	
196809	71	1074	WFBEAA	196 LT INF BDE	VIETNAM		RVN	
196810	51	1125	3331	HHD 44 ENG GP	THAILAND		PACIFIC	
196811	70	1195	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196812	67	1262	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196901	39	1301	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196902	92	1393	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196903	95	1488	WDV1AA	196 ASLT HEL CO	VIETNAM		RVN	
196904	56	1544	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196905	49	1593	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196906	73	1666	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196907	35	1701	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196908	86	1787	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN	
196909	0	1787	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196910	0	1787	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196911	0	1787	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBR LND AD	AVCOM	
196912	0	1787	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBR LND AD	AVCOM	

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Build
B342

66-19084

CH-47A

Delivery Date
18 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

8 Nov 1969

Transfer Date

The helicopter was hit in the Right Side causing a Fire.
Systems damaged were: ENGINE, FUEL SYS, PERSONNEL
Casualties = 01 KIA, 01 INJ . .
The helicopter made a Forced Landing. Aircraft Destroyed.

RVN Incident Reports Jul 1968-Nov 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196704	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196705	2	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196706	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196707	15	18	WCLSAA	388 TRANS CO	VIETNAM		RVN	
196708	35	53	WCLSAA	388 TRANS CO	VIETNAM		RVN	
196709	30	83	WCLSAA	388 TRANS CO	VIETNAM		RVN	
196710	36	119	WCLSAA	388 TRANS CO	VIETNAM		RVN	
196711	44	163	WCLSAA	388 TRANS CO	VIETNAM		RVN	
196712	51	214	WCLSAA	388 TRANS CO	VIETNAM		RVN	
196801	81	295	WCLSAA	388 TRANS CO	VIETNAM		RVN	
196802	40	335	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196803	82	417	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	87	504	3261	BELL HCPTN	BAILMENT	FT WORTH	AVCOM	
196805	77	581	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196806	1	582	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196807	22	604	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	56	660	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196809	35	695	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196810	100	795	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN	
196811	52	847	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196812	32	879	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196901	40	919	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196902	70	989	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196903	47	1036	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196904	53	1089	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196905	98	1187	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196906	16	1203	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196907	88	1291	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B343

66-19085

CH-47A

Delivery Date
20 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

10 Apr 1971

Accident Summary:

CH-47A, ^66-19085^, DEPARTED DUC PHO AIRFIELD AT APPROXIMATELY 0915 HOURS, 10 APRIL 1971, WITH A SLING LOADED TRAILER MOUNTED MPQ4 COUNTER MORTAR RADAR ON MISSION NUMBER D023. THE INTENDED LZ WAS A PINNACLE 700 FEET HIGH AND 1/4 MILE EAST OF DUC PHO. THERE WAS NO COMMUNICATION WITH THE LZ, BUT THE APPROACH WAS MADE WITH NO DIFFICULTY TO SMOKE WHICH WAS POPPED AT THE BOTTOM OF A RADAR TOWER. THE PILOT ATTEMPTED TO PLACE THE LOAD ON THE CONFINED ROAD BESIDE THE RADAR TOWER, WHICH WAS 25 FEET HIGH AND UPSLOPE FROM THE INTENDED LOAD RELEASE POINT. THE TRAILER STARTED TO ROLL ON THE FIVE DEGREE SLOPE, AND THE PILOT ATTEMPTED TWICE TO REPOSITION THE LOAD WHERE IT WOULDN'T ROLL. DURING THE HOVERING AND REPOSITIONING THE AFT ROTORS WERE OVERLAPPING THE TOWER AND THE AC CAUTIONED THE CREW TO KEEP THEM CLEAR. AFTER THE THIRD TOUCHDOWN THE PILOT WAS ATTEMPTING TO HOLD THE AIRCRAFT STEADY WHILE A MAN ON THE GROUND TRIGGERED THE WHEELS OF THE TRAILER. DURING THIS TIME THE AFT RED BLADE CONTACTED THE RADAR TOWER AND THE AFT TRANSMISSION AND ROTOR SYSTEM WERE TORN OUT AND CAME TO REST 34 FEET AWAY. THE AIRCRAFT SETTLED ON TO THE LOAD AND ON TO A PARKED 21/2 TON TRUCK AND ENDED UP LEFT SIDE LOW. EVERYONE EXITED AND THE INJURED WERE EVACUATED. THERE WAS NO POST CRASH FIRE AND THE RADAR SET KEPT THE AIRCRAFT FROM ROLLING DOWN THE PINNACLE. THE AIRCRAFT WAS RECOVERED AT 1500 HOURS ON 13 APRIL 1971 AND TAKEN TO RED BEACH GENERAL SUPPORT FACILITY.\\

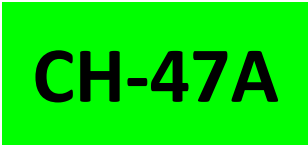
RVN Incident Reports Dec 1967-April 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	2	3	3312	USARV FLT DET	VIETNAM		RVN
196708	0	3	3312	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	81	84	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196710	90	174	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196711	112	286	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196712	88	374	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196801	97	471	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196802	119	590	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196803	52	642	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196804	118	760	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196805	69	829	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B344

66-19086



Delivery Date
18 Apr 1967

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

23 Mar 1975

Transfer Date

1 Mar 1972

RVN Incident Reports Jul 1969-Ju 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196705	3	4	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196706	0	4	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196707	65	69	WCLSAA	388 TRANS CO	VIETNAM		RVN
196708	112	181	WCLSAA	388 TRANS CO	VIETNAM		RVN
196709	64	245	WCLSAA	388 TRANS CO	VIETNAM		RVN
196710	82	327	WCLSAA	388 TRANS CO	VIETNAM		RVN
196711	70	397	WCLSAA	388 TRANS CO	VIETNAM		RVN
196712	100	497	WCLSAA	388 TRANS CO	VIETNAM		RVN
196801	78	575	WCLSAA	388 TRANS CO	VIETNAM		RVN
196802	25	600	WCLSAA	388 TRANS CO	VIETNAM		RVN
196803	7	607	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	607	3328	BELL HCPTN	BAILMENT	FT WORTH	AVCOM
196805	86	693	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	47	740	3328	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	740	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	100	840	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196809	0	840	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196810	25	865	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	1	866	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196812	55	921	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	45	966	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196902	84	1050	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196903	16	1066	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196904	27	1093	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196905	82	1175	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196906	91	1266	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196907	98	1364	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196908	54	1418	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196909	69	1487	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196910	74	1561	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196911	91	1652	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196912	70	1722	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B345

66-19087

CH-47A

Delivery Date
27 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date

31 Jul 1986

Prev SN

Serial Number

86-01670

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jan 1968-Jun 1970

196704	0	0	W0Y6AA	TRAN	MDMHELCO	S	ALASKA		ALASKA
196705	2	2	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196706	7	9	W0MAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196707	0	9	3300	USARV	FLT DET	VIETNAM		RVN	
196708	0	9	3300	BELL	HCPTR	BAILMENT	FT WORTH	AVCOM	
196709	0	9	3300	BELL	HCPTR	BAILMENT	FT WORTH	AVCOM	
196710	85	94	WCLQAA	335	TRANS CO	VIETNAM		RVN	
196711	110	204	WC5JAA	178	ASLTSPHELCO	VIETNAM		RVN	
196712	69	273	WC5JAA	178	ASLTSPHELCO	VIETNAM		RVN	
196801	111	384	WC5JAA	178	ASLTSPHELCO	VIETNAM		RVN	
196802	103	487	WAAWA0	COA	228ABAH1CAV	VIETNAM		RVN	
196803	50	537	3261	355	AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	47	584	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196805	86	670	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196806	77	747	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196807	0	747	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196808	0	747	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196809	61	808	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196810	113	921	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196811	72	993	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196812	100	1093	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196901	77	1170	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196902	109	1279	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196903	111	1390	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196904	12	1402	WC06AA	147	ASLTSPHELCO	VIETNAM		RVN	
196905	60	1462	WDU6AA	205	ASLT HEL CO	VIETNAM		RVN	
196906	81	1543	WDU6AA	205	ASLT HEL CO	VIETNAM		RVN	
196907	52	1595	WDU6AA	205	ASLT HEL CO	VIETNAM		RVN	
196908	69	1664	WDU6AA	205	ASLT HEL CO	VIETNAM		RVN	
196909	61	1725	W2VYAA	AMMC	VIETNAM			RVN	
196910	0	1725	W2VYAA	AMMC	VIETNAM			RVN	
196911	0	1725	W2VYAA	AMMC	VIETNAM			RVN	
196912	96	1821	WAAWB0	COB	228ABAH1CAV	VIETNAM		RVN	
197001	100	1921	WΔΔWR0	COB	228ABAH1CAV	VIETNAM		RVN	

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Build
B346

66-19088

CH-47A

Delivery Date
21 Apr 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Jan 1981

Prev SN

Serial Number
81-23386

Status

Converted to D Model

Loss Date

Transfer Date

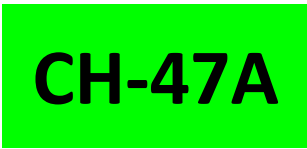
RVN Incident Reports Aug 1967-Jan 1969

196704	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	1	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	29	31	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196708	100	131	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196709	65	196	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196710	90	286	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196711	60	346	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196712	66	412	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196801	100	512	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196802	85	597	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196803	66	663	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196804	109	772	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196805	104	876	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196806	86	962	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196807	54	1016	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196808	53	1069	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196809	64	1133	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196810	70	1203	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196811	0	1203	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196812	104	1307	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196901	93	1400	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196902	78	1478	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196903	54	1532	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196904	76	1608	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196905	0	1608	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196906	97	1705	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196907	93	1798	WC5LAA 180 AVN CO 10AV	VIETNAM		RVN
196908	0	1798	WDFHAA HHC 520T BN34GP	VIETNAM		RVN
196909	0	1798	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1798	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1798	WOMAAA DIR SUP / TRAN	IN MAINT	NEW CUMBERLAND AD	AVCOM
196912	0	1798	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1798	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B347

66-19089



Delivery Date
24 Apr 1967

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Captured by NVA [RVN]

Loss Date

30 Apr 1975

Transfer Date

1 Aug 1970

RVN Incident Reports Aug 1967-November 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196705	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	1	3300	USARV FLT DET	VIETNAM		RVN
196708	36	37	WCLNAA	79 TRANS CO	VIETNAM		RVN
196709	0	37	WCLNAA	79 TRANS CO	VIETNAM		RVN
196710	8	45	3412	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	88	133	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	93	226	3412	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	84	310	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196802	85	395	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196803	113	508	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196804	116	624	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196805	84	708	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196806	115	823	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196807	84	907	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196808	32	939	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196809	68	1007	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196810	68	1075	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196811	34	1109	WCLSAA	388 TRANS CO	VIETNAM		RVN
196812	0	1109	WCLSAA	388 TRANS CO	VIETNAM		RVN
196901	0	1109	WCLSAA	388 TRANS CO	VIETNAM		RVN
196902	56	1165	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196903	80	1245	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196904	81	1326	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196905	89	1415	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196906	85	1500	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196907	73	1573	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196908	27	1600	WDYEAA	243 ASLT HEL CO	VIETNAM		RVN
196909	0	1600	WCLNAA	79 TRANS CO	VIETNAM		RVN
196910	0	1600	WCLNAA	79 TRANS CO	VIETNAM		RVN
196911	0	1600	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM
196912	0	1600	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B348

66-19090

CH-47A

Delivery Date
24 Feb 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

27 Feb 1969

Accident Summary:

THE FLIGHT BEGAN AT ^VUNG TAU^, AT ^0735 HOURS, 27 FEB 69^, DIRECT TO ^DONG TAM^ WITH A THREE PASSENGER DROP OFF, AND THEN DIRECT TO ^CAN THO^ FOR THE FIRST MISSION FOR ^IV CORPS, G4^. UPON ARRIVING AT ^CAN THO^, THE AIRCRAFT WAS REFUELED, AND THE FIRST LOAD WAS PICKED UP, WHICH WAS EXTERNAL. AFTER INITIATING AN EAST DEPARTURE, A FAILURE OF ONE ENGINE OCCURRED, THE LOAD WAS JETTISONED IMMEDIATELY, AND CONTROL OF THE AIRCRAFT WAS REGAINED ON THE GOOD ENGINE. THE AIRCRAFT COMMANDER'S DECISION WAS TO RETURN TO AND LAND AT ^CAN THO AAF^. WHILE MAKING 180 DEG TURN, HE ENCOUNTERED FAILURE OF THE OTHER ENGINE. DUE TO LOW AIRSPEED, AND LOW ALTITUDE, A SUCCESSFUL AUTOROTATION COULD NOT BE EXECUTED. RESULTS WERE A CRASH LANDING, TOTAL DESTRUCTION OF THE AIRCRAFT AND THREE MAJOR INJURIES TO THE CREW.\\

RVN Incident Reports Aug 1967- Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196705	2	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	9	12	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196708	87	99	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196709	89	188	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196710	85	273	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196711	43	316	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196712	83	399	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196801	135	534	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196802	65	599	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196803	59	658	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196804	81	739	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196805	51	790	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196806	69	859	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196807	81	940	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196808	107	1047	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196809	87	1134	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	77	1211	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	74	1285	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196812	74	1359	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	68	1477	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B349

66-19091

CH-47A

Delivery Date
02 May 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

24 Feb 1969

^ AIRCRAFT ^66-19091^ HAD FLOWN FIVE HOURS AND TWENTY MINUTES PRIOR TO THE ACCIDENT. ALL FLIGHT CONDITIONS UP TO THE TIME OF THE ACCIDENT WERE NORMAL. AT THREE HOURS AND TWENTY FIVE MINUTES FLIGHT TIME, THE AIRCRAFT WAS SHUT DOWN AND GIVEN AN INSPECTION BY THE FLIGHT ENGINEER AND CREW CHIEF. THIS INSPECTION WAS SUPERVISED BY THE INSTRUCTOR PILOT. NO DISCREPANCIES WERE FOUND DURING THIS INSPECTION. AT ^1405^ HOURS, ^24 FEBRUARY 1969^, THE CHINOOK AIRCRAFT STARTED AN EASTERLY APPROACH TO THE LANDING ZONE WITH A ^7000 LB.^ EXTERNAL SLING LOAD OF 105 MM HOWITZER AMMUNITION. AS THE CHINOOK CAME TO A NEAR HOVER, THE NOSE TURNED TO THE LEFT AND DROPPED SLIGHTLY. THE LEFT TURNING MOVEMENT CONTINUED INTO AN UNCONTROLLABLE NOSE LOW FLAT SPIN. THE CHINOOK MOVED DOWNWIND AND AWAY FROM THE LANDING ZONE PAD ON THE RIDGELINE AND CRASHED APPROXIMATELY 300 LINEAR FEET FROM THE LANDING ZONE PAD AFTER MAKING ONE AND ONE HALF REVOLUTIONS. IMPACT WITH THE GROUND OCCURRED STRAIGHT DOWN. THERE WAS NO EVIDENCE OF SIDEWARD MOVEMENT AT GROUND CONTACT. THE TERRAIN AT THE CRASH SITE DROPS AWAY FROM THE POINT OF IMPACT AT APPROXIMATELY 20 PERCENT. THE AFT PORTION OF THE AIRCRAFT STRUCK THE GROUND FIRST. THE RATE OF DESCENT AT IMPACT WAS SUFFICIENT TO CAUSE THE AFT TRANSMISSION TO FALL FORWARD FROM ITS MOUNT. THE NOSE OF THE AIRCRAFT STRUCK THE GROUND SHORTLY AFTER THE AFT PORTION WHICH INDICATES A LEVEL OR NEAR LEVEL NOSE ATTITUDE AT IMPACT. THE MOVEMENT OF THE AFT TRANSMISSION CAUSED MASSIVE COLLAPSE OF THE UPPER PORTION OF THE FUSELAGE AND SEVERED SEVERAL HYDRAULIC, OIL AND FUEL LINES IN THE REAR OF THE AIRCRAFT. THERE IS NO POSITIVE EVIDENCE THAT THE MAIN ROTOR BLADES CAME IN CONTACT WITH THE FUSELAGE. DURING RESCUE ATTEMPTS, A PART OF THE BODY OF CREWCHIEF WAS OBSERVED IN THE REAR OF THE AIRCRAFT, HOWEVER IT COULD NOT BE DETERMINED IF THE REMAINS HAD BEEN STRUCK BY A ROTOR BLADE. FIRE BROKE OUT IMMEDIATELY ON IMPACT INITIALLY IN THE AFT PYLON AREA AND QUICKLY SPREAD FORWARD TO THE CENTER OF THE AIRCRAFT. THE INITIAL SPREAD OF THE FIRE FORWARD INDICATES RUPTURE OF BOTH RIGHT AND LEFT FUEL CELLS AS THE BOTTOM OF THE AIRCRAFT CAME IN CONTACT WITH THE SLING LOAD. THE INTENSITY OF THE FUEL FIRE CAUSED THE AMMUNITION CARRIED SLING LOAD TO IGNITE WITHIN MINUTES OF IMPACT. THE ENSUING EXPLOSIONS AND INTENSE FUEL FIRE QUICKLY CONSUMED THE AIRCRAFT AND FATALLY INJURED THE FLIGHT ENGINEER AND THE CREW CHIEF.\\

I was the aircraft commander on this flight. Our controls were shot out on an emergency flight to resupply a fire base west of Kontum. Lewis died on impact. The aircraft burned. From John W. Wilkes, July 2006

66-19091. The Army purchased this helicopter as 0567 and was attached to the 179th Assault Helicopter Company assigned at Camp Holloway, Pleiku, SVN. On February, 24, 1969, the crew of:

Pilot; W2 AS Ventura, IP W2 JW Wilkes; Crew Chief, Sp4 Roy Davis; Gunner, Sp4 SC Martin; and Flight Engineer, Harold Lewis were aboard aircraft 19091 resupplying an external load of 105 rounds to Firebase Tango. As the ship approached the LZ and a hover, the ship started a low flat spin moving off the firebase. As it continued to spin, the ship made contact with the ground and started to come apart. Fire and explosions occurred, with the 105 ammunition exploding, and ultimately, the aircraft destroyed. The last location of the aircraft was the Republic of Vietnam. Aircraft status: Destroyed

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B350

66-19092

CH-47A

Delivery Date
28 Apr 1967



Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

30 Apr 1975

Transfer Date

1 Feb 1972

RVN Incident Reports Dec 1967-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196705	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	89	90	W1DZAA	USA AVN SCHOOL	AV SCH	FORT RUCKER	CONARCAS
196708	0	90	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	90	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	90	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	112	202	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196712	82	284	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196801	0	284	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196802	176	460	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196803	36	496	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	41	537	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	66	603	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	31	634	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	43	677	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	65	742	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196809	75	817	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196810	0	817	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196811	24	841	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196812	77	918	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196901	50	968	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196902	50	1018	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196903	63	1081	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196904	30	1111	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196905	10	1121	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196906	38	1159	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196907	85	1244	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196908	72	1316	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196909	54	1370	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196910	49	1419	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196911	83	1502	WAAWA0	COA 228ABAH1CAV	VIETNAM		RVN
196912	0	1502	W0Y6AA	DS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B351

66-19093

CH-47A

Delivery Date
28 Apr 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Accident/Destroyed [RVN]

Loss Date

14 Aug 1972

Transfer Date

1 Jul 1972

RVN Incident Reports Aug 1972 (VNAF)

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196704	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196705	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196706	10	11	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196707	89	100	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196708	0	100	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196709	0	100	3300	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196710	40	140	3487	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196711	84	224	3487	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196712	43	267	3487	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196801	0	267	3487	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196802	140	407	3487	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196803	80	487	3261	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196804	66	553	3261	BELL	HCPTR	BAILMENT	FT WORTH AVCOM
196805	26	579	3261	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196806	25	604	3261	355	AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196807	57	661	3261	OPM	SEA NITEOPS	1ST ARMY	FORT BELVOIR AMC
196808	57	718	WAAWB0	COB 228	ABAH1CAV	VIETNAM	RVN
196809	0	718	WAAWB0	COB 228	ABAH1CAV	VIETNAM	RVN
196810	8	726	WAAWA0	COA 228	ABAH1CAV	VIETNAM	RVN
196811	0	726	WC5GAA	610	TRANS CO	VIETNAM	RVN
196812	0	726	WC5GAA	610	TRANS CO	VIETNAM	RVN
196901	0	726	WC5GAA	610	TRANS CO	VIETNAM	RVN
196902	0	726	WC5GAA	610	TRANS CO	VIETNAM	RVN
196903	0	726	WC5GAA	610	TRANS CO	VIETNAM	RVN
196904	4	730	WC5GAA	610	TRANS CO	VIETNAM	RVN
196905	0	730	WC5GAA	610	TRANS CO	VIETNAM	RVN
196906	3	733	WC5GAA	610	TRANS CO	VIETNAM	RVN
196907	15	748	WC5GAA	610	TRANS CO	VIETNAM	RVN
196908	22	770	WC5GAA	610	TRANS CO	VIETNAM	RVN
196909	0	770	WC5GAA	610	TRANS CO	VIETNAM	RVN
196910	0	770	WC5GAA	610	TRANS CO	VIETNAM	RVN
196911	5	775	WC5GAA	610	TRANS CO	VIETNAM	RVN
196912	10	785	WC5GAA	610	TRANS CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B352

66-19094

CH-47A

Delivery Date
04 May 1967



Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number

Status

Transferred to VNAF - Destroyed by Enemy Action

Loss Date

7 Apr 1972

Transfer Date

1 Aug 1970

Photo shows aircraft with 094 stencil on nose - it is on display at the China Aviation Museum, Datanqshan, China. Apparently, after it was captured by the NVA, the fuselage was turned over to China.

RVN Incident reports Dec 1967-April 1972 (VNAF)

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	1	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	12	13	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196710	131	144	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196711	55	199	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196712	90	289	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196801	84	373	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196802	91	464	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196803	80	544	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196804	46	590	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196805	79	669	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196806	60	729	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196807	64	793	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196808	100	893	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196809	34	927	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196810	75	1002	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196811	91	1093	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196812	74	1167	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196901	99	1266	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196902	51	1317	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196903	0	1317	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196904	0	1317	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196905	0	1317	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196906	0	1317	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196907	0	1317	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196908	0	1317	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196909	0	1317	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196910	0	1317	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B353

66-19095

CH-47A

Delivery Date
05 May 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

11 Feb 1970

THE AIRCRAFT WAS PARTICIPATING IN A COMBAT ASSAULT. ITS LOAD WAS 40 ARVN COMBAT TROOPS, 3600 POUNDS OF FUEL, AND A NORMAL CREW OF FIVE. PRIOR TO TAKE OFF FROM THE PZ A HOVER CHECK WAS MADE AND REVEALED THAT THE N1 TURBINE SPEEDS WERE 88.5 PERCENT AND 92 PERCENT ON NUMBER 1 AND 2 ENGINES RESPECTIVELY, AND THAT THE TORQUE REQUIREMENT WAS 640 PSI. THE INSUENT FLIGHT TO THE LZ WAS 15 MINUTES IN DURATION WITH LIGHT TURBULANCE. THE APPROACH TO THE LZ WAS INITIATED AT ABOUT A TWO MILE FINAL. THE LZ WAS GENTLY ROLLING HILL TOP AND OFFERED 50 FOOT TREE OBSTRUCTIONS ON SHORT FINAL. THE WINDS WERE A QUARTERING RIGHT TAIL WIND OF ABOUT 10 KNOTS (NOTE: THIS APPROACH PATH WAS THE SAME UTILIZED BY THE LEAD AIRCRAFT THAT LANDED ONLY MOMENTS PRIOR TO THE ACCIDENT). POWER FOR TERMINATION WAS APPLIED SUFFICIENTLY EARLY AND THIS HOVERING POWER WAS REACHED JUST AS THE BARRIERS WERE CROSSED. A CROSS-CHECK OF INSTRUMENTS SHOWED APPROXIMATELY 93 AND 96 PERCENT N1 SPEED ON NUMBER 1 AND 2 ENGINE RESPECTIVELY. THE TORQUE REQUIREMENT WAS 780 PSI. AT THIS POINT THERE WAS A SPLIT IN TORQUE NEEDLES WITH NUMBER TWO FALLING OFF LINE. THE SPLIT IN TORQUE WAS FOLLOWED BY A RAPID DETERIORATING OF ROTOR RPM. THE AIRCRAFT COMMANDER, CPT HARTLEY, LOWERED THE THRUST IN AN ATTEMPT TO REGAIN ROTOR RPM. AT THE SAME TIME THE PILOT, 1LT JENKINS, APPLIED EMERGENCY ENGINE BEEP TRIM. ALL EFFORTS TO RETAIN OR REGAIN RPM FAILED. A CRASH LANDING WAS OBVIOUSLY EMINENT AND THE AIRCRAFT COMMANDER MADE A FINAL EFFORT TO CUSHION THE LANDING APPLYING FULL THRUST AND FORWARD CYCLIC. INITIAL IMPACT WAS MADE WITH ALL FOUR LANDING GEAR SIMULTANEOUSLY. THE IMPACT GROUND SPEED WAS SUFFICIENT TO COLLAPSE THE LANDING GEAR. SIMULTANEOUSLY WITH IMPACT THE AFT ROTOR SEVERED THE UPPER FORWARD CABIN AREA ALLOWING THE COCKPIT TO BREAK FORWARD AT THE FACTORY SPLICE (STA. 95). AFTER INITIAL IMPACT, THE AIRCRAFT'S FORWARD MOMENTUM CARRIED IT FORWARD ABOUT 5 FEET WHERE IT CAME TO REST ON ITS BOTTOM. SHORTLY AFTER IMPACT THE AIRCRAFT EXPLODED AND BURNED.\\ 8 fatalities 37 injured

RVN Incident Reports April 1968-Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	2	3	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	3	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	6	9	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196710	78	87	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196711	64	151	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196712	94	245	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196801	82	327	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196802	34	361	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196803	33	394	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196804	97	486	WDQI	ΔΔ 213 ΔSIT HFI CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B354

66-19096

CH-47A

Delivery Date
04 May 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Aug 1986

Prev SN

Serial Number
86-01671

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports April 1968-Oct 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	4	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	1	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	5	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	39	44	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196710	98	142	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196711	132	274	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196712	88	362	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196801	39	401	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196802	87	488	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196803	0	488	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196804	62	550	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196805	90	640	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196806	67	707	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196807	63	770	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196808	57	827	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196809	95	922	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	95	1017	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	96	1113	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196812	13	1126	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196901	0	1126	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196902	31	1157	WC5KAA	179 AVN CO	VIETNAM		RVN
196903	66	1223	WC5KAA	179 AVN CO	VIETNAM		RVN
196904	51	1274	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196905	45	1319	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196906	48	1367	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196907	101	1468	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196908	52	1520	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196909	47	1567	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196910	76	1643	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196911	23	1666	WDU1AA	196 ASLT HEL CO	VIETNAM		RVN
196912	68	1734	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
197001	31	1765	WCI GDA	20 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B355

66-19097

CH-47A

Delivery Date
12 May 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
28 Aug 1986

Prev SN

Serial Number
86-01673

Status

Loss Date

Transfer Date

Converted to D Model

LAST A MODEL PRODUCED

RVN Incident Reports Nov 1967-Sep 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	1	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	3	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196709	27	30	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196710	81	111	WC5DAA	605 TRANS CO DS	VIETNAM		RVN
196711	96	207	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196712	97	304	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196801	107	411	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196802	97	508	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196803	101	609	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196804	83	692	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196805	60	752	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196806	68	820	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196807	68	888	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196808	91	979	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196809	80	1059	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196810	90	1149	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196811	30	1179	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196812	0	1179	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	1	1180	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	27	1207	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196903	94	1301	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196904	77	1378	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196905	92	1470	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196906	90	1560	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196907	65	1625	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196908	58	1683	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196909	94	1777	WDYDAA	242 ASLT HEL CO	VIETNAM		RVN
196910	0	1777	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1777	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B356

66-19098

CH-47B

Delivery Date
10 May 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
1 Oct 1987

Prev SN

Serial Number
87-00109



Status

Loss Date

Transfer Date

Converted to D Model

66-19098, Boeing build number B-356, was the first CH-47B helicopter manufactured. The U.S. Army acceptance date was 10 May 1967. 66-19098 accumulated 4,772.0 aircraft hours. At some point, 66-19098 was initially assigned to an unknown unit located at Fort Campbell, Kentucky, through at least 1979. On 1 October 1987, 66-19098 was inducted into the D model program and converted to 87-00109. The last known location of 66-19098 was at Boeing during the conversion. Aircraft status: Converted to D model.

RVN Incident Reports Sep 1968-Sep 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	6	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	6	12	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196707	0	12	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196708	52	64	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196709	31	95	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196710	94	189	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196711	39	228	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196712	130	358	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196801	91	449	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196802	0	449	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196803	137	586	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196804	1	587	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	0	587	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	0	587	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	587	3300	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	59	646	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	113	759	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	92	851	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	95	946	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	30	976	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196901	59	1035	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	88	1123	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	81	1204	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	82	1286	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	66	1352	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	95	1447	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	89	1536	WD8LAA	271 HCPTR CO	VIETNAM		RVN

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Build
B357

66-19099

CH-47B

Delivery Date
19 May 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Apr 1988

Prev SN

Serial Number
88-00081



Status

Loss Date

Transfer Date

Converted to D Model

Photo: CH-47B 66-19099 at Cairns Army Airfield (KOZR), Fort Rucker, Alabama, on the occasion of reaching 1000 flight hours. 66-19099 was the first B model to reach that level. Shown in the photograph, from left to right, are Red Harvin, Aircraft Maintenance Foreman, Wiley King, Aircraft General Foreman, Andy Marshall, Test Coordinator, all employees of Hawthorne Aviation and Manuel Venegas, Test Project Engineer with the US Army Aviation Test Board. This aircraft and 66-19098 were the first two B models and were delivered directly to Fort Rucker for lead-the-fleet testing and the Time Between Overhaul (TBO) extension program. [Click-N-Go Here](#) to view a larger version of this image.

RVN Incident Reports Feb 1969-Jul 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	163	164	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196709	103	267	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196710	70	337	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196711	42	379	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196712	111	490	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196801	126	616	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196802	0	616	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196803	156	772	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196804	1	773	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	0	773	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	49	822	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	47	869	WC03AA	132 AVN CO	VIETNAM		RVN
196808	111	980	WC03AA	132 AVN CO	VIETNAM		RVN
196809	41	1021	WC03AA	132 AVN CO	VIETNAM		RVN
196810	18	1039	WC03AA	132 AVN CO	VIETNAM		RVN
196811	79	1118	WC03AA	132 AVN CO	VIETNAM		RVN
196812	0	1118	WC03AA	132 AVN CO	VIETNAM		RVN
196901	74	1192	WC03AA	132 AVN CO	VIETNAM		RVN
196902	70	1262	WC03AA	132 AVN CO	VIETNAM		RVN
196903	70	1332	WC03AA	132 AVN CO	VIETNAM		RVN
196904	31	1363	WC03AA	132 AVN CO	VIETNAM		RVN
196905	82	1445	WC03AA	132 AVN CO	VIETNAM		RVN
196906	7	1447	WC03AA	132 AVN CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B358

66-19100

CH-47B

Delivery Date
19 May 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Jun 1988

Prev SN

Serial Number
88-00089

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Nov 1969-Mar 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	6	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196706	1	7	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	0	7	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	7	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196709	0	7	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196710	11	18	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196711	22	40	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196712	4	44	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196801	25	69	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196802	8	77	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196803	19	96	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196804	24	120	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196805	26	146	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196806	24	170	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196807	12	182	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196808	2	184	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196809	0	184	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196810	13	197	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196811	0	197	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196812	0	197	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196901	0	197	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196902	0	197	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196903	0	197	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196904	0	197	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196905	0	197	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196906	0	197	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196907	1	198	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	198	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196909	56	254	WC5JAA	178 ASHC AMDV	VIETNAM		RVN
196910	52	306	WC5JAA	178 ASHC AMDV	VIETNAM		RVN
196911	75	381	WC5JAA	178 ASHC AMDV	VIETNAM		RVN
196912	30	411	WC5JAA	178 ASHC AMDV	VIETNAM		RVN
197001	72	483	WC5JAA	178 ASHC AMDV	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B359

66-19101

CH-47B

Delivery Date
23 May 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

13 Apr 1970

66-19101, Boeing build number B-359, was a CH-47B helicopter. The U.S. Army acceptance date was 23 May 1967. 66-19101 accumulated 1,250.0 aircraft hours. At some point, 66-19101 was assigned to B Company - "Varsity", 159th Assault Support Helicopter Battalion (ASHB) - "The Liftmasters", 101st Aviation Group, 101st Airborne Division - "Screaming Eagles", I Corps - which covered the country from Da Nang to the Demilitarized Zone (DMZ), in the Republic of Vietnam (RVN). On 13 April 1970, was shot down in combat while on approach to Fire Support Base (FSB) Fuller in the DMZ. While loaded with much needed supplies, including MOGAS (military regular gasoline) and High Explosives (HE), and on short final, 66-19101 received mortar fire. A round struck the aircraft on the left hand side of the fuselage in the radio closet and near the flight control closet. The aircraft crashed onto the pad where the crew intended to land and was destroyed by the subsequent post-crash fire. One crewmember, the door gunner could not be located and perished in the crash. Of the remaining crew, five received major injuries and one received minor injuries consisting of burns and other wounds. On the day prior to the crash, 66-19101 had successfully delivered two loads of high explosives to the FSB while under the escort of AH-1 Cobra helicopters. However, on the last day, inclement weather prevented the escort aircraft from protecting the cargo ship. CW2 Mayer was the Aircraft Commander on 66-19101's final flight. The last known location of 66-19101 was in the Republic of Vietnam. Aircraft status: Shot down in combat. B/159 ASHB

#66-19101

A/C was shot down in combat while on approach to Fire Support Base (FSB) Fuller in the DMZ. One additional crew member died later of burn injuries.

RVN Incident Reports Jul 1969-Apr 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	0	0	WOY6AA	TRAN	MDMH	ALASKA	ALASKA
196706	4	4	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196707	14	18	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196708	0	18	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196709	46	64	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196710	26	90	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196711	15	105	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196712	17	122	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196801	6	128	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196802	26	154	WDHPAA	154 AVN	CO MH	4TH ARMY	FORT SILL 4TH ARMY
196803	20	174	2019	355 AVN	CO	4TH ARMY	FORT SILL 4TH ARMY
196804	0	174	2019	BELL HCPT	R	BAILMENT	FT WORTH AVCOM
196805	4	178	WC7ZAA	155 ASLT	HEL CO	VIETNAM	RVN
196806	21	199	3380	355 AVN	CO	4TH ARMY	FORT SILL 4TH ARMY
196807	27	221	2241	OPM SFA	NITEOPS	1ST ARMY	FORT BELVOIR AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B360

66-19102

CH-47B

Delivery Date
24 May 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
16 Jan 1987

Serial Number
87-00075

Status

Loss Date

Transfer Date

Converted to D Model

No record of RV N service

Build
B361

66-19103

CH-47B

Delivery Date
30 May 1967

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Sold to UK

1 May 1980

No record of RVN service

Build
B362

66-19104

CH-47B

Delivery Date
29 May 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Jul 1988

Prev SN

Serial Number
88-00092

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1968-Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	0	0	WOY6AA	TRAN	MDMHELCO S	ALASKA	ALASKA
196706	0	0	WOMAAA	DIR	FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196707	15	15	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196708	34	49	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196709	41	90	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196710	27	117	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196711	36	153	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196712	28	181	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196801	0	181	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196802	1	182	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196803	55	237	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196804	39	276	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196805	89	365	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196806	98	463	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196807	60	523	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196808	88	611	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196809	98	709	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196810	8	717	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196811	1	718	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196812	93	811	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196901	29	840	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196902	14	854	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196903	94	948	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196904	80	1028	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196905	51	1079	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196906	60	1139	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196907	11	1150	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196908	92	1242	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196909	95	1337	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196910	101	1438	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196911	124	1562	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196912	60	1622	WD8LAA	271 HCPT	CO	VIETNAM	RVN
197001	32	1654	WD8LAA	271 HCPT	CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B363

66-19105

CH-47B

Delivery Date
25 May 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Jan 1988

Prev SN

Serial Number
88-00066

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Nov 1968-Mar 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196705	0	0	WOY6AA	TRAN	MDMHELCO	S ALASKA	ALASKA
196706	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196707	27	28	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196708	55	83	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196709	37	120	W1DZAA	USA AVN	SCHOOL	AV SCH	FORT RUCKER CONARCAS
196710	0	120	W0U94B	CONSOL	PROP OFC	3RDARMY	FORT RUCKER 3RD ARMY
196711	0	120	W0U94B	CONSOL	PROP OFC	3RDARMY	FORT RUCKER 3RD ARMY
196712	0	120	W0U94B	CONSOL	PROP OFC	3RDARMY	FORT RUCKER 3RD ARMY
196801	0	120	W0U94B	CONSOL	PROP OFC	3RDARMY	FORT RUCKER 3RD ARMY
196802	0	120	W0U94B	CONSOL	PROP OFC	3RDARMY	FORT RUCKER 3RD ARMY
196803	0	120	W0MUAA	ARADMAC		IN MAINT	NAVAL AIR STN AVCOM
196804	0	120	W0MHAA	DIR SUP /	TRAN	IN TRANSIT	SHARPE AD AVCOM
196805	5	125	W0MHAA	DIR SUP /	TRAN	IN MAINT	SHARPE AD AVCOM
196806	0	125	3300	355 AVN	CO	4TH ARMY	FORT SILL 4TH ARMY
196807	78	203	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196808	23	226	WCLQAA	335 TRANS	CO	VIETNAM	RVN
196809	0	226	WCLQAA	335 TRANS	CO	VIETNAM	RVN
196810	33	259	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196811	96	355	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196812	60	415	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196901	51	466	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196902	73	539	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196903	26	565	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196904	105	670	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196905	73	743	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196906	30	773	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196907	100	873	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196908	48	921	WC5JAA	178ASLTSP	THELCO	VIETNAM	RVN
196909	53	974	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196910	54	1028	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196911	42	1070	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196912	76	1146	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197001	31	1180	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN

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Build
B364

66-19106

CH-47B

Delivery Date
06 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

2 Mar 1970

ON 9 MARCH 1970 AIRCRAFT #66-19106 WAS ON A RE-SUPPLY MISSION FROM 8UAN LOI AIRFIELD TO FSB BILL. THE SORTIE WAS THE FIRST ONE TO BE CARRIED AFTER 106 WAS SHUT DOWN FOR CHOW AND MAINTENANCE. THE AIRCRAFT WAS FLOWN BY WO1 JOHN TORTNER AIRCRAFT COMMANDER AND WO1 TERRANCE ANDERSON PILOT. THE TIME OF TAKEOFF WAS 1420. THE LOAD CONSISTED OF 5 BUNDLES OF CONCERTINS WIRE, 3 BUNDLES OF 8 FOOT ENGINEER STAKES AND 3 BUNLDES OF 3 FOOT ENGINEER STAKES. THIS LOAD CONSTITUTED A "SORTIE", OF WHICH THE AIRCRAFT COMMANDER ACKNOWLEDGED BY GIVING HIS INITIALS TO THE LOGISTIC PAD CONTROLLER AS J.N. ACCORDING TO WITNESSES THE FOLLOWING CHAIN OF EVENTS TOOK PLACE: THE LOAD WAS PICKED UP TO A HOVER OF APPROXIMATELY 5 TO 10 FEET OFF THE GROUND. THE AIRCRAFT COMMANDER WAS TOLD T O HOLD FOR DEPARTING TRAFFIC FOR APPROXIMATELY 15 TO 20 SECONDS AS THE AIRCRAFT MOVED FORWARD TO BEGIN TAKE OFF, IT STARTED TO LOSE ALTITUDE. AT A POINT TO THE RIGHT OF THE ACTIVE RUNWAY AND ALMOST DIRECTLY ACROSS FROM THE CONTROL TOWER, THE LOAD STARTED TO DRAG THE GROUND. THE LOAD WAS DRUG FOR APPROXIMATELY 200 FEET, WITH PORTIONS OF THE ENGINEER STAKES COMING LOOSE FROM THE LOAD. A RAPID AND UNUSUAL POPPING SOUND WAS HEARD BY WITNESSES NEAR THE SCENE. THE AIRCRAFT SETTLED ON TOP OF THE LOAD WITH A NOSE LOW ATTITUDE. THIS ATTITUDE WAS DESCRIBED AS EXTREME WITH A POSSIBILITY OF THE FORWARD BLADES STRIKING THE GROUND. AN ABRUPT NOSE HIGH PITCH UP WAS OBSERVED AS THE AIRCRAFT BECAME AIRBORNE AGAIN WITH THE LOA. THE LOAD WAS JERKED OFF THE GROUND AND THE AIRCRAFT REACHED AN ALTITUDE OF APPROXIMATELY 100 FEET. THE LOAD WAS SWINGING FORE AND AFT, RIGHT AND LEFT IN EXTREME MOTIONS. THE AIRCRAFT WAS DESCRIBED AS "FISHTAILING" AND TWISTING ALONG THE LOAD. AT A POINT APPROXIMATELY 100 FEET FORWARD AND 100 FEET TO THE RIGHT FROM WHERE THE AIRCRAFT SAT ON THE LOAD, THE LOAD WAS RELEASED AND LANDED ON A UH-1H HELICOPTER. THE UH-1H SUSTAINED MAJOR DAMAGE TO THE TAILBOOM AND ROTOR BLADES. AT THIS POINT THE AIRCRAFT GAINED ALTITUDE RAPIDLY TO APPROXIMATELY 500 FEET AGL. THE AIRCRAFT WAS AT THIS TIME OVER THE APPROACH END OF RUNWAY 23. THE ERRATIC MOVEMENTS OF THE AIRCRAFT WERE STILL OBSERVED. AT THIS POINT AN OBJECT DESCRIBED AS A ROUND BLACK OBJECT WAS SEEN FALLING FROM THE AIRCRAFT. THE AIRCRAFT STARTED A LEFT HAND TURN AS IF IT WAS TRYING TO RETURN TO THE AIRFIELD TO LAND. IN THE TURN THE AIRCRAFT APPEARED TO BE IN CONTROL PART OF THE TIME THEN WOULD "FISHTAIL" AND "PORPOSE". WHEN THE AIRCRAFT COMPLETED APPROXIMATELY 270 OF THE TURN FLEW STRAIGHT AND LEVEL FOR APPROXIMATELY 500 FEET, THEN ROLLED TO THE LEFT, NOSE LOW AND WENT APPROXIMATELY 180 INVERTED. THE AFT PYLON SECTION SEPARATED AND FELL AT THE SAME TIME A FLASH OF LIGHT AND EXPLOSION WAS SEEN AND HEARD COMING FROM THE REAR OF THE AIRCRAFT. THE MAIN FUSELAGE CONTINUED FOR APPROXIMATELY 100 METERS, LANDING NOSE LOW ON THE LEFT SIDE. THE FORWARD SECTION DID NOT BURN. AIRCRAFT AND GROUND PERSONNEL WERE ON THE SCENE IMMEDIATELY AFTER THE IMPACT. THERE WERE NO SURVIVORS, THE TIME OF IMPACT WAS APPROXIMATELY 1425.\\

War Story:

I and my fellow Blue Max AH-1G Corba Team observed this crash.

We were waiting for fuel and re-armament after having just flown in and landed after completing a fire mission. We were on the left side of the runway with our aircraft parked in revetments of C Battery 7/70 ADA 1st Cav Division

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Build
B365

66-19107

CH-47B

Delivery Date
09 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Sep 1986

Prev SN

Serial Number
86-01675



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident reports Sep 1968-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196706	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	13	13	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196708	32	45	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196709	49	94	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196710	34	128	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196711	34	162	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196712	15	177	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196801	0	177	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196802	1	178	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196803	13	191	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196804	29	220	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196805	95	315	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196806	52	367	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196807	63	430	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196808	51	481	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	31	512	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	72	584	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	31	615	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	17	632	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196901	82	714	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	25	739	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	0	739	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	40	779	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	60	839	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	60	899	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	50	949	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196908	82	1031	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196909	105	1136	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196910	10	1146	W2VYAA	AMMC	VIETNAM		RVN
196911	0	1146	W2VYAA	AMMC	VIETNAM		RVN
196912	0	1146	W2VYAA	AMMC	VIETNAM		RVN
197001	83	1229	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	91	1320	WD8LAA	271 HCPTR CO	VIETNAM		RVN

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Build
B366

66-19108

CH-47B

Delivery Date
13 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Apr 1988

Prev SN

Serial Number
88-00080

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1968-Oct 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196706	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	10	10	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196708	25	35	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196709	0	35	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196710	8	43	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196711	26	69	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196712	23	92	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196801	0	92	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196802	1	93	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196803	69	162	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196804	76	238	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196805	10	248	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196806	84	332	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196807	89	421	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196808	81	502	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	61	563	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	40	603	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	97	700	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	28	728	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196901	93	821	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	92	913	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	91	1004	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	75	1079	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	73	1152	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	25	1177	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	98	1275	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196908	103	1378	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196909	78	1456	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196910	96	1552	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196911	72	1624	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196912	31	1655	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197001	78	1733	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	16	1749	W/FΔHΔΔ	1Δ2 TC DS	VIETNAM		RVN

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Build
B367

Delivery Date
12 Jun 1967

Induction Date

Prev Model

Prev SN

66-19109



Status

Converted to D Model

CH-47B

Combat Service

Converted To

CH-47D

Induction Date
4 May 1988

Serial Number
88-00083

Loss Date

Transfer Date

No record of RVN service

Build
B368

66-19110

CH-47B

Delivery Date
15 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Columbia]

19 Aug 1980

66-19110, Boeing build number B-368, was a CH-47B helicopter. The U.S. Army acceptance date was 15 June 1967. The administrative strike date was 19 August 1980. 66-19110 accumulated 5,064.0 aircraft hours. At some point after manufacture, 66-19110 was assigned to an unknown unit. At some point, 66-19110 was assigned to the 352nd Aviation Detachment, 210th Aviation Battalion, 193rd Infantry, Forces Command (FORSCOM), located at Fort Clayton, Panama. On 19 August 1980, 66-19110 was lost due to an accident. As the aircraft approached a mountain pass during a period of low ceilings, the pilot elected to perform a 180° in order to return to the base camp. The Rotor RPM deteriorated and the aircraft impacted the ground momentarily. Rotor RPM and aircraft airspeed then increased to a flyable degree. The pilot turned the aircraft downslope. The aircraft was now in a 20 to 30 knot tail wind condition. As the pilot's demand for power from the engines now exceeded the available power the aft rotor system developed "settling with power" which resulted in an extreme nose up attitude that approached 90 degrees. The aircraft settled rearward into very tall trees, rolled over onto its right side, and the aft pylon began to burn. The crew and passengers evacuated the aircraft with only minor injuries. The airframe was then consumed by the post-crash fire. The last known location of 66-19110 was in the South American country of Columbia. Aircraft status: Crashed.

RVN Incident Reports Mar 1968-Oct 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196706	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	7	7	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196708	8	15	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196709	25	40	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196710	42	82	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196711	13	95	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196712	20	115	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196801	0	115	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196802	1	116	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196803	57	173	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196804	49	222	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196805	49	271	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196806	99	370	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196807	103	473	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196808	97	570	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196809	97	667	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196810	74	741	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196811	95	836	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196812	103	939	WD8LAA	271 HCPT	CO	VIETNAM	RVN

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Build
B369

66-19111

CH-47B

Delivery Date
19 Jun 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
13 Apr 1987

Serial Number
87-00087

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN Service

Build
B370

66-19112

CH-47B

Delivery Date
20 Jun 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Aug 1987

Serial Number
87-00103

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN Service

Build
B371

66-19113

CH-47B

Delivery Date
20 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

16 Jul 1968

Transfer Date

The aircraft mission was to (1) administer a 90 day standardization check ride to CW2 Jones and (2) to pick up a jeep, supplies, and two passengers at Vung Tau, RVN, and return to Can Tho. The route of flight was (1) to Binh Thuy AFB where two autorotational landings and one single engine running landing were made as part of the check ride. The flight then proceeded (2) to Vung Tau, RVN, during which time CW2 Jones practiced some SAS off flight. After picking up the jeep, supplies and passengers at Vung Tau, the flight proceeded (3) to Dong Tam Airfield, RVN for the purpose of refueling before returning to Can Tho. Upon approach to Dong Tam, all refueling points were in use, and the aircraft was advised to land in the north 40 (large field west of runway 17-35) until a refueling point became vacant. When cleared, CW2 Jones hovered the aircraft across the runway to the refueling point, set the aircraft down set the parking brake, and beeped the engines down to minimal beep (210 rpm). The ramp was lowered and SGT Lowery began refueling the left fuel cell while SP4 Juliano began refueling the right fuel cell. After about 2-3 minutes, a bump was felt by CW2 Jones in the cyclic control which was accompanied by a loud noise. Approximately five seconds later the same thing happened again. Almost immediately two more bumps in quick succession were felt and heard followed by the nearly simultaneous tearing from the aircraft of the forward transmission, violent pivoting of the aircraft fuselage to the right, and the outbreak of fire in the heater compartment area and the aft pylon area. The aircraft remained upright, heading 235 degrees on its refueling pad. CW2 Jones, Baker and Newhouse exited the burning aircraft while SP5 Noble and SP4 Juliano had moved north away from the fire. LT Simpson had already sustained fatal injuries from the forward transmission leaving the aircraft and SGT Lowery was laying with his left arm severed underneath the aircraft where he had been knocked by its violent turning movement. Fire trucks and ambulances arrived shortly thereafter and succeeded in extinguishing the fire and evacuating the injured to medical facilities.

War Story:

☑ I am (former) CW2 Ron Jones. I was the pilot in the right seat. Lt John Simpson was the pilot in the left seat who was killed. I did not get a chance to thank you for helping my crew members that day.

After the accident happened I pulled the throttles to stop and activated the fire bottles. After checking Lt Simpson and seeing that he was dead, I exited the aircraft on my own power through the righthand pilot's door before anyone arrived at the aircraft. I walked across the runway and set down before I realized that I was not breathing. I had been hit in the chest so hard that the wind was knocked out of me. After I caught my breath I saw people (you, Richie King?) pulling Lt Simpson out the top of the cockpit.

The crew chief, Spec 5(?) Lovey(?), was refueling the left side of the aircraft and he was the one with the arm severed. I was looking at photos of the aircraft that I found a few weeks ago. It sure brings back memories.

In July of 1968, I was told the cause of the accident was a maintenance error. The aircraft had been worked on late the night before and the nuts on the bolts joining a flex-pack in the drive shaft had not been safety wired. I was told by maintenance personnel that the nuts in a flex-pack had worked loose and allowed the drive shaft to separate. We felt humms like

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Build
B372

66-19114

CH-47B

Delivery Date
20 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Apr 1986

Prev SN

Serial Number
86-01655



Status

Loss Date

Transfer Date

Converted to D Model

Photo: The aircraft commander, Capt. Larry D. Mohler, is on top of CH-47B 66-19114 making a final inspection before flying the damaged aircraft, alone, off to the side of the LZ.

They were on short final to an LZ in Cambodia with a "105" sling and had a blade strike.

The co-pilot chopped the throttles and they ended up on top of the load sitting on a dirt mound.

Looks like they are jacked up for an oil change...The pilot cranked back up (all by himself) and hovered over to the side of the LZ to get it out of the way.

The crew departed the area on a Huey and left #114 for Maintenance to recover later.

RVN Incident Reports Mar 1968-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196706	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196707	2	3	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196708	21	24	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196709	45	69	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196710	37	106	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196711	0	106	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196712	5	111	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196801	0	111	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196802	1	112	WD8LAA	271 HCPTR	CO	VIETNAM		RVN
196803	12	124	WD8LAA	271 HCPTR	CO	VIETNAM		RVN
196804	0	124	WD8LAA	271 HCPTR	CO	VIETNAM		RVN
196805	0	124	WD8LAA	271 HCPTR	CO	VIETNAM		RVN
196806	0	124	W0Y6AA	OS TO CONUS	ITR	CONUS		AVCOMITR
196807	0	124	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196808	0	124	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196809	0	124	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196810	21	145	WAAWB0	COB 228ABAH1CAV	VIETNAM			RVN
196811	73	218	WAAWC0	COB 228ABAH1CAV	VIETNAM			RVN
196812	41	259	WAAWC0	COB 228ABAH1CAV	VIETNAM			RVN
196901	0	259	WAAWC0	COB 228ABAH1CAV	VIETNAM			RVN
196902	50	309	WAAWC0	COB 228ABAH1CAV	VIETNAM			RVN
196903	55	364	WAAWC0	COB 228ABAH1CAV	VIETNAM			RVN
196904	79	443	WAAWC0	COB 228ABAH1CAV	VIETNAM			RVN

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Build
B373

66-19115

CH-47B

Delivery Date
22 Jun 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
26 Feb 1986

Serial Number
86-01646

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B374

66-19116

CH-47B

Delivery Date
23 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 May 1988

Prev SN

Serial Number
88-00085

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports April 1969-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196706	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	24	25	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196709	34	59	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196710	28	87	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196711	26	113	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196712	16	129	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196801	0	129	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196802	1	130	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196803	62	192	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196804	92	284	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196805	66	350	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196806	90	440	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196807	70	510	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196808	56	566	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	88	654	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	115	769	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	86	855	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	92	947	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196901	25	972	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	85	1057	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	51	1108	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	52	1160	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	35	1195	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	93	1288	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	75	1363	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196908	92	1455	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196909	55	1510	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196910	87	1597	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196911	61	1658	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196912	35	1693	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197001	65	1758	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	0	1758	WF4H44	142 TC DS	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B375

66-19117

CH-47B

Delivery Date
24 Jun 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [US]

Loss Date

4 Oct 1984

Transfer Date

Lost at Ft Lewis, WA while attempting to land on a 25 degree upslope

RVN Incident Reports May 1968-April 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196706	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196707	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	21	22	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196709	72	94	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196710	47	141	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196711	29	170	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196712	21	191	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196801	0	191	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196802	1	192	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196803	21	213	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196804	1	214	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196805	84	298	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196806	50	348	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196807	45	393	WCLUAA	611 TRANS	CO DS	VIETNAM	RVN
196808	0	393	WCLUAA	611 TRANS	CO DS	VIETNAM	RVN
196809	0	393	WCLUAA	611 TRANS	CO DS	VIETNAM	RVN
196810	0	393	WCLUAA	611 TRANS	CO DS	VIETNAM	RVN
196811	0	393	WCLUAA	611 TRANS	CO DS	VIETNAM	RVN
196812	0	393	WCLBAA	330 TRANS	CO	VIETNAM	RVN
196901	2	395	WCLBAA	330 TRANS	CO	VIETNAM	RVN
196902	0	395	WCLBAA	330 TRANS	CO	VIETNAM	RVN
196903	40	435	WA5DAA	540 TRAN	CO	VIETNAM	RVN
196904	16	451	WA5DAA	540 TRAN	CO	VIETNAM	RVN
196905	0	451	WCLNAA	11 ARM CAV	REG	VIETNAM	RVN
196906	0	451	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196907	0	451	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196908	0	451	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196909	24	475	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196910	44	519	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196911	91	610	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196912	97	707	WD8LAA	271 HCPT	CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B376

66-19118

CH-47B

Delivery Date
27 Jun 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

13 Jan 1969

Transfer Date

Destroyed on the ground by the Viet Cong along with Chinooks 66-19128 and 67-18481

RVN Incident Reports Mar 1968-Jan 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196706	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196707	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	21	22	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196709	1	23	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196710	26	49	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196711	0	49	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196712	0	49	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196801	0	49	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196802	1	50	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196803	39	89	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196804	93	182	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196805	67	249	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196806	33	282	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196807	8	290	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196808	90	380	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	82	462	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	96	558	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	74	632	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	94	726	WD8LAA	271 HCPTR CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B377

66-19119

CH-47B

Delivery Date
27 Jun 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
22 Jul 1987

Serial Number
87-00101



Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B378

66-19120

CH-47B

Delivery Date
27 Jun 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
16 Feb 1987

Serial Number
87-00079

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B379

66-19121

CH-47B

Delivery Date
06 Jul 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
5 Feb 1986

Serial Number
86-01643

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B380

66-19122

CH-47B

Delivery Date
05 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Feb 1988

Prev SN

Serial Number
88-00073

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1968-Jun 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196707	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196708	10	10	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196709	70	80	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196710	42	122	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196711	31	153	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196712	25	178	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196801	0	178	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196802	1	179	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196803	68	247	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196804	79	326	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196805	120	446	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196806	85	531	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196807	90	621	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196808	96	717	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196809	77	794	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196810	1	795	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196811	66	861	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196812	80	941	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196901	52	993	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196902	81	1074	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196903	18	1092	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196904	53	1145	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196905	53	1198	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196906	109	1307	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196907	112	1419	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196908	105	1524	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196909	46	1570	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196910	100	1670	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196911	100	1770	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196912	0	1770	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
197001	0	1770	WCLSAA	388 TRANS CO	VIETNAM		RVN	
197002	75	1845	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN	
197003	99	1944	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B381

66-19123

CH-47B

Delivery Date
14 Jul 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
9 Jun 1988

Serial Number
88-00088



Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B382

66-19124

CH-47B

Delivery Date
07 Jul 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
15 Oct 1987

Serial Number
87-00111

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B383

66-19125

CH-47B

Delivery Date
18 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 May 1986

Prev SN

Serial Number
86-01658



Status

Converted to D Model

Loss Date

Transfer Date

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	6	6	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	8	14	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196712	21	35	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196801	12	47	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196802	22	69	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196803	3	72	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196804	10	82	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196805	21	103	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196806	17	120	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196807	22	142	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196808	15	157	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196809	22	179	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196810	25	204	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196811	17	221	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196812	8	229	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196901	17	246	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196902	3	249	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196903	15	264	WOWC01	ARMY AVN DET	1ST ARMY	US NAV AIR STAT	ELECTCOM
196904	0	264	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196905	0	264	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196906	0	264	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196907	1	265	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196908	1	266	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
196909	7	273	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	58	331	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	56	387	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	70	457	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197001	75	532	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197002	25	557	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197003	50	607	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B384

66-19126

CH-47B

Delivery Date
21 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

8 May 1968

Transfer Date

Aircraft (carrying a sling load) was hit by small arms fire in the tail section causing a fire and made a forced landing. Aircraft was destroyed. Location was approx 10 miles SW of CanTho

War Story:

Hit at 1100 feet on approach 10 miles SW of Can Tho while carrying 10,000 pound sling load and crew of five. Lost utility hydraulic pressure and partial loss of number one and number two boost. Number engine and aft pylon were on fire. Landed and crew exited. Aircraft was consumed by fire. ol' Mother Goose, as my FE SP5 Jerry McBee, and me SP5 Dan Markell used to call her before her untimely demise. She was the **first B model in the Delta, and the first to be shot down!** Lt. Thompson and CW2 Neuharth, with gunner, sp4 Edwards were the crew on that day. Jerry and I were also the crew for tail no. 482. I see she had a lot of hours. Jerry said he saw her in Panama. Dan Markell, abkd@starpoint.net September 2000

RVN Incident Reports Mar 1968-May 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	13	13	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196709	74	87	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196710	48	135	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196711	19	154	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196712	10	164	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196801	0	164	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING 3RD ARMY
196802	1	165	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196803	68	233	WD8LAA	271 HCPT	CO	VIETNAM	RVN
196804	70	303	WD8LAA	271 HCPT	CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B385

66-19127

CH-47B

Delivery Date
18 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Sep 1987

Prev SN

Serial Number
87-00105



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Mar 1968-Jan 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	28	30	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196710	81	111	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196711	11	122	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196712	15	137	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196801	0	137	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196802	1	138	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196803	67	205	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196804	67	272	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196805	49	321	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196806	66	387	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196807	44	431	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196808	20	451	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	71	522	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	77	599	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	74	673	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	84	757	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196901	112	869	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	65	934	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	88	1022	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	80	1102	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	93	1195	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	5	1200	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	24	1224	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196908	67	1291	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196909	57	1348	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196910	110	1458	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196911	105	1563	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196912	37	1600	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197001	96	1696	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	75	1771	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197003	7	1773	WC5FAA	271 AVN 10AVGRP	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B386

66-19128

CH-47B

Delivery Date
20 Jul 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

13 Jan 1969

Transfer Date

Photo: Dulles Air Show 1967

Destroyed on the ground by the Viet Cong along with Chinooks 66-19118 and 67-18481

RVN Incident Reports April 1968 - Jan 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196707	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196708	10	10	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196709	43	53	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196710	54	107	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196711	24	131	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196712	18	149	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196801	0	149	WC5FAA	271 AVN	10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY
196802	1	150	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196803	39	189	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196804	75	264	3278	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	111	375	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196806	121	496	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196807	84	580	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196808	77	657	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196809	74	731	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196810	66	797	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196811	77	874	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196812	83	957	WD8LAA	271 HCPTR CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B387

66-19129

CH-47B

Delivery Date
21 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
3 Feb 1988

Prev SN

Serial Number
88-00070

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports May 1969-November 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	11	11	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196710	0	11	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196711	37	48	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196712	20	68	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196801	0	68	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196802	1	69	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196803	53	122	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196804	75	197	3278	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	71	268	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196806	57	325	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196807	115	440	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196808	75	515	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	53	568	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	110	678	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	90	768	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	103	871	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196901	87	958	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	107	1065	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	106	1171	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	75	1246	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	91	1337	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	71	1408	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	25	1433	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196908	49	1482	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196909	61	1543	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196910	91	1634	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196911	84	1718	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196912	6	1724	WE4HAA	142 TC DS	VIETNAM		RVN
197001	0	1724	WE4HAA	142 TC DS	VIETNAM		RVN
197002	0	1724	WE4HAA	142 TC DS	VIETNAM		RVN
197003	0	1724	WE4HAA	142 TC DS	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B388

66-19130

CH-47B

Delivery Date
22 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Mar 1988

Prev SN

Serial Number
88-00075

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports April 1968-Sep 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196707	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196708	10	10	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY	
196709	64	74	WC5HAA	177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY	
196710	36	110	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY	
196711	0	110	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY	
196712	14	124	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY	
196801	0	124	WC5FAA	271 AVN 10AVGRP	3RD ARMY	FORT BENNING	3RD ARMY	
196802	1	125	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196803	47	172	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196804	83	255	3278	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	80	335	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196806	89	424	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196807	67	491	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196808	58	549	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196809	26	575	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196810	125	700	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196811	73	773	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196812	101	874	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196901	41	915	WCLUAA	611 TRANS CO DS	VIETNAM		RVN	
196902	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196903	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196904	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196905	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196906	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196907	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196908	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196909	0	915	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR	
196910	0	915	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196911	0	915	W0MAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBR LND	AD AVCOM	
196912	0	915	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
197001	22	937	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
197002	11	948	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
197003	17	960	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B389

66-19131

CH-47B

Delivery Date
24 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Feb 1988

Prev SN

Serial Number
88-00072

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Feb 1969-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196707	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196708	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196709	35	37	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM	
196710	0	37	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM	
196711	23	60	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	2	62	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	20	82	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196802	49	131	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	29	160	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196804	47	207	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196805	1	208	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196806	2	210	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196807	0	210	3300	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	18	228	3478	HHD 44 ENG GP	THAILAND		PACIFIC	
196809	19	247	3478	HHD 44 ENG GP	THAILAND		PACIFIC	
196810	72	319	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN	
196811	90	409	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN	
196812	41	450	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN	
196901	51	501	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN	
196902	30	531	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN	
196903	0	531	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN	
196904	0	531	W2VYAA	AMMC	VIETNAM		RVN	
196905	27	558	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	
196906	78	636	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	
196907	77	713	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	
196908	48	761	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	
196909	77	838	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN	
196910	58	896	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN	
196911	42	938	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN	
196912	71	1009	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN	
197001	49	1058	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN	
197002	66	1124	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN	
197003	14	1138	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B390

66-19132

CH-47B

Delivery Date
24 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Feb 1987

Prev SN

Serial Number
87-00077

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jan 1969-Nov 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196708	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	31	31	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196710	0	31	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196711	21	52	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	16	68	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	26	94	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	21	115	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	19	134	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	134	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	3	137	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	14	151	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	40	191	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	37	228	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	57	285	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	31	316	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	37	353	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	60	413	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196901	80	493	WD8LAA	271 HCPT CO	VIETNAM		RVN
196902	33	526	WD8LAA	271 HCPT CO	VIETNAM		RVN
196903	107	633	WD8LAA	271 HCPT CO	VIETNAM		RVN
196904	88	721	WD8LAA	271 HCPT CO	VIETNAM		RVN
196905	0	721	WD8LAA	271 HCPT CO	VIETNAM		RVN
196906	37	758	WD8LAA	271 HCPT CO	VIETNAM		RVN
196907	63	821	WD8LAA	271 HCPT CO	VIETNAM		RVN
196908	81	902	WD8LAA	271 HCPT CO	VIETNAM		RVN
196909	26	928	WD8LAA	271 HCPT CO	VIETNAM		RVN
196910	55	983	WD8LAA	271 HCPT CO	VIETNAM		RVN
196911	38	1021	WD8LAA	271 HCPT CO	VIETNAM		RVN
196912	66	1087	WD8LAA	271 HCPT CO	VIETNAM		RVN
197001	11	1098	W2VYAA	AMMC	VIETNAM		RVN
197002	0	1098	W2VYAA	AMMC	VIETNAM		RVN
197003	0	1098	W2VYAA	AMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B391

66-19133

CH-47B

Delivery Date
26 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Jun 1986

Prev SN

Serial Number
86-01664

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196708	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196709	45	45	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196710	0	45	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196711	18	63	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	41	104	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	26	130	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	32	162	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	20	182	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	182	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	1	183	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	11	194	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	55	249	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	53	302	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	51	353	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	99	452	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	18	470	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	49	519	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	19	538	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	15	553	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	92	645	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	63	708	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	42	750	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	39	789	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	8	797	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	48	845	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	17	862	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	36	898	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	59	957	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	64	1021	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197001	101	1122	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	34	1156	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197003	0	1156	WC5DAA	605 TRANS CO DS	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B392

66-19134

CH-47B

Delivery Date
27 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
11 May 1987

Prev SN

Serial Number
87-00091

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196708	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	5	8	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	2	10	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	2	12	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	12	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	12	24	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	24	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	1	25	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	8	33	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	29	62	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	84	146	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	17	163	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	50	213	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	76	289	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	22	311	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	47	358	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	28	386	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	58	444	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	68	512	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	61	573	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	41	614	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	76	690	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	76	766	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	46	812	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	10	822	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	49	871	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	41	912	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197001	8	920	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	81	1001	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197003	35	1036	WD8LAA	271 HCPTR CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B393

66-19135

CH-47B

Delivery Date
28 Jul 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 May 1987

Prev SN

Serial Number
87-00093

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1968-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196707	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196708	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	46	48	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196710	47	95	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196711	29	124	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196712	22	146	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196801	0	146	WC5FAA	271 AVN	10AVGRP	3RD ARMY FORT BENNING	3RD ARMY
196802	1	147	WD8LAA	271 HCPT	CO VIETNAM		RVN
196803	64	211	WD8LAA	271 HCPT	CO VIETNAM		RVN
196804	69	280	3278	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	73	353	WD8LAA	271 HCPT	CO VIETNAM		RVN
196806	0	353	WCLUAA	611 TRANS	CO DS VIETNAM		RVN
196807	0	353	WCLUAA	611 TRANS	CO DS VIETNAM		RVN
196808	0	353	WCLUAA	611 TRANS	CO DS VIETNAM		RVN
196809	0	353	WCLUAA	611 TRANS	CO DS VIETNAM		RVN
196810	0	353	WCLUAA	611 TRANS	CO DS VIETNAM		RVN
196811	25	378	WCLUAA	611 TRANS	CO DS VIETNAM		RVN
196812	15	393	WCLBAA	330 TRANS	CO VIETNAM		RVN
196901	11	404	WCLBAA	330 TRANS	CO VIETNAM		RVN
196902	6	410	WCLBAA	330 TRANS	CO VIETNAM		RVN
196903	19	429	WCLBAA	330 TRANS	CO VIETNAM		RVN
196904	66	495	WCLBAA	330 TRANS	CO VIETNAM		RVN
196905	5	500	WCLBAA	330 TRANS	CO VIETNAM		RVN
196906	0	500	WCLBAA	330 TRANS	CO VIETNAM		RVN
196907	13	513	WCLBAA	330 TRANS	CO VIETNAM		RVN
196908	42	555	WFJ5B0	B 159ASHB	101AC VIETNAM		RVN
196909	48	603	WFJ5B0	B 159ASHB	101AC VIETNAM		RVN
196910	25	628	WFJ5B0	B 159ASHB	101AC VIETNAM		RVN
196911	75	703	WFJ5B0	B 159ASHB	101AC VIETNAM		RVN
196912	65	768	WFJ5B0	B 159ASHB	101AC VIETNAM		RVN
197001	36	804	WFJ5B0	B 159ASHB	101AC VIETNAM		RVN
197002	70	874	WD8LAA	271 HCPT	CO VIETNAM		RVN
197003	101	975	WD8LAA	271 HCPT	CO VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B394

66-19136

CH-47B

Delivery Date
07 Aug 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Nov 1987

Prev SN

Serial Number
88-00062



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Oct 1969-Nov 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196708	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	42	43	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196710	0	43	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196711	27	70	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	27	97	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	25	122	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	24	146	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	16	162	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	162	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	2	164	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	20	184	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	44	228	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	53	281	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	52	333	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	63	396	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	46	442	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	18	460	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	52	512	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	18	530	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	70	600	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	72	672	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	59	731	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	99	830	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	14	844	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	87	931	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	75	1006	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	25	1031	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	90	1121	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	6	1127	W2VYAA	AMMC	VIETNAM		RVN
197001	0	1127	W2VYAA	AMMC	VIETNAM		RVN
197002	0	1127	W2VYAA	AMMC	VIETNAM		RVN
197003	129	1256	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197004	125	1291	WΔΔWC0	C 228 RN 1 ΔCD	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B395

66-19137

CH-47B

Delivery Date
11 Aug 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Jan 1983

Prev SN

Serial Number
83-24102

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1968-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196708	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	11	12	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196710	59	71	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196711	29	100	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196712	57	157	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196801	35	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	0	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	5	197	WC03AA	132 AVN CO	VIETNAM		RVN
196806	67	264	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	62	326	WC03AA	132 AVN CO	VIETNAM		RVN
196808	69	395	WC03AA	132 AVN CO	VIETNAM		RVN
196809	84	479	WC03AA	132 AVN CO	VIETNAM		RVN
196810	82	561	WC03AA	132 AVN CO	VIETNAM		RVN
196811	25	586	WC03AA	132 AVN CO	VIETNAM		RVN
196812	103	689	WC03AA	132 AVN CO	VIETNAM		RVN
196901	69	758	WC03AA	132 AVN CO	VIETNAM		RVN
196902	54	812	WC03AA	132 AVN CO	VIETNAM		RVN
196903	72	884	WC03AA	132 AVN CO	VIETNAM		RVN
196904	58	942	WC03AA	132 AVN CO	VIETNAM		RVN
196905	40	982	WC03AA	132 AVN CO	VIETNAM		RVN
196906	73	1055	WC03AA	132 AVN CO	VIETNAM		RVN
196907	0	1055	WC03AA	132 AVN CO	VIETNAM		RVN
196908	108	1163	WC03AA	132 AVN CO	VIETNAM		RVN
196909	78	1241	WC03AA	132 AVN CO	VIETNAM		RVN
196910	63	1304	WC03AA	132 AVN CO	VIETNAM		RVN
196911	67	1371	WC03AA	132 AVN CO	VIETNAM		RVN
196912	20	1391	WC03AA	132 AVN CO	VIETNAM		RVN
197001	55	1446	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	24	1470	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	0	1470	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	100	1570	WC03AA	132 AHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B396

66-19138

CH-47B

Delivery Date
11 Aug 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
14 Nov 1989

Prev SN

Serial Number
89-00176



Status

Loss Date

Transfer Date

Converted to D Model

66-19138, Boeing Build number B-396, was a CH-47B helicopter. The U.S. Army acceptance date was 11 August 1967. 68-15825 accumulated 1,596.0 aircraft hours. At some point, through an unknown end date, 66-19138 was involved in the TAGS Program at the Ames Research Center for the National Aeronautics and Space Administration (NASA), located at Moffett Field, California, and known as NASA 737. 66-19138 was part of NASA's Variable-Stability Research Rotor Craft project. The NASA CH-47 was equipped with a fly by wire control system and three different flight computers. On 9 October 1990, 66-19138 was inducted and converted to D model 89-00176.

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196708	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196709	11	12	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196710	59	71	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196711	29	100	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196712	57	157	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196801	35	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196802	0	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	0	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	0	192	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	5	197	WC03AA	132 AVN CO	VIETNAM		RVN	
196806	67	264	WG30AA	307 COMB AVN BN	VIETNAM		RVN	
196807	62	326	WC03AA	132 AVN CO	VIETNAM		RVN	
196808	69	395	WC03AA	132 AVN CO	VIETNAM		RVN	
196809	84	479	WC03AA	132 AVN CO	VIETNAM		RVN	
196810	82	561	WC03AA	132 AVN CO	VIETNAM		RVN	
196811	25	586	WC03AA	132 AVN CO	VIETNAM		RVN	
196812	103	689	WC03AA	132 AVN CO	VIETNAM		RVN	
196901	69	758	WC03AA	132 AVN CO	VIETNAM		RVN	
196902	54	812	WC03AA	132 AVN CO	VIETNAM		RVN	
196903	72	884	WC03AA	132 AVN CO	VIETNAM		RVN	
196904	58	942	WC03AA	132 AVN CO	VIETNAM		RVN	
196905	40	982	WC03AA	132 AVN CO	VIETNAM		RVN	
196906	73	1055	WC03AA	132 AVN CO	VIETNAM		RVN	
196907	0	1055	WC03AA	132 AVN CO	VIETNAM		RVN	
196908	108	1163	WC03AA	132 AVN CO	VIETNAM		RVN	
196909	78	1241	WC03AA	132 AVN CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B397

66-19139

CH-47B

Delivery Date
10 Aug 1967

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

5 Jul 1968

at Ft Rucker

No record of RVN service

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B398

66-19140

CH-47B

Delivery Date
16 Aug 1967

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
29 May 1986

Serial Number
86-01661



Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B399

66-19141

CH-47B

Delivery Date
17 Aug 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
7 Dec 1987

Prev SN

Serial Number
88-00063



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Feb 1970-Mar 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196708	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	2	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	3	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	45	48	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	25	73	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	46	119	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	28	147	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	147	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	1	148	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	64	212	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	43	255	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	70	325	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	66	391	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	37	428	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	55	483	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	50	533	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	29	562	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	22	584	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	52	636	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	76	712	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	78	790	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	19	809	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	99	908	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	83	991	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	40	1031	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	72	1103	W2VYAA	AMMC	VIETNAM		RVN
196911	0	1103	W2VYAA	AMMC	VIETNAM		RVN
196912	0	1103	W2VYAA	AMMC	VIETNAM		RVN
197001	26	1129	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	94	1223	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197003	81	1304	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197004	98	1407	WD8LAA	271 HCPTR CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B400

66-19142

CH-47B

Delivery Date
18 Aug 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [RVN]

Loss Date

9 Jun 1970

Transfer Date

RVN Incident reports April 1970-Jun 1970

A/C sustained twelve hits from small caliber weapon killing the CE and damaging hydraulic and fuel systems (April 1970)

Lost to accident 9 Jun 1970 - no details available

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196708	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196709	5	6	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196710	0	6	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196711	16	22	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	17	39	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	0	39	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196802	16	55	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	32	87	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	0	87	2019	BELL HCPTN	BAILMENT	FT WORTH	AVCOM	
196805	1	88	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN	
196806	0	88	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN	
196807	66	154	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	51	205	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196809	20	225	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196810	34	259	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196811	72	331	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196812	60	391	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196901	15	406	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196902	1	407	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196903	25	432	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196904	100	532	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196905	50	582	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196906	85	667	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196907	62	729	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196908	51	780	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196909	53	833	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196910	35	868	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196911	43	911	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196912	25	946	WFJ5B0	R 159ASHB 101AC	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B401

66-19143

CH-47B

Delivery Date
24 Aug 1967

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Accident/Destroyed [RVN]

Loss Date

26 Oct 1971

Transfer Date

SYNOPSIS: Before dawn on the morning of October 26, 1971, Mickey Eveland was awakened by his assistant platoon leader, G.J. Curry and told that he was needed as crew chief for a resupply flight from Camp Holloway at Pleiku to Cha Rang Valley and An Son. SP4 Walia, the crew's usual crew chief had to be present at a promotion board that day, so Mickey Eveland was selected to fill in for him. Pvt. Green, gunner; WO Albert Trudeau, pilot; CWO Leonard Maquiling, aircraft commander; SP5 Michael Lautzenheiser, the flight engineer; were also awakened. The crew flew from the 52nd Aviation Battalion, "Flying Dragons". Mickey had a hard time waking up, and Curry had to return to reawaken him. Maquiling, the oldest of the crew, had just turned 23; Trudeau had just turned 22. Eveland and Green were barely 19. Mike was 20. The CH47B, serial #66-19143, call sign Warrior 143, departed Camp Holloway at 0750 that morning and arrived at An Son at 0900 hours after a stop at Cha Rang Valley. While at An Son, the aircraft received further orders to fly to Cam Ranh Bay with a stop at Tuy Hoa. The helicopter arrived at Tuy Hoa at 1115 hours and departed there at 1350 hours. Shortly after departure from Tuy Hoa, Trudeau radioed that he had 10 people aboard and expected to arrive at Cam Ranh Bay at 1420 hours. He had taken on 6 passengers for the flight, Finger, Nickol, and three others. The weather was expected to worsen south of Tuy Hoa, and the pilot was cautioned to contact Coastal Center for weather conditions. The last time anyone saw Warrior 143, it was near Nha Trang, headed south into bad weather. Search and Rescue was initiated at 1555 hours. Between October 27 and November 1, debris identified as being from 143 was found washed ashore on Hon Tre island, just offshore from Nha Trang. The condition of the debris recovered indicated that the aircraft had struck the water at high speed. In all, four crew members' remains were found during the search period. However, there was no sign of Eveland, Trudeau, Nickol, Green, Finger or Lautzenheiser. An extensive search continued through November 9, without success. In 1972, the missing crew members were declared Killed in Action, Body Not Recovered. An additional recovery attempt was made based on the possible sighting of the wreckage of the aircraft on October 9, 1974. Two South Vietnamese scuba divers spent 1 hour and 30 minutes each in an underwater search, but did not locate the wreckage.

THE FLIGHT MISSION FOR ^WARRIOR 66-19143^, A CH-47B, REQUIRED A FLIGHT FROM CAMP HOLLOWAY TO CHA RANG VALLEY AND AN SON. THE CREWMEMBERS WERE: ^LEONARD G. MAGUILING, CW2, 576-52-3916^, AIRCRAFT COMMANDER; ^ALBERT R. TRADEAU, WO1, 006-50-2412^, PILOT; ^MICHAEL I. LAUTZENHEISER, SP5, 311-50-5609,^ FLIGHT ENGINEER; ^MICKEY E. EVELAND, SP4 547-90-5665^, CREW CHIEF; AND ^THOMAS F. GREEN, FPC,^ ^572-86-9897^, GUNNER. AT 0750 HOURS ^WARRIOR 143^ DEPARTED CAMP HOLLOWAY WITH CARGO AND TWO PASSENGERS. THE AIRCRAFT DROPPED OFF ITS CARGO AND TWO PASSENGERS AT CHA RANG VALLEY AND WENT ON TO AN SON ARRIVING THERE AT 0900 HOURS. AT AN SON ^WARRIOR 143^ RECEIVED A MISSION TO PROCEED TO CAM RANH BAY WITH A STOP AT TUY HOA. ^WARRIOR 143^ LEFT AN SON WITH CARGO AND EIGHT PASSENGERS ARRIVING IN TUY HOA 1115 HOURS. THE AIRCRAFT WAS REFUELED AND SHUTDOWN. THE CARGO AND FOUR PASSENGERS GOT OFF, AND THE CREW HAD LUNCH. AT APPROXIMATELY 1340 ^WARRIOR 143^ PICKED UP ONE MORE PASSENGER. AT 1350, ^WARRIOR 143^ TOOK OFF CALLING TUY HOA RADIO AND STATING HIS ETA TO CAM RANH BAY WAS 1420 WITH TEN PERSONS ON BOARD. THE CALL TO TUY HOA RADIO BY ^WARRIOR 143^ WAS MONITORED BY BIG WINDY 519, A CH-47C, WHO WAS FLYING TO SAIGON FOR MAINTENANCE. HE HAD CALLED OFF TUY HOA A FEW MINUTES BEFORE OF ^WARRIOR 143^ BIG WINDY 519 WENT AS FAR SOUTH ALONG THE COAST AS THE

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Build
B402

67-18432

CH-47B

Delivery Date
23 Aug 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Sep 1987

Prev SN

Serial Number
87-00107

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident RReports May 1970-June 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196708	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196709	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	4	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	17	22	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	71	93	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	0	0	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	20	113	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	0	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	36	149	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196803	35	184	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196804	0	184	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	4	188	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196805	8	8	3264	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	27	35	3264	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	19	207	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	34	241	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196807	49	84	3264	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	67	308	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196808	31	115	3264	HHD 44 ENG GP	THAILAND		PACIFIC
196809	34	342	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	0	115	3264	HHD 44 ENG GP	THAILAND		PACIFIC
196810	75	417	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	57	172	3264	HHD 44 ENG GP	THAILAND		PACIFIC
196811	44	461	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	0	172	WG0YAA	355 AVN CO	VIETNAM		RVN
196812	52	513	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196812	52	224	WG0YAA	355 AVN CO	VIETNAM		RVN
196901	78	591	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196901	42	266	WG0YAA	355 AVN CO	VIETNAM		RVN
196902	0	591	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196902	0	266	WG0YAA	355 AVN CO	THAILAND		PACIFIC

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Build
B403

67-18433

CH-47B

Delivery Date
25 Aug 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

21 Dec 1970

67-18433 accumulated at least 1,761.0 aircraft hours. At some point, 67-18433 was assigned to C Company - "Crimson Tide", 228th Assault Support Helicopter Battalion, 1st Calvary Division, located at Camp Gorvad, Phouc Vinh, in the Republic of Vietnam (RVN), where it remained until it was lost due to an accident on 21 December 1970. The Army contracted Lear Siegler (LSI) and Dynalectron (later became DynCorp) to perform maintenance on aircraft in theater. The Progressive Maintenance Program (PMP) inspection 18 had just been completed and the assigned aircrew proceeded to test fly the aircraft. The maintenance test flight took place in the early morning darkness. After completing some hover checks, 67-18433 was flown over to the refueling pad. During the hover for take-off, one of the bolts attaching a pitch change link (specific link unknown) to a swashplate became dislodged. The retaining nut had not been installed. The resultant flight control failure caused the aircraft to instantly pitch over on its back and slam into the ground. The Aircraft Commander was CW2 Fred Wilken. His foot and collar bone were broken. The First Officer was CW2 Art Cordry. His foot and arm were injured. CW2 Wilken and CW2 Cordry managed to drag one of the maintenance personnel (believed to be the Lear Siegler employee), who was seriously hurt, out of the burning wreckage to safety. The aircraft was consumed in the post-crash fire.

AIRCRAFT 67-18433 WAS SCHEDULED FOR A MAINTENANCE TEST FLIGHT TO COMPLETE 18TH PMP PERFORMED BY 34TH GP TEAM LSI. AT APPROXIMATELY 0530 HOURS 21 DEC 70, THE AIRCRAFT WAS RUN UP AND HOVER CHECKED FOR APPROXIMATELY 20-30 MINUTES TO COMPLETE THE MOC PRIOR TO TEST FLIGHT #3. UPON COMPLETION OF THIS THE PILOTS NOTICED THAT THE FUEL LEVEL WAS DOWN TO ABOUT 1800 POUNDS. . THEY HOVERED TO POL AND THE AIRCRAFT CONTROLS WERE SMOOTH FUNCTIONING WITH NO PROBLEMS ENCOUNTERED. ARRIVING AT POL, IT WAS FOUND THAT POL WAS SHUT OFF. THE TOWER WAS CALLED AND THE CREWMEMBERS WENT UP TO POL AND TURNED ON THE MAIN FUEL VALVE. AFTER BEING IN POL FOR APPROXIMATELY 15 MINUTES, MR CORDRY CALLED THE TOWER FOR A 27 DEPARTURE. CLEARED, MR WILKIN PICKED THE NOSE OFF THE GROUND, THE AIRCRAFT STILL HANDLING NORMALLY. WHEN THE AFT GEAR LEFT THE GROUND, WITH AIRCRAFT WTILL AT A LOW HOVER, THE AIRCRAFT DIPPED NOSE LOW AND STARTED TO GO FORWARD TOWARDS THE HIGH BANK APPROXIMATELY 25 FEET IN FRONT OF POL. MR WILKIN ADDED AFT CYCLIC TO COMPENSATE FOR THE NOSE LOW ATTITUDE. AT THIS TIME MR CORDRY NOTICED THAT IT SOUNDED LIKE THERE WAS A SUDDEN LOAD ON THE ENGINES AND ROTORS. WHEN MR WILKIN SAW THAT THEY WERE GOING TO HIT THE BANK, HE PULLED IN THRUST IN ORDER TO CLEAR THE CREST OF THE BANK. THE CONTROLS FELT ROUGH AND BEFORE THE SHIP HIT THE BANK, MR CORDRY TURNED THE SAS OFF. THEN THE AIRCRAFT HAD A FORWARD BLADE STRIKE ON THE BANK. VIBRATIONS IN THE AIRCRAFT INCREASED TREMEMDOUSLY. MR CORDEY REACHED FOR THE ENGINE CONDITION LEVERS AND TRIED TO PULL THEM TO STOP. HE SUCCEEDED IN GETTING #1 ENGINE TO STOP AND #2 ENGINE TO GROUND. AT THIS TIME THE AIRCRAFT PITCHED BACKWARD AND MR WILKIN LOWERED THE THRUST IN ORDER TO COMPENSATE FOR THIS. AS A RESULT OF THE BLADE STRIKE, DUST WAS STIRRED UP AND IT WAS NOT POSSIBLE TO SEE OUTSIDE THE AIRCRAFT VERY WELL. AS THE AIRCRAFT WAS PITCHING BACKWARD AND OVER THERE WAS A GLOW IN THE WINDSHIELD AS IT REFLECTED THE FIRE IN THE AFT SECTION OF THE AIRCRAFT. THE UNCONTROLLABLE AIRCRAFT THEN CONTINUED BACKWARD AND OVER AND IMPACTED UPON ITS BACK APPROXIMATELY 12 FEET TO THE WEST OF THE POL POINT. THE CREW THEN DEPARTED THE AIRCRAFT TO ESCAPE THE FIRE. MR RODNEY WAS STUNNED BUT ABLE TO GET OUT OF THE AIRCRAFT. THE PILOTS THEN PULLED MR HOCAMP FORM THE AIRCRAFT. THE FIRE THEN CONSUMED THE AIRCRAFT WITH THE EXCEPTION OF THE PILOT'S CABIN SECTION

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Build
B404

67-18434

CH-47B

Delivery Date
08 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Induction Date
9 Jun 1987

Serial Number
87-00095

Prev Model

Prev SN

Status

Converted to D Model

Loss Date

Transfer Date

D model used for Chinese demo - returned to Army 21 Jan 1989. Converted to MH-47G

12 RVN Incident Reports Jun 1968-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196709	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	50	51	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	27	78	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	18	96	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	5	101	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	34	135	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	135	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	4	139	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	24	163	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	47	210	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	54	264	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	30	294	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	67	361	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	18	379	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	63	442	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	50	492	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	69	561	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	56	617	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	110	727	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	78	805	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	6	811	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	53	864	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	84	948	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	36	984	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	60	1044	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	75	1119	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	80	1199	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197001	42	1241	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197002	28	1269	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197003	171	1290	WD8LAA	271 HCPTR CO	VIETNAM		RVN

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Build
B405

67-18435

CH-47B

Delivery Date
06 Sep 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

5 May 1970

Transfer Date

Hit by 37 mm anti aircraft round while flying with sling load. Caught fire and crashed nose down. Five crew members were fatalities.

A/C was shot down at approx 11:00 hours on May 5th, vicinity of FSB O'Riely. At 11:30 G-2 reported that the nearest unit to the downed a/c was A/3/187th, call sign "Coaster 34". At 11:15 (late entry) A2/17 ARP was launched to vicinity 400295 (Varsity A/C). The a/c was reported as burning. ARP on the ground at 12:05, green LZ. Neg survivors found at a/c. At 15:15 A2/17 ARP extracted 5 bodies from CH-47, ARP extracted at 15:45. From: Randall White

RVN Incident Reports Jul 1968-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196709	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196710	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196711	27	28	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196712	3	31	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	39	70	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196802	23	93	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	32	125	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196804	0	125	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM	
196805	1	126	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN	
196806	54	180	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196807	61	241	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC	
196808	49	290	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196809	33	323	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196810	67	390	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196811	39	429	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196812	54	483	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196901	5	488	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196902	0	488	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196903	49	537	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196904	50	587	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196905	15	602	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196906	86	688	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196907	93	781	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196908	36	817	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
196909	26	862	WFJ5B0	R 159ASHB 101AC	VIETNAM		RVN	

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Build
B406

67-18436

CH-47B

Delivery Date
06 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Feb 1987

Prev SN

Serial Number
87-00078

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports July 1969-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196709	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	29	30	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	71	101	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	23	124	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	18	142	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	14	156	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	156	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	1	157	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	14	171	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	28	199	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	40	239	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	51	290	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	40	330	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	53	383	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	9	392	WCK7AA	539 TRANS CO	VIETNAM		RVN
196901	27	419	WCK7AA	539 TRANS CO	VIETNAM		RVN
196902	26	445	WCK7AA	539 TRANS CO	VIETNAM		RVN
196903	0	445	WCK7AA	539 TRANS CO	VIETNAM		RVN
196904	7	452	WCK7AA	539 TRANS CO	VIETNAM		RVN
196905	1	453	WCK7AA	539 TRANS CO	VIETNAM		RVN
196906	7	460	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196907	90	550	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196908	45	595	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196909	77	672	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196910	84	756	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196911	48	804	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196912	43	847	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197001	0	847	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197002	76	923	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197003	93	1016	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197004	31	1047	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197005	77	1119	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN

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Build
B407

67-18437

CH-47B

Delivery Date
15 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Jun 1987

Prev SN

Serial Number
87-00097

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Jun 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196709	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	53	54	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	28	82	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	20	102	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	102	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	14	116	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	116	2019	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	1	117	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	22	139	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	44	183	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	72	255	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	40	295	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	57	352	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	48	400	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	36	436	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	57	493	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	64	557	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	26	583	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	16	599	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	77	676	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	54	730	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	80	810	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	75	885	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	26	911	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	49	960	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	28	988	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	96	1084	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197001	94	1178	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	0	1178	WCLSAA	388 TRANS CO	VIETNAM		RVN
197003	0	1178	WCLSAA	388 TRANS CO	VIETNAM		RVN
197004	31	1209	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197005	219	1428	WΔΔWCO	C 228 RN 1 ΔCD	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B408

67-18438

CH-47B

Delivery Date
14 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Dec 1985

Prev SN

Serial Number
86-01637

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jun 1968-Feb 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196709	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	3	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	31	35	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196712	46	81	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196801	9	90	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	30	120	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	120	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	120	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	8	128	WC03AA	132 AVN CO	VIETNAM		RVN
196806	55	183	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	82	265	WC03AA	132 AVN CO	VIETNAM		RVN
196808	84	349	WC03AA	132 AVN CO	VIETNAM		RVN
196809	41	390	WC03AA	132 AVN CO	VIETNAM		RVN
196810	64	454	WC03AA	132 AVN CO	VIETNAM		RVN
196811	34	488	WC03AA	132 AVN CO	VIETNAM		RVN
196812	65	553	WC03AA	132 AVN CO	VIETNAM		RVN
196901	98	651	WC03AA	132 AVN CO	VIETNAM		RVN
196902	79	730	WC03AA	132 AVN CO	VIETNAM		RVN
196903	61	791	WC03AA	132 AVN CO	VIETNAM		RVN
196904	84	875	WC03AA	132 AVN CO	VIETNAM		RVN
196905	75	950	WC03AA	132 AVN CO	VIETNAM		RVN
196906	50	1000	WC03AA	132 AVN CO	VIETNAM		RVN
196907	60	1060	WC03AA	132 AVN CO	VIETNAM		RVN
196908	94	1154	WC03AA	132 AVN CO	VIETNAM		RVN
196909	0	1154	WC03AA	132 AVN CO	VIETNAM		RVN
196910	25	1179	WC03AA	132 AVN CO	VIETNAM		RVN
196911	66	1245	WC03AA	132 AVN CO	VIETNAM		RVN
196912	80	1325	WC03AA	132 AVN CO	VIETNAM		RVN
197001	28	1353	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	85	1438	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	6	1444	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	34	1478	WC03AA	132 AHC	AMDV VIETNAM		RVN
197005	67	1540	WC03AA	132 AHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B409

67-18439

CH-47B

Delivery Date
11 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
15 Jan 1986

Prev SN

Serial Number
86-01640

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1969-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196709	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196710	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196711	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196712	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196801	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	1	WOMHAA	DIR SUP / TRAN	IN MAINT	SHARPE AD	AVCOM
196804	0	1	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	0	1	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	26	27	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	57	84	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	53	137	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196809	30	167	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196810	40	207	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196811	96	303	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196812	95	398	WAAWB0	COA 228ABAH1CAV	VIETNAM		RVN
196901	67	465	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	78	543	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	103	646	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	67	713	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	77	790	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	59	849	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	49	898	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196908	120	1018	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196909	43	1061	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196910	50	1111	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196911	64	1175	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196912	80	1255	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197001	105	1360	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	91	1451	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197003	98	1549	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197004	32	1581	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197005	0	1581	WC5FΔΔ	608 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B410

67-18440

CH-47B

Delivery Date
15 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Apr 1988

Prev SN

Serial Number
88-00079



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Aug 1968-Sep 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196709	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	15	18	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196712	60	78	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196801	11	89	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	25	114	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	114	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	114	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	0	114	WC03AA	132 AVN CO	VIETNAM		RVN
196806	52	166	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	60	226	WC03AA	132 AVN CO	VIETNAM		RVN
196808	33	259	WC03AA	132 AVN CO	VIETNAM		RVN
196809	84	343	WC03AA	132 AVN CO	VIETNAM		RVN
196810	68	411	WC03AA	132 AVN CO	VIETNAM		RVN
196811	73	484	WC03AA	132 AVN CO	VIETNAM		RVN
196812	0	484	WC03AA	132 AVN CO	VIETNAM		RVN
196901	31	515	WC03AA	132 AVN CO	VIETNAM		RVN
196902	73	588	WC03AA	132 AVN CO	VIETNAM		RVN
196903	78	666	WC03AA	132 AVN CO	VIETNAM		RVN
196904	94	760	WC03AA	132 AVN CO	VIETNAM		RVN
196905	55	815	WC03AA	132 AVN CO	VIETNAM		RVN
196906	68	883	WC03AA	132 AVN CO	VIETNAM		RVN
196907	52	935	WC03AA	132 AVN CO	VIETNAM		RVN
196908	50	985	WC03AA	132 AVN CO	VIETNAM		RVN
196909	81	1066	WC03AA	132 AVN CO	VIETNAM		RVN
196910	20	1086	WC03AA	132 AVN CO	VIETNAM		RVN
196911	36	1122	WC03AA	132 AVN CO	VIETNAM		RVN
196912	33	1155	WC03AA	132 AVN CO	VIETNAM		RVN
197001	28	1183	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	2	1185	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	101	1286	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	89	1375	WC03AA	132 AHC	AMDV VIETNAM		RVN
197005	76	1451	WC03AA	132 AHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B411

67-18441

CH-47B

Delivery Date
21 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Feb 1988

Prev SN

Serial Number
88-00071

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Feb 1969-Mar 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196709	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	21	22	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196712	56	78	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196801	17	95	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	18	113	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	113	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	113	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	0	113	WC03AA	132 AVN CO	VIETNAM		RVN
196806	27	140	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	72	212	WC03AA	132 AVN CO	VIETNAM		RVN
196808	62	274	WC03AA	132 AVN CO	VIETNAM		RVN
196809	49	323	WC03AA	132 AVN CO	VIETNAM		RVN
196810	76	399	WC03AA	132 AVN CO	VIETNAM		RVN
196811	73	472	WC03AA	132 AVN CO	VIETNAM		RVN
196812	32	504	WC03AA	132 AVN CO	VIETNAM		RVN
196901	7	511	WC03AA	132 AVN CO	VIETNAM		RVN
196902	75	586	WC03AA	132 AVN CO	VIETNAM		RVN
196903	53	639	WC03AA	132 AVN CO	VIETNAM		RVN
196904	62	701	WC03AA	132 AVN CO	VIETNAM		RVN
196905	63	764	WC03AA	132 AVN CO	VIETNAM		RVN
196906	23	787	WC03AA	132 AVN CO	VIETNAM		RVN
196907	53	840	WC03AA	132 AVN CO	VIETNAM		RVN
196908	84	924	WC03AA	132 AVN CO	VIETNAM		RVN
196909	100	1024	WC03AA	132 AVN CO	VIETNAM		RVN
196910	17	1041	WC03AA	132 AVN CO	VIETNAM		RVN
196911	73	1114	WC03AA	132 AVN CO	VIETNAM		RVN
196912	1	1115	WC03AA	132 AVN CO	VIETNAM		RVN
197001	99	1214	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	49	1263	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	52	1315	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	55	1370	WC03AA	132 AHC	AMDV VIETNAM		RVN
197005	44	1414	WC03AA	132 AHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B412

67-18442

CH-47B

Delivery Date
21 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

17 Mar 1970

A/C was performing resupply missions and was enroute to Tra Bong and Ha Thanh. At approx 1205 hours the A/C was seen disintegrating in an area about 2.5 km NW of FSB Stinson (BS 538824).

Accident Summary:

THE CH47B AIRCRAFT PILOTED BY WO1 WHIKEHART AND CW2 NORRIS DEPARTED CHU LAI EAST AIRFIELD AT 0700 HOURS ON 17 MARCH 1970 ENROUTE TO LZ BAYONET. FROM 0730 TO 0900 THE AIRCRAFT FLEW RESUPPLY MISSIONS BETWEEN LZ BAYONET AND FSB STINSON. AT APPROXIMATELY 0900 THE AIRCRAFT DEPARTED FOR LZ BRONCO AND WORKED RESUPPLY MISSIONS BETWEEN LZ BRONCO AND FSB SAN JUAN HILL UNTIL 1115 HOURS. THE AIRCRAFT REFUELED AT QUANG NGAI AIRFIELD AND DEPARTED APPROXIMATELY 1150 HOURS 132ND FLIGHT OPERATIONS RECEIVED A CALL FROM WO1 WHIKEHART, HE STATED THAT HE WAS OFF QUANG NGAI ENROUTE TO TRE BONG. AT 1200 HOURS 1LT LASSER, WHO WAS FLYING IN THE GENERAL AREA, WAS TALKING TO WO1 WHIKEHART OVER THE RADIO. AT THAT TIME WO1 WHIKEHART SAID THAT HE WAS ENROUTE TO TRA BONG AND THEN HA THANH. THAT WAS THE LAST TRANSMISSION THAT WAS RECEIVED FROM WO1 WHIKEHART. AT APPROXIMATELY 1205 HOURS THE AIRCRAFT WAS SEEN DISINTEGRATING IN AN AREA ABOUT 2.5 KM NORTHWEST OF FSB STINSON, AT COORDINATES BS 538824. UP UNTIL THIS TIME THE AIRCRAFT AND CREW APPEARED TO BE OPERATING UNDER NORMAL CONDITIONS.

RVN Incident Reports Aug 1969-Mar 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196709	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196710	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196711	1	2	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196712	19	21	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196801	0	21	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196802	0	21	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	0	21	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	0	21	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	4	25	WC03AA	132 AVN CO		VIETNAM		RVN
196806	41	66	WG30AA	307 COMB AVN BN		VIETNAM		RVN
196807	86	152	WC03AA	132 AVN CO		VIETNAM		RVN
196808	71	223	WC03AA	132 AVN CO		VIETNAM		RVN
196809	49	272	WC03AA	132 AVN CO		VIETNAM		RVN
196810	34	306	WC03AA	132 AVN CO		VIETNAM		RVN
196811	83	389	WC03AA	132 AVN CO		VIETNAM		RVN
196812	20	229	WC03AA	132 AVN CO		VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B413

67-18443

CH-47B

Delivery Date
26 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
29 Oct 1987

Prev SN

Serial Number
87-00113

Status

Loss Date

Transfer Date

Converted to D Model

RVN incident reports Jul 1968-Nov 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196709	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196710	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	35	35	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196712	34	69	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196801	24	93	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	31	124	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	30	154	2019	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	154	2019	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	1	155	WC7ZAA	155 ASLT HEL CO	VIETNAM		RVN
196806	64	219	3380	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	31	250	3241	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	76	326	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196809	44	370	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196810	67	437	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196811	36	473	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196812	60	533	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	61	594	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	47	641	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	59	700	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	70	770	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	72	842	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	53	895	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	48	943	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	64	1007	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	37	1044	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	61	1105	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	28	1133	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	50	1183	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197001	48	1231	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197002	59	1290	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197003	45	1335	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197004	100	1435	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197005	100	1535	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B414

67-18444

CH-47B

Delivery Date
27 Sep 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Jul 1986

Prev SN

Serial Number
86-01669



Status

Converted to D Model

Loss Date

Transfer Date

RVN incident reports Jul 1968-Dec 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196710	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	29	29	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196712	59	88	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196801	39	127	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	25	152	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	152	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	152	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	0	152	WC03AA	132 AVN CO	VIETNAM		RVN
196806	26	178	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	89	267	WC03AA	132 AVN CO	VIETNAM		RVN
196808	74	341	WC03AA	132 AVN CO	VIETNAM		RVN
196809	90	431	WC03AA	132 AVN CO	VIETNAM		RVN
196810	79	510	WC03AA	132 AVN CO	VIETNAM		RVN
196811	56	566	WC03AA	132 AVN CO	VIETNAM		RVN
196812	100	666	WC03AA	132 AVN CO	VIETNAM		RVN
196901	101	767	WC03AA	132 AVN CO	VIETNAM		RVN
196902	61	828	WC03AA	132 AVN CO	VIETNAM		RVN
196903	0	828	WC03AA	132 AVN CO	VIETNAM		RVN
196904	47	875	WC03AA	132 AVN CO	VIETNAM		RVN
196905	68	943	WC03AA	132 AVN CO	VIETNAM		RVN
196906	60	1003	WC03AA	132 AVN CO	VIETNAM		RVN
196907	63	1066	WC03AA	132 AVN CO	VIETNAM		RVN
196908	36	1102	WC03AA	132 AVN CO	VIETNAM		RVN
196909	0	1102	WC03AA	132 AVN CO	VIETNAM		RVN
196910	33	1135	WC03AA	132 AVN CO	VIETNAM		RVN
196911	31	1166	WC03AA	132 AVN CO	VIETNAM		RVN
196912	72	1238	WC03AA	132 AVN CO	VIETNAM		RVN
197001	60	1298	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197002	59	1357	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197003	11	1368	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197004	80	1448	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197005	64	1512	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197006	70	1582	WC03AA	132 AHC	AMDV	VIETNAM	RVN

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Build
B415

67-18445

CH-47B

Delivery Date
05 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Destroyed by Enemy Action [RVN]

Loss Date

26 Aug 1970

Transfer Date

Note: Accounts of this Combat incident vary significantly. Sources indicate 29 killed, 2 inj/31 killed, 8 injuries [including one soldier on the ground. One aircrew member did survive.

VFW Magazine January 2009 "Helicopter Loss Possibly Vietnam's Deadliest Hostile Crash" [see 66-19029 for deadliest "non-hostile" crash when 39 were killed]

For Eric "Ric" Reid, Aug. 26, 1970, began like most days in Vietnam... at "0"dark-thirty." Serving with the 178th Assault Support Helicopter Company (ASHC), Reid was the co-pilot of a CH-47 Chinook (tail number 67-184450. Dan York was the aircraft commander, and Jole Jork, George Tiff and Hima McDougall filled out the crew. As part of Operation Elk Canyon I-II, they were extracting elements of the 196th Light Infantry Brigade (LIB) from Kham Duc and transporting them 19 miles to Landing Zone (LZ) Judy. On its last flight out of Kham Duc, the Chinook had a full load of troops and ammo cans and 105mm artillery rounds in cartons. With 25 grunts and two artillerymen on board, Reid remembers that final trip to LZ Judy as "routine" "As we closed on LZ Judy, we were informed by the mission commander we were number seven for landing." he said. "It was like a major US airport. We were actually in a holding pattern." After watching the other six Chinooks land and discharge their troops and cargo, Reid's crew was cleared to land. "About 200 yards out with approximately 150 feet of altitude, I heard a loud bang in the back of the aircraft," Reid said. "I was astonished to see the master caution light on as well as what appeared to be the majority of the caution panel lit up like a Christmas tree." Reid said the aircraft was quickly losing altitude and started to turn to the right. He could see they were going right into the trees. "I locked my harness and watched facinated as the aircraft settled into the trees," he said. "I remember thinking how much I would miss my wife and boys. I was knocked unconscious." When Reid came to, he heard men moaning and the sound of cracking fire. York was dead and Reid tried to get into the back to start pulling people out. The entry was blocked. While trying to get out of the burning Chinook, Reid lost his footing and hit the ground rolling downhill until he was stopped by two large boulders. He freed himself and started up the slope when the aircraft exploded. "One of the front landing gears landed not 10 feet from me," he said. "I knew the aircraft was lost. More importantly, my fellow crewmen and the troops that had trusted us to get them to LZ Judy safely were lost." Reid was the sole survivor of the crash but 31 others were killed and eight wounded, including one killed (from C Company) on the ground from debris. Reid thought there was one other survivor who was later flown to a hospital in Japan, but no one has ever been able to confirm this. The men killed came from six units, but tht preponderance (18) were from D Company. Four hailed from the 178th. No one has ever been able to conclusively confirm the cause of the crash.... Vietnam Helicopters Pilots Association Database (last update 1993) and www.chinook-helicopter.com

War Stories

Hit by enemy fire on final. Pilot heard an explosion. Aircraft crashed into trees and burned. Internal load of 105 mm ammo began exploding. Of the crew of five and 20 PAX aboard, the pilot was sole survivor. My recollection may be a bit hazy after 36 years. I was filling sandbags with Hugh O'Connor. Watched the RPG actual hit the left jet pod on final approach to what we affectionately called LZ Judy. Couple of things need corrected. There was no 51 cal. machine gun fire. The bird was loaded with white phosphorous for 81 mm mortars, not 105mm. The flight was from Kham Duc. A platoon from 4/31 was pulled off the bird replaced by a platoon from Delta of the 2/1 along with the Delta 1SG. Don't remember any detonations like

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Build
B416

67-18446

CH-47B

Delivery Date
04 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
19 Dec 1986

Prev SN

Serial Number
87-00073

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports July 1968 - Mar 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196710	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	19	21	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196801	32	53	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	21	74	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	74	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	74	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	0	74	WC03AA	132 AVN CO	VIETNAM		RVN
196806	59	133	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	80	213	WC03AA	132 AVN CO	VIETNAM		RVN
196808	53	266	WC03AA	132 AVN CO	VIETNAM		RVN
196809	0	266	WC03AA	132 AVN CO	VIETNAM		RVN
196810	0	266	WC03AA	132 AVN CO	VIETNAM		RVN
196811	47	313	WC03AA	132 AVN CO	VIETNAM		RVN
196812	54	367	WC03AA	132 AVN CO	VIETNAM		RVN
196901	66	433	WC03AA	132 AVN CO	VIETNAM		RVN
196902	40	473	WC03AA	132 AVN CO	VIETNAM		RVN
196903	53	526	WC03AA	132 AVN CO	VIETNAM		RVN
196904	43	569	WC03AA	132 AVN CO	VIETNAM		RVN
196905	57	626	WC03AA	132 AVN CO	VIETNAM		RVN
196906	68	694	WC03AA	132 AVN CO	VIETNAM		RVN
196907	55	749	WC03AA	132 AVN CO	VIETNAM		RVN
196908	65	814	WC03AA	132 AVN CO	VIETNAM		RVN
196909	69	883	WC03AA	132 AVN CO	VIETNAM		RVN
196910	79	962	WC03AA	132 AVN CO	VIETNAM		RVN
196911	30	992	WC03AA	132 AVN CO	VIETNAM		RVN
196912	63	1055	WC03AA	132 AVN CO	VIETNAM		RVN
197001	46	1101	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	63	1164	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	5	1169	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	36	1205	WC03AA	132 AHC	AMDV VIETNAM		RVN
197005	79	1284	WC03AA	132 AHC	AMDV VIETNAM		RVN
197006	Δ6	1330	WC03AA	132 AHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B417

67-18447

CH-47B

Delivery Date
11 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
14 Dec 1987

Prev SN

Serial Number
88-00064

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1968 - Mar 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196710	0	0	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	3	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	37	40	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196801	57	97	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196802	21	118	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	0	118	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	0	118	WC5HAA 177AVNCO MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	15	133	WC03AA 132 AVN CO	VIETNAM		RVN
196806	73	206	WG30AA 307 COMB AVN BN	VIETNAM		RVN
196807	73	279	WC03AA 132 AVN CO	VIETNAM		RVN
196808	105	384	WC03AA 132 AVN CO	VIETNAM		RVN
196809	95	479	WC03AA 132 AVN CO	VIETNAM		RVN
196810	86	565	WC03AA 132 AVN CO	VIETNAM		RVN
196811	81	646	WC03AA 132 AVN CO	VIETNAM		RVN
196812	47	693	WC03AA 132 AVN CO	VIETNAM		RVN
196901	109	802	WC03AA 132 AVN CO	VIETNAM		RVN
196902	62	864	WC03AA 132 AVN CO	VIETNAM		RVN
196903	77	941	WC03AA 132 AVN CO	VIETNAM		RVN
196904	44	985	WC03AA 132 AVN CO	VIETNAM		RVN
196905	69	1054	WC03AA 132 AVN CO	VIETNAM		RVN
196906	47	1101	WC03AA 132 AVN CO	VIETNAM		RVN
196907	52	1153	WC03AA 132 AVN CO	VIETNAM		RVN
196908	0	1153	WC03AA 132 AVN CO	VIETNAM		RVN
196909	31	1184	WC03AA 132 AVN CO	VIETNAM		RVN
196910	77	1261	WC03AA 132 AVN CO	VIETNAM		RVN
196911	59	1320	WC03AA 132 AVN CO	VIETNAM		RVN
196912	44	1364	WC03AA 132 AVN CO	VIETNAM		RVN
197001	49	1413	WC03AA 132 AHC	AMDV VIETNAM		RVN
197002	51	1464	WC03AA 132 AHC	AMDV VIETNAM		RVN
197003	100	1564	WC03AA 132 AHC	AMDV VIETNAM		RVN
197004	0	1564	WC03AA 132 AHC	AMDV VIETNAM		RVN
197005	100	1664	WC03AA 132 AHC	AMDV VIETNAM		RVN
197006	41	1705	WC03AA 132 AHC	AMDV VIETNAM		RVN

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Build
B418

67-18448

CH-47B

Delivery Date
07 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Jul 1986

Prev SN

Serial Number
86-01672

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports July 1968-October 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196710	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196711	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196712	10	11	1623	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196801	45	56	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196802	12	68	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	0	68	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	0	68	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	4	72	WC03AA	132 AVN CO	VIETNAM		RVN	
196806	50	122	WG30AA	307 COMB AVN BN	VIETNAM		RVN	
196807	92	214	WC03AA	132 AVN CO	VIETNAM		RVN	
196808	47	261	WC03AA	132 AVN CO	VIETNAM		RVN	
196809	65	326	WC03AA	132 AVN CO	VIETNAM		RVN	
196810	72	398	WC03AA	132 AVN CO	VIETNAM		RVN	
196811	62	460	WC03AA	132 AVN CO	VIETNAM		RVN	
196812	72	532	WC03AA	132 AVN CO	VIETNAM		RVN	
196901	73	605	WC03AA	132 AVN CO	VIETNAM		RVN	
196902	55	660	WC03AA	132 AVN CO	VIETNAM		RVN	
196903	108	768	WC03AA	132 AVN CO	VIETNAM		RVN	
196904	93	861	WC03AA	132 AVN CO	VIETNAM		RVN	
196905	45	906	WC03AA	132 AVN CO	VIETNAM		RVN	
196906	52	958	WC03AA	132 AVN CO	VIETNAM		RVN	
196907	28	986	WC03AA	132 AVN CO	VIETNAM		RVN	
196908	77	1063	WC03AA	132 AVN CO	VIETNAM		RVN	
196909	46	1109	WC03AA	132 AVN CO	VIETNAM		RVN	
196910	48	1157	WC03AA	132 AVN CO	VIETNAM		RVN	
196911	46	1203	WC03AA	132 AVN CO	VIETNAM		RVN	
196912	54	1257	WC03AA	132 AVN CO	VIETNAM		RVN	
197001	76	1333	WC03AA	132 AHC	AMDV	VIETNAM	RVN	
197002	26	1359	WC03AA	132 AHC	AMDV	VIETNAM	RVN	
197003	100	1459	WC03AA	132 AHC	AMDV	VIETNAM	RVN	
197004	63	1522	WC03AA	132 AHC	AMDV	VIETNAM	RVN	
197005	37	1559	WC03AA	132 AHC	AMDV	VIETNAM	RVN	
197006	56	1615	WC03AA	132 AHC	AMDV	VIETNAM	RVN	

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Build
B419

67-18449

CH-47B

Delivery Date
16 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

27 Feb 1971

Transfer Date

Shot down by small arms fire on a combat re-supply mission in Laos.

War Story:

Received hits at approximately 100 feet altitude carrying ammo on resupply mission in line of 10 Chinooks. Boost system was hit and was forced down with only partial control. No casualties. Aircraft destroyed by fire [VHPA]

RVN Incident Reports Sep 1968-Feb 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196710	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196711	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196712	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196801	37	37	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196802	39	76	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	0	76	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	0	76	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	5	81	WC03AA	132 AVN CO	VIETNAM		RVN	
196806	3	84	WG30AA	307 COMB AVN BN	VIETNAM		RVN	
196807	70	154	WC03AA	132 AVN CO	VIETNAM		RVN	
196808	65	219	WC03AA	132 AVN CO	VIETNAM		RVN	
196809	63	282	WC03AA	132 AVN CO	VIETNAM		RVN	
196810	60	342	WC03AA	132 AVN CO	VIETNAM		RVN	
196811	73	415	WC03AA	132 AVN CO	VIETNAM		RVN	
196812	40	455	WC03AA	132 AVN CO	VIETNAM		RVN	
196901	80	535	WC03AA	132 AVN CO	VIETNAM		RVN	
196902	32	567	WC03AA	132 AVN CO	VIETNAM		RVN	
196903	83	650	WC03AA	132 AVN CO	VIETNAM		RVN	
196904	80	730	WC03AA	132 AVN CO	VIETNAM		RVN	
196905	18	748	WC03AA	132 AVN CO	VIETNAM		RVN	
196906	66	814	WC03AA	132 AVN CO	VIETNAM		RVN	
196907	93	907	WC03AA	132 AVN CO	VIETNAM		RVN	
196908	37	944	WC03AA	132 AVN CO	VIETNAM		RVN	
196909	87	1031	WC03AA	132 AVN CO	VIETNAM		RVN	
196910	32	1063	WC03AA	132 AVN CO	VIETNAM		RVN	
196911	0	1063	WC03AA	132 AVN CO	VIETNAM		RVN	
196912	29	1092	WC03AA	132 AVN CO	VIETNAM		RVN	

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Build
B420

67-18450

CH-47B

Delivery Date
16 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Jan 1988

Prev SN

Serial Number
88-00067



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports April 1968-April 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196710	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196711	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196712	0	0	3300 355	AVN CO	4TH ARMY FORT SILL	4TH ARMY
196801	43	43	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196802	53	96	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196803	100	196	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196804	72	268	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196805	28	296	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196806	55	351	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196807	45	396	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196808	92	488	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196809	56	544	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196810	54	598	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196811	94	692	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196812	64	756	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196901	41	797	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196902	60	857	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196903	41	898	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196904	52	950	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196905	70	1020	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196906	72	1092	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196907	43	1135	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196908	62	1197	WC5JAA	178ASLTSPTHELCO	VIETNAM	RVN
196909	99	1296	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
196910	36	1332	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
196911	48	1380	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
196912	16	1396	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197001	92	1488	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197002	8	1496	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197003	98	1594	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197004	7	1601	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197005	95	1696	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197006	68	1764	WC5JAA	178 ASHC	AMDV VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B421

67-18451

CH-47B

Delivery Date
19 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Apr 1986

Prev SN

Serial Number
86-01652

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident reports Jund 1970-Dec 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196710	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	8	9	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196801	65	74	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196802	27	101	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196803	0	101	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196804	0	101	WC5HAA	177AVNCO	MEDHEL	3RD ARMY FORT BENNING	3RD ARMY
196805	0	101	WC03AA	132 AVN CO	VIETNAM		RVN
196806	27	128	WC03AA	132 AVN CO	VIETNAM		RVN
196807	41	169	WC03AA	132 AVN CO	VIETNAM		RVN
196808	0	169	WC03AA	132 AVN CO	VIETNAM		RVN
196809	31	200	WC03AA	132 AVN CO	VIETNAM		RVN
196810	31	231	WC03AA	132 AVN CO	VIETNAM		RVN
196811	70	301	WC03AA	132 AVN CO	VIETNAM		RVN
196812	59	360	WC03AA	132 AVN CO	VIETNAM		RVN
196901	0	360	WC03AA	132 AVN CO	VIETNAM		RVN
196902	0	360	WC03AA	132 AVN CO	VIETNAM		RVN
196903	45	405	WC03AA	132 AVN CO	VIETNAM		RVN
196904	58	463	WC03AA	132 AVN CO	VIETNAM		RVN
196905	58	521	WC03AA	132 AVN CO	VIETNAM		RVN
196906	63	584	WC03AA	132 AVN CO	VIETNAM		RVN
196907	67	651	WC03AA	132 AVN CO	VIETNAM		RVN
196908	65	716	WC03AA	132 AVN CO	VIETNAM		RVN
196909	54	770	WC03AA	132 AVN CO	VIETNAM		RVN
196910	80	850	WC03AA	132 AVN CO	VIETNAM		RVN
196911	21	871	WC03AA	132 AVN CO	VIETNAM		RVN
196912	78	949	WC03AA	132 AVN CO	VIETNAM		RVN
197001	18	967	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	90	1057	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	58	1115	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	19	1134	WC03AA	132 AHC	AMDV VIETNAM		RVN
197005	32	1166	WC03AA	132 AHC	AMDV VIETNAM		RVN
197006	70	1226	WC03AA	132 AHC	AMDV VIETNAM		RVN

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Build
B422

67-18452

CH-47B

Delivery Date
23 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Nov 1987

Prev SN

Serial Number
87-00114

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1968-Dec 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196710	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196711	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	36	36	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	20	56	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	56	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	56	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	0	56	WC03AA	132 AVN CO	VIETNAM		RVN
196806	17	73	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	61	134	WC03AA	132 AVN CO	VIETNAM		RVN
196808	84	218	WC03AA	132 AVN CO	VIETNAM		RVN
196809	54	272	WC03AA	132 AVN CO	VIETNAM		RVN
196810	45	317	WC03AA	132 AVN CO	VIETNAM		RVN
196811	72	389	WC03AA	132 AVN CO	VIETNAM		RVN
196812	73	462	WC03AA	132 AVN CO	VIETNAM		RVN
196901	49	511	WC03AA	132 AVN CO	VIETNAM		RVN
196902	11	522	WC03AA	132 AVN CO	VIETNAM		RVN
196903	88	610	WC03AA	132 AVN CO	VIETNAM		RVN
196904	81	691	WC03AA	132 AVN CO	VIETNAM		RVN
196905	74	765	WC03AA	132 AVN CO	VIETNAM		RVN
196906	94	859	WC03AA	132 AVN CO	VIETNAM		RVN
196907	46	905	WC03AA	132 AVN CO	VIETNAM		RVN
196908	70	975	WC03AA	132 AVN CO	VIETNAM		RVN
196909	87	1062	WC03AA	132 AVN CO	VIETNAM		RVN
196910	7	1069	WC03AA	132 AVN CO	VIETNAM		RVN
196911	43	1112	WC03AA	132 AVN CO	VIETNAM		RVN
196912	51	1163	WC03AA	132 AVN CO	VIETNAM		RVN
197001	101	1264	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	68	1332	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	88	1420	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	40	1460	WC03AA	132 AHC	AMDV VIETNAM		RVN
197005	95	1555	WC03AA	132 AHC	AMDV VIETNAM		RVN
197006	1	1559	WC03AA	132 AHC	AMDV VIETNAM		RVN

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Build
B423

67-18453

CH-47B

Delivery Date
25 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Mar 1987

Prev SN

Serial Number
87-00085

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident reports Feb 1969-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196710	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196711	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	20	20	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196801	33	53	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196802	30	83	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196803	0	83	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196804	0	83	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING 3RD ARMY
196805	0	83	WC03AA	132 AVN CO	VIETNAM		RVN
196806	25	108	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	81	189	WC03AA	132 AVN CO	VIETNAM		RVN
196808	85	274	WC03AA	132 AVN CO	VIETNAM		RVN
196809	98	372	WC03AA	132 AVN CO	VIETNAM		RVN
196810	77	449	WC03AA	132 AVN CO	VIETNAM		RVN
196811	91	540	WC03AA	132 AVN CO	VIETNAM		RVN
196812	57	597	WC03AA	132 AVN CO	VIETNAM		RVN
196901	101	698	WC03AA	132 AVN CO	VIETNAM		RVN
196902	73	771	WC03AA	132 AVN CO	VIETNAM		RVN
196903	56	827	WC03AA	132 AVN CO	VIETNAM		RVN
196904	77	904	WC03AA	132 AVN CO	VIETNAM		RVN
196905	76	980	WC03AA	132 AVN CO	VIETNAM		RVN
196906	82	1062	WC03AA	132 AVN CO	VIETNAM		RVN
196907	60	1122	WC03AA	132 AVN CO	VIETNAM		RVN
196908	47	1169	WC03AA	132 AVN CO	VIETNAM		RVN
196909	53	1222	WC03AA	132 AVN CO	VIETNAM		RVN
196910	53	1275	WC03AA	132 AVN CO	VIETNAM		RVN
196911	66	1341	WC03AA	132 AVN CO	VIETNAM		RVN
196912	27	1368	WC03AA	132 AVN CO	VIETNAM		RVN
197001	84	1452	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197002	32	1484	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197003	80	1564	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197004	0	1564	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197005	81	1645	WC03AA	132 AHC	AMDV	VIETNAM	RVN
197006	70	1665	WC03AA	132 AHC	AMDV	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B424

67-18454

CH-47B

Delivery Date
31 Oct 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Apr 1988

Prev SN

Serial Number
88-00082

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports June 1968-Feb 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196711	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196712	20	20	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196801	45	65	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196802	26	91	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196803	0	91	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196804	0	91	WC5HAA	177AVNCO	MEDHEL	3RD ARMY	FORT BENNING	3RD ARMY
196805	0	91	WC03AA	132 AVN CO	VIETNAM		RVN	
196806	9	100	WG30AA	307 COMB AVN BN	VIETNAM		RVN	
196807	19	119	WC03AA	132 AVN CO	VIETNAM		RVN	
196808	39	158	WC03AA	132 AVN CO	VIETNAM		RVN	
196809	51	209	WC03AA	132 AVN CO	VIETNAM		RVN	
196810	39	248	WC03AA	132 AVN CO	VIETNAM		RVN	
196811	69	317	WC03AA	132 AVN CO	VIETNAM		RVN	
196812	82	399	WC03AA	132 AVN CO	VIETNAM		RVN	
196901	66	465	WC03AA	132 AVN CO	VIETNAM		RVN	
196902	71	536	WC03AA	132 AVN CO	VIETNAM		RVN	
196903	66	602	WC03AA	132 AVN CO	VIETNAM		RVN	
196904	101	703	WC03AA	132 AVN CO	VIETNAM		RVN	
196905	114	817	WC03AA	132 AVN CO	VIETNAM		RVN	
196906	33	850	WC03AA	132 AVN CO	VIETNAM		RVN	
196907	94	944	WC03AA	132 AVN CO	VIETNAM		RVN	
196908	90	1034	WC03AA	132 AVN CO	VIETNAM		RVN	
196909	73	1107	WC03AA	132 AVN CO	VIETNAM		RVN	
196910	80	1187	WC03AA	132 AVN CO	VIETNAM		RVN	
196911	56	1243	WC03AA	132 AVN CO	VIETNAM		RVN	
196912	57	1300	WC03AA	132 AVN CO	VIETNAM		RVN	
197001	44	1344	WC03AA	132 AHC	AMDV	VIETNAM		RVN
197002	83	1427	WC03AA	132 AHC	AMDV	VIETNAM		RVN
197003	16	1443	WC03AA	132 AHC	AMDV	VIETNAM		RVN
197004	42	1485	WC03AA	132 AHC	AMDV	VIETNAM		RVN
197005	84	1569	WC03AA	132 AHC	AMDV	VIETNAM		RVN
197006	91	1660	WC03AA	132 AHC	AMDV	VIETNAM		RVN
197007	77	1737	WC03AA	132 AHC	AMDV	VIETNAM		RVN

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Build
B425

67-18455

CH-47B

Delivery Date
13 Oct 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

19 Jun 1968

While taxiing, at Chu Lai the aircraft CH-47B 67-18455 meshed blades with another CH-47A 67-18450 parked in a revetment. 67-18455 lifted off the ground turned over and burned.

SP6 Phillips CE was killed when ejected from the ship during a runway taxi incident and was hit by rotor as the ship was listing over

Also omitted from the accident report was a gunner named Robert Hensley who was ejected from the left gun port and re-entered it as the ship rolled over and exited from the tail ramp. From Tony Peruskie, 178 ASHC door gunner in 1968

Aircraft 455 was lost to a taxi accident when its blades struck another CH47 on the 178th ASCH flight line. The FE SP/6 Philips, died in the accident.

RVN Incident report June 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196711	0	0	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196712	0	0	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196801	2	2	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196802	7	9	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196803	78	87	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196804	76	163	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196805	0	163	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN

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Build
B426

67-18456

CH-47B

Delivery Date
06 Nov 1967

Induction Date
6 Dec 2010
Prev Model

Prev SN

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
7 Jun 1983

Serial Number
83-24115

Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident reports Jul 1968-Feb 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196711	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	10	10	WC5HAA	177AVNCO	MEDHEL 3RD ARMY	FORT BENNING	3RD ARMY
196801	44	54	WC5HAA	177AVNCO	MEDHEL 3RD ARMY	FORT BENNING	3RD ARMY
196802	35	89	WC5HAA	177AVNCO	MEDHEL 3RD ARMY	FORT BENNING	3RD ARMY
196803	0	89	WC5HAA	177AVNCO	MEDHEL 3RD ARMY	FORT BENNING	3RD ARMY
196804	0	89	WC5HAA	177AVNCO	MEDHEL 3RD ARMY	FORT BENNING	3RD ARMY
196805	4	93	WC03AA	132 AVN CO	VIETNAM		RVN
196806	43	136	WG30AA	307 COMB AVN BN	VIETNAM		RVN
196807	77	213	WC03AA	132 AVN CO	VIETNAM		RVN
196808	91	304	WC03AA	132 AVN CO	VIETNAM		RVN
196809	41	345	WC03AA	132 AVN CO	VIETNAM		RVN
196810	25	370	WC03AA	132 AVN CO	VIETNAM		RVN
196811	88	458	WC03AA	132 AVN CO	VIETNAM		RVN
196812	82	540	WC03AA	132 AVN CO	VIETNAM		RVN
196901	73	613	WC03AA	132 AVN CO	VIETNAM		RVN
196902	39	652	WC03AA	132 AVN CO	VIETNAM		RVN
196903	50	702	WC03AA	132 AVN CO	VIETNAM		RVN
196904	50	752	WC03AA	132 AVN CO	VIETNAM		RVN
196905	51	803	WC03AA	132 AVN CO	VIETNAM		RVN
196906	47	850	WC03AA	132 AVN CO	VIETNAM		RVN
196907	98	948	WC03AA	132 AVN CO	VIETNAM		RVN
196908	44	992	WC03AA	132 AVN CO	VIETNAM		RVN
196909	74	1066	WC03AA	132 AVN CO	VIETNAM		RVN
196910	57	1123	WC03AA	132 AVN CO	VIETNAM		RVN
196911	30	1153	WC03AA	132 AVN CO	VIETNAM		RVN
196912	85	1238	WC03AA	132 AVN CO	VIETNAM		RVN
197001	16	1254	WC03AA	132 AHC	AMDV VIETNAM		RVN
197002	79	1333	WC03AA	132 AHC	AMDV VIETNAM		RVN
197003	55	1388	WC03AA	132 AHC	AMDV VIETNAM		RVN
197004	65	1453	WC03AA	132 AHC	AMDV VIETNAM		RVN
197005	1	1454	WC03AA	132 AHC	AMDV VIETNAM		RVN
197006	75	1529	WC03AA	132 AHC	AMDV VIETNAM		RVN
197007	53	1582	WC03AA	132 AHC	AMDV VIETNAM		RVN

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Build
B427

67-18457

CH-47B

Delivery Date
06 Nov 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

1 Jul 1968

Transfer Date

RVN Incident reports April 1968-Jul 1968

CH-47 67-18457 entered the PZ area from the northwest and circled right. The two gunships were escorting Boxcar 38 out of the PZ area to the east. Boxcar 31 called that he was letting down. The gunship lead aircraft Musket 6, turned to the west at approximately 700 feet above the terrain. The second gunship, 66-740, started his turn to the west at approximately 700 feet above the terrain. The second gunship 66-740, started his turn to the west when musket 6 had passed his 90 degrees position. Southwest of the PZ, Musket 6 located Boxcar 31 at his 5 o'clock position in a right turn approximately 1700 feet. The second gunship 740 was headed approximately southwest at 700 feet absolute, and was starting an approximately 10 degrees right turn to circle the PZ. Musket 6 performed a steep right turn and observed that Boxcar 31 appeared to be descending too close to gunship 740. Boxcar 31 was apparently decelerating in a descending right turn with the gunship flying in a right turn also at 80 knots when it appeared that Boxcar 31 was going to pass too close to gunship 740, Musket 6 transmitted a warning to Boxcar 31, to watch out for the gunship under him. Boxcar 31 at this time was less than 50 feet above gunship 740. It appears that Boxcar 31 received the transmission as he apparently increased thrust control and applied aft cyclic. The CH-47 was above and to the rear of gunship 740 in the blindspot of the gunship. Boxcar 31's nose pitched up at this time, and the observer, Musket 6, stated that he thought the Boxcar pilots must have seen the gunship. The Boxcar 31 aircraft continued to descend with the nose of the aircraft coming down. The CH-47 forward rotor blades missed the main rotor blades of the gunship, however one of the CH-47 blades did strike the gunship tail rotor, driving it down into the left synchronized elevator of the gunship, and thereby accounting for the popping noise heard by one of the gunship crew members. The next blade of the CH-47 forward rotor hit the pylon and cut off the pylon including the tail rotor and the 90 degree gear box. The forward blade tip cap was thrown off and hit one of the gunship main rotors 14 inches inboard and seven inches from the trailing edge. It tore the blade trailing edge loose. The impact of the second blade forced the gunship tail boom down and to the left. The gunship continued flight for a short distance before the pilots initiated the power on flight autorotation. The CH-47 forward rotor blades were disintegrating as the nose of the CH-47 started to come down, the torque reaction from the aft rotor started the main frame to turn to the left on the longitudinal axis. It is assumed that the CH-47 was no longer flying at this time but was falling and the forward ground speed was reducing due to the mass of airframe presented to the forward velocity. Prior to falling below the tree level, the CH-47 was passing through the 90 degrees position with the main fuselage turned 90 degrees on the longitudinal axis when flames burst out of the engine area enveloping the aft end to include the aft cargo door. The aft rotor was still in phase. As the nose end hit the trees the forward transmission, which had broken loose, fell off and the main fuselage continued approximately 50 meters in the direction of travel before the nose hit the ground tearing the forward section from the right door forward loose. The abrupt impact threw the gunner out the left window into the trees past the impact area of the main frame. The main frame buckled approximately 5 feet forward of the transmission and fell down the hill on the left side, ruptured the fuel cells and igniting the fuel to an intensity to ignite the magnesium alloy and melt most of the main frame and tail rotor. All five crew members of 67-18457 were killed and four persons on the UH-1 were injured.

178th ASHC The aircraft was involved in a low-level mid-air collision when a UH-1C Huey pulled pitch straight up into the Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B428

67-18458

CH-47B

Delivery Date
08 Nov 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

15 May 1969

Transfer Date

178th ASHC The aircraft was lost while in a 50 ft. hover over LZ Professional. It took six hits. Three in the aft transmission and three in the control closet. The chinook was destroyed by fire, but there were no casualties

AC 67-18458 A/C 67-18483 Submitted by Earl Evans

05-15-69

LZ Professional had been under fire for quite some time and was getting dangerously low on ammunition and water. 178th ASHC had received the call to send two ships to said location. Two trips each of water and ammunitions. Cobra gunships and jet support was also called to help make sure all supplies would arrive safe and sound.

Boxcar 483 and 458 were the two aircraft picked for the mission. When we arrived at the LZ, the gunships and jets were still pounding the southwest corner, where the VC were reported to have two 50 cal. machine guns located. Boxcar 483 was the first aircraft to head for the drop-off zone. All eyes were on the southwest corner, waiting for the VC to try to shoot us down. All quiet... Banking around the northeast corner, on the final approach, only about 100 feet off the ground, everyone is thinking, "PIECE OF CAKE". Then all hell broke loose. Two twin-50 cal. machine guns opened up on us, plus several small arms fire. Boxcar 483's top side rocked over as one 50 cal. round hit the upper part of the aircraft. Never before had I ever seen as much gunfire going off and knowing they were all trying to hit me. Tracers and small arms fire bounced off the ground and flew past our windows without another hit. Our load was released on the run. We were never lower than 50 feet from the ground as the load fell to the landing pad. We pulled power and climbed out of there. We could feel the vibration in the upper pylon area where the 50 cal. round had hit. At that time we also were not sure if we had taken any hits from all the small arms fire.

The gunships and jets really started pounding the area from where the shooting had come. It was like a mini war zone. Gun fire going both ways.

Boxcar 458 started her descent to the landing pad. Through the smoke and haze we could tell that she had taken some major hits. They were unable to pull power and disembark the area. As she settled to the ground, small arms bullets were hitting the aircraft all over. A major fire had erupted as the crew ran for safety in the LZ. That was the end of Boxcar 458.

As we circled from above, watching 458 burn, we hoped the crew were safe and no one hurt.

As it turned out, all of the crew of 458 were safe and sound-- but very much shaken from the ordeal at LZ Professional.

As for Boxcar 483, we were very lucky as well. The anti-aircraft 50 cal. round that had hit her, hit the forward transmission mount pad, which is about a 6" square. The anti-aircraft shell cut a 5" groove deep into that mount pad. A couple inches one way or the other and Boxcar 483 would have finalized at LZ Professional as well.

War Story:

In hover at 50 feet aircraft took three hits in aft transmission and three hits in control closet. Destroyed by fire. No casualties.

The On I AMAR PI DIN report states: On 15 May 69 a CH-47 was hit with 50 cal fire causing it to crash and burn on the Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B429

67-18459

CH-47B

Delivery Date
13 Nov 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Nov 1987

Prev SN

Serial Number
87-00115



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Mar 1969-April 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196711	2	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196712	0	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	1	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	3	3300 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	87	90	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196804	69	159	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196805	71	230	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196806	69	299	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196807	78	377	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196808	38	415	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196809	1	416	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196810	89	505	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196811	13	518	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196812	99	617	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196901	45	662	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196902	56	718	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196903	99	817	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196904	70	887	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196905	56	943	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196906	70	1013	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196907	49	1062	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196908	51	1113	WC5JAA 178ASLTSPHELCO	VIETNAM		RVN
196909	19	1132	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
196910	80	1212	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
196911	1	1213	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
196912	70	1283	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197001	27	1310	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197002	7	1317	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197003	93	1410	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197004	96	1506	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197005	53	1559	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197006	73	1632	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197007	77	1709	WC5JAA 178 ASHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B430

67-18460

CH-47B

Delivery Date
06 Nov 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Apr 1983

Prev SN

Serial Number
83-24112

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident report June 1968

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196711	0	0	WOY6AA	INTRANSIT	IN TRANSIT	AVCOMCTR
196712	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196801	4	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196802	0	5	3300	355 AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196803	11	16	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196804	80	96	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196805	136	232	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196806	60	292	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196807	121	413	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196808	94	507	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196809	84	591	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196810	55	646	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196811	37	683	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196812	0	683	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196901	0	683	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196902	0	683	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196903	0	683	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196904	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196905	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196906	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196907	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196908	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196909	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196910	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196911	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
196912	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
197001	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
197002	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
197003	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
197004	0	683	WE4HAA	142 TC DS	VIETNAM	RVN
197005	2	685	WE4HAA	142 TC DS	VIETNAM	RVN
197006	104	789	WAAWCO	C 228 BN 1 ACD	VIETNAM	RVN
197007	94	882	WADAWCO	C 228 RN 1 ACD	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B431

67-18461

CH-47B

Delivery Date
16 Nov 1967

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

22 Mar 1969

THE AIRCRAFT HAD THE ROUTINE MISSION TO RESUPPLY FIRE SUPPORT BASE "WEST" WITH HOT RATIONS, CANNED GOODS, SODA POP, BEER, LUBMER, MAIL AND OTHER MISCELLANEOUS CARGO. THESE ITEMS WERE LOADED INTERNALLY ALONG WITH 25 PASSENGERS AT LZ BALDY. THE AIRCRAFT WAS REFUELED AND A HOVER CHECK WAS PERFORMED. DIFFICULTY IN HOVERING PROMPTED THE DECISION TO REDUCE THE LOAD AND FIVE PASSENGERS WERE PUT OFF THE AIRCRAFT AT THIS TIME. AFTER A SUBSEQUENT HOVER CHECK, THE AIRCRAFT DEPARTED LZ BALDY WITH THE REMAINING TWENTY PASSENGERS, INTERNAL CARGO AND CREW OF FIVE AT 1300 HOURS. THE CLIMBOUT WAS UNEVENTFUL WITH A RATE OF CLIMB INCREASING TO 650 FPM AT 70 TO 90 KNOTS. THE AIRCRAFT LEVELED OFF AT 2500 MSL AND CONTINUED ON A SOUTH SOUTHWEST COURSE TO LZ WEST WITH PILOT ALLEN AT THE CONTROLS. A RADIO CALL TO THE LZ GROUND ELEMENT WAS MADE WHILE ENROUTE WITH INFORMATION RELATIVE TO THE LOAD AND ETA. NO FURTHER RADIO CONTACT WAS ATTEMPTED WITH LZ WEST AFTER THIS INITIAL CALL. THE AIRCRAFT APPROACHED LZ WEST FROM THE NORTH AND PROCEEDED TO THE EASTERN SIDE OF THE HILL MASS. A WIDE GRADUAL TURN TO FINAL WAS INITIATED TO THE NORTHWEST AND THE PILOT ESTABLISHED A FINAL APPROACH TO THE PAD WITH A HEADING OF APPROXIMATELY 330 DEGREES ABOUT ONE MILE OUT. INITIAL RATE OF DESCENT WAS ESTABLISHED AT 650 FPM WITH THE AIRCRAFT COMMANDER MONITORING THE RPM AND THE RADIOS. BASED ON SEVERAL FIRES BURNING IN VICINITY OF THE HILLTOP THE CREW ESTIMATED THE WIND TO BE OUT OF THE NORTHEAST. NEITHER AVIATOR REPORTS SEEING THE AMERICAN FLAG FLYING ON THE HILLTOP. SMOKE WAS NOT REQUESTED FROM THE GROUND ELEMENT AND NONE WAS PROVIDED. APPROACHING SHORT FINAL THE AC NOTICED THAT HE HAD USED ALL HIS AVAILABLE BEEP IN ATTEMPTING TO MAINTAIN 225 RPM BUT WAS STILL EXPERIENCING A SLIGHT DROP. HE INFORMED THE PILOT NOT TO PULL ANYMORE PITCH. THE PILOT THEN STOPPED PULLING ON THE THRUST AND, CROSS CHECKING HIS INSTRUMENTS, SAW THAT HE WAS PULLING 860 LBS OF TORQUE, PASSING THROUGH 40 KNOTS AT ABOUT 50 YARDS AWAY FROM THE HELIPAD. HE REPORTS THE ROTOR RPM TO BE 200 AT THIS TIME. THE AIRCRAFT CONTINUED TO SETTLE AND WAS FALLING BELOW THE LIP OF THE RIDGELINE. THE AC TOOK OVER THE CONTROLS, BANKED THE AIRCRAFT SHARPLY (30 TO 40 DEGREE BANK) TO THE LEFT AND LOWERED THE THRUST, CRASH SEQUENCE. AFTER A 180 DEGREE TURN THE AIRCRAFT STARTED DOWN THE HILLSIDE TO THE SOUTHEAST AND STRUCK A SMALL TREE WITH THE AFT ROTOR DISK. CONTINUING IN A LEFT TURN TO THE EAST IN AN ATTEMPT TO PARALLEL THE RIDGELINE THE AIRCRAFT ALSO HAD A CONSIDERABLE SIDESLIP TO THE RIGHT. INITIAL CONTACT WITH THE GROUND WAS MADE WITH THE AFT LEFT GEAR. THE AIRCRAFT IN A NEAR LEVEL ATTITUDE ON A HEADING OF APPROXIMATELY 045 DEGREES. THE SLOPE OF THE HILL AT THIS POINT IS GRADUAL AT ABOUT 008 DEGREES COMPARED TO THE OVERALL 045 DEGREE SLOPE ANGLE OF THE HILL MASS. THIS INITIAL IMPACT SHEARED THE AFT LEFT GEAR FROM THE FUSELAGE DUE TO THE HIGH SIDEWARD LOAD PLACED ON IT BY THE RIGHT SIDESLIP MOTION OF THE AIRCRAFT. THE AFT RAMP STRUCTURE ALSO CONTACTED THE GROUND AT THIS POINT. THE AIRCRAFT PITCHED ABOUT THIS AFT PIVOT POINT CAUSING THE ENTIRE RIGHT SIDE OF THE AIRCRAFT TO CONTACT THE GROUND WITH A ROLL MOTION TO THE RIGHT. INERTIA CARRIED THE AIRCRAFT OVER ON IT'S BACK IN WHAT IS DESCRIBED AS A SLOW ROLL. THE AIRCRAFT CAME TO A COMPLETE STOP INVERTED, ON A GENERAL HEADING OF NORTH. THE AFT END IMMEDIATELY BURST INTO FLAMES WHICH COMPLETELY DESTROYED THE AIRCRAFT IN LESS THAN TEN MINUTES.\\

8 killed, 14 injured

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B432

67-18462

CH-47B

Delivery Date
27 Nov 1967

Induction Date

Prev Model

Prev SN



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

9 Jun 1971

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Photo: 67-18462 being recovered by 66-19098. In March 1968, 67-18462 was assigned to the 178th Assault Support Helicopter Company (ASHC) - "Boxcars", in the Republic of Vietnam (RVN). In January 1969, 67-18462 was assigned to the 271st ASHC - "Innkeepers", in the RVN. On 9 June 1971, while on a combat re-supply mission, 67-18462 ran out of fuel and crashed. 67-18462 was working in support of field troops in the Ca Mau area. On the last sortie, a double load, the aircraft departed Ca Mau with less than 1,300 pounds of fuel. On a previous fuel check, hauling a single load the engines burned 800 pounds. Prior to reaching Drop Zone (DZ) the 20% low fuel warning light illuminated. The aircraft commander turned on the cross feed valve and continued the mission. Approaching Ca Mau, the aircraft commander failed to declare an emergency or inform the tower he had a low fuel state. This resulted in 67-18462 being number two behind a C-117. On final at 500 feet and 50 knots the engines quit due to fuel exhaustion. The aircraft commander entered autorotation and landed 150 meters short of the runway in a wet rice paddy between two dikes. After the blades quit striking the aircraft, the crew exited. The aircraft was badly damaged. The loss to the Army was \$1,063,448.00. In July 1971, 67-18462 was assigned to the 166th Transportation Company (TC), in the RVN. In August 1971, 67-18462 was assigned to the Aviation Systems Command (AVSCOM) Flight Detachment, 5th Army, headquartered in St. Louis, Missouri. In October 1971, 67-18462 was bailed to Bell Helicopter, headquartered in Fort Worth, Texas. In December 1971, 67-18462 was assigned to U.S. Army Aeronautical Depot Maintenance Center (ARADMAC), located in Corpus Christi, Texas. In January 1972, 67-18462 was assigned to NCAD. The last known location of 67-18462 was at the New Cumberland Army Depot, Harrisburg, Pennsylvania. Aircraft status: Unknown.

THE CH-47B WAS WORKING IN SUPPORT OF FIELD TROOPS IN THE CA MAU AREA. ON THE LAST SORTIE, A DOUBLE LOAD, THE AIRCRAFT DEPARTED CA MAU WITH LESS THAN 1300# OF FUEL. ON A PREVIOUS FUEL CHECK, HAULING A SINGLE LOAD THE ENGINES BURNED 800#. PRIOR TO REACHING DZ THE 20% LOW FUEL WARNING LIGHT ILLUMINATED. THE AIRCRAFT COMMANDER TURNED ON THE CROSS FEED VALVE AND CONTINUED THE MISSION. APPROACHING CA MAU THE AIRCRAFT COMMANDER FAILED TO DECLARE AN EMERGENCY OR INFORM THE TOWER HE HAD A LOW FUEL STATE. THIS RESULTED IN THE CH-47B BEING NUMBER TWO BEHIND A C117. ON FINAL AT 500 FEET AND 50 KTS THE ENGINES QUIT DUE TO FUEL EXHAUSTION. THE AIRCRAFT COMMANDER ENTERED AUTOROTATION AND LANDED 150 METERS SHORT OF THE RUNWAY IN A WET RICE PADDY BETWEEN TWO DIKES. AFTER THE BLADES QUIT STRIKING THE AIRCRAFT, THE CREW EXITED.\

RVN Incident Reports Oct 1969-Jun 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196711	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196712	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	1	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	56	57	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196804	0	57	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196805	27	94	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B433

67-18463

CH-47B

Delivery Date
26 Nov 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Oct 1987

Prev SN

Serial Number
87-00110



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports May 1968-Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196711	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	51	53	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196804	85	138	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196805	87	225	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196806	67	292	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196807	55	347	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196808	65	412	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196809	84	496	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196810	101	597	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196811	55	652	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196812	60	712	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196901	95	807	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196902	56	863	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196903	45	908	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196904	88	996	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196905	17	1013	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196906	89	1102	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196907	0	1102	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196908	103	1205	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196909	0	1205	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196910	74	1279	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196911	25	1304	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196912	56	1360	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197001	57	1417	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197002	85	1502	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197003	60	1562	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197004	40	1602	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197005	60	1662	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197006	49	1711	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197007	88	1799	WC5JAA	178 ASHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B434

67-18464

CH-47B

Delivery Date
29 Nov 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Dec 1982

Prev SN

Serial Number
83-24108

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident reports May 1968-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196711	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196712	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	76	78	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196805	80	158	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196806	68	226	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196807	58	284	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196808	55	339	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196809	64	403	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196810	71	474	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196811	83	557	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196812	77	634	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196901	79	713	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196902	46	759	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196903	101	860	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196904	62	922	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196905	36	958	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196906	89	1047	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196907	22	1069	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196908	88	1157	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196909	0	1157	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196910	87	1244	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196911	7	1251	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196912	9	1260	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197001	68	1328	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197002	23	1351	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197003	84	1435	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197004	38	1473	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197005	74	1547	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197006	40	1587	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197007	77	1664	WC5JAA	178 ASHC	AMDV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B435

67-18465

CH-47B

Delivery Date
09 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Jun 1988

Prev SN

Serial Number
88-00090



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports April 1968-Dec 1970 (14 reports filed)

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196712	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	17	19	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196804	73	92	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196805	103	195	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196806	46	241	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196807	65	306	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196808	89	395	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196809	85	480	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196810	76	556	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196811	42	598	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196812	75	673	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196901	45	718	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196902	79	797	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196903	80	877	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196904	30	907	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196905	90	997	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196906	17	1014	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196907	80	1094	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196908	3	1097	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196909	100	1197	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196910	0	1197	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196911	48	1245	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
196912	50	1295	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197001	10	1305	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197002	69	1374	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197003	32	1406	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197004	89	1495	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197005	73	1568	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197006	43	1611	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197007	79	1690	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN
197008	63	1753	WC5JAA	178 ASHC	AMDV	VIETNAM	RVN

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Build
B436

67-18466

CH-47B

Delivery Date
12 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Mar 1987

Prev SN

Serial Number
87-00083

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports May 1968-November 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196712	4		4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196801	1		5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196802	0	5	3300	355 AVN CO		4TH ARMY FORT SILL	4TH ARMY
196803	25	30	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196804	64	94	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196805	95	189	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196806	54	243	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196807	0	243	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196808	42	285	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196809	98	383	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196810	79	462	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196811	57	519	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196812	73	592	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196901	43	635	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196902	59	694	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196903	67	761	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196904	56	817	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196905	76	893	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196906	43	936	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196907	57	993	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196908	48	1041	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196909	51	1092	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196910	47	1139	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196911	43	1182	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196912	53	1235	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197001	57	1292	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197002	36	1328	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197003	64	1392	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197004	71	1463	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197005	30	1493	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197006	66	1559	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197007	87	1646	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197008	29	1695	WC5JAA	178 ASHC	AMDV VIETNAM		RVN

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Build
B437

67-18467

CH-47B

Delivery Date
14 Dec 1967

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
30 Jun 1988

Serial Number
88-00091

Induction Date

Prev Model

Prev SN



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Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Aug 1968-Jun 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196712	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196801	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196802	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL 4TH ARMY
196803	3	5	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196804	74	79	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196805	63	142	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196806	81	223	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196807	71	294	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196808	62	356	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196809	67	423	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196810	45	468	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196811	62	530	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196812	67	597	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196901	101	698	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196902	47	745	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196903	55	800	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196904	100	900	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196905	20	920	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196906	69	989	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196907	32	1021	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196908	78	1099	WC5JAA	178ASLTSPHELCO	VIETNAM	RVN
196909	37	1136	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
196910	61	1197	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
196911	16	1213	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
196912	48	1261	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197001	34	1295	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197002	48	1343	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197003	45	1388	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197004	74	1462	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197005	55	1517	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197006	69	1586	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197007	84	1670	WC5JAA	178 ASHC	AMDV VIETNAM	RVN
197008	53	1722	WC5JAA	178 ASHC	AMDV VIETNAM	RVN

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Build
B438

67-18468

CH-47B

Delivery Date
15 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

15 Feb 1971

THE AIRCRAFT DEPARTED PHUOC VINH, RVN, AT APPROXIMATELY 0745 HRS ON A NORMAL SUPPORT MISSION FOR THE ^1ST BRIGADE, 1ST CAV DIV (AM).^ AT APPROXIMATELY 1115 HRS THEY PICKED UP AN EMPTY WATER TRAILER WEIGHTING APPROXIMATELY 2280 LBS AT LZ GREEN, THE PILOTS OBSERVED A MASTER CAUTION LIGHT WHICH REFLECTED UPON INVESTIGATION, LOW OIL PRESSURE IN THE COMBINING TRANSMISSION. AT THIS TIME THE AIRCRAFT HAD REACHED AN ALTITUDE OF APPROXIMATELY 2000 FEET INDICATED WHEN THE TROUBLE DEVELOPED. THE OIL PRESSURE BEGAN TO FLUCTUATE FROM 40 PSI TO 10 PSI THEN BACK TO 30 PSI AND DOWN TO ZERO PRESSURE. AT THE SAME TIME THE FLIGHT ENGINEER INFORMED THE PILOTS THAT SMOKE WAS OBSERVED IN THE AREA OF THE COMBING TRANSMISSION. A LOUD GRINDING NOISE WAS HEARD AND THE AIRCRAFT WAS FELT TO SHUDDER SLIGHTLY. AT THIS TIME AN IMMEDIATE DESCENT WAS BEGUN, THE PILOT HOPING TO REACH NEARBY LZ NOBLE AND COMPLETE A PRECAUTIONARY LANDING. AT APPROXIMATELY 500 FEET ABOVE GROUND, THE FLIGHT ENGINEER TOLD THE PILOTS THAT THERE WAS A FIRE IN #1 ENGINE. THE PILOT ASKED THE FLIGHT ENGINEER TO REPEAT WHAT HE HAD SAID AND HE AGAIN STATED "FIRE IN #1". THE PILOT RELEASED THE LOAD AT THIS TIME WHILE THE AIRCRAFT COMMANDER PLACED THE #1 ENGINE FLIGHT CONDITION LEVER TO THE GROUND POSITION. THE COCKPIT INSTRUMENTS DID NOT REFLECT AN INDICATION OF A FIRE IN EITHER OF THE ENGINES DURING THE EMERGENCY. UPON PLACING THE #1 ENGINE IN GROUND POSITION A NORMAL SPLIT IN THE TORQUE NEEDLES WAS OBSERVED; AN EXCESSIVE LOSS IN ROTOR RPM WAS ALSO OBSERVED. WHILE THE AIRCRAFT COMMANDER AND PILOT WERE ATTEMPTING TO "BEEP-UP" THE ROTOR RPM THE #2 ENGINE WAS OBSERVED TO "GO OFF LINE" APPROXIMATELY 2 SECONDS LATER. ALL ATTEMPTS TO REGAIN ROTOR RPM FAILED AND THE ROTOR RPM CONTINUED ITS RAPID DECAY. DURING THE EMERGENCY, SMOKE WAS OBSERVED COMING FROM THE AFT PORTION OF THE HELICOPTER FAVORING THE #1 SIDE. REALIZING THAT REACHING LZ NOBLE WAS NO LONGER POSSIBLE, THE PILOT CONCENTRATED ON COMPLETING A FORCED LANDING INTO THE TREES 100 FEET TO 125 FEET TALL.. AT APPROXIMATELY 150 FEET ABOVE THE GROUND THE PILOT EXECUTED A DECELERATING MANEUVER AND APPLIED FULL THRUST TO CUSHION HIS LANDING INTO THE TREES. THE AIRCRAFT ENTERED THE TREES IN A NOSE HIGH ATTITUDE WITH EXTREMELY LOW OR POSSIBLY ZERO ROTOR RPM. AS THE AIRCRAFT ENTERED AND FELL THROUGH THE TREES, THERE WERE NOT ANY EXCESSIVE LATERAL VIBRATIONS SUCH AS ONE MIGHT EXPERIENCE WHEN ROTOR BLADES MAKE CONSTANT CONTACT WITH TREES AND HEAVY FOILAGE. THE AIRCRAFT ENTERED THE TREES IN A VERTICAL DESCENT, MAKING GROUND CONTACT AFT END FIRST CAUSING THE FRONT OF THE AIRCRAFT TO IMPACT SEVERELY UPON GROUND CONTACT. THE GUNNER CLIMBED OUT THE LEFT SIDE OF THE AIRCRAFT AND SECURED HIS MACHINE GUN FROM THE AIRCRAFT. THE EMERGENCY EXIT DOOR ON THE LEFT SIDE OF THE COCKPIT WAS SPRUNG OFF UPON IMPACT AND THE AIRCRAFT COMMANDER EXITED THERE. HEAVY SMOKE WAS OBSERVED AROUND THE AFT END OF THE AIRCRAFT AND FLAMES WERE SEEN JUTTING OUT FROM ATOP THE CLAM SHELL DOORS, REACHING A HEIGHT OF APPROXIMATELY 10 FEET ABOVE THE AIRCRAFT. A LARGE HOLE WAS OBSERVED IN THE LEFT AFT SECTION OF THE AIRCRAFT FILLED WITH SMOKE. THE HOLE WAS SLIGHTLY FORWARD OF THE NUMBER 1 ENGINE. BURNING OIL WAS ALSO OBSERVED DRIPPING FROM THE AREA OF THE COMBINING TRANSMISSION. IT WAS ALSO OBSERVED AT THIS TIME THAT THE COWLING ON THE #1 ENGINE HAD BEEN BLACKENED, HOWEVER THE ENGINE WAS NOT ON FIRE. THE FIVE MAN CREW WAS EVACUATED FROM THE SCENE OF THE ACCIDENT BY HELICOPTER 15 TO 20 MINUTES AFTER THE ACCIDENT. THEY WERE TAKEN TO DIFFERENT HOSPITALS FOR TREATMENT OF THEIR INJURIES. IT WAS OBSERVED THAT THE AIRCRAFT WAS NOT ENGI II FFD IN FI ΔMFS I INTII ΔPPOXIMATFIV 20 MINUTES ΔFTER THE ACCIDENT \ \

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B439

67-18469

CH-47B

Delivery Date
16 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

12 May 1968

Transfer Date

178th ASHC. The aircraft sustained intense 50 caliber ground fire, while taking off from Kham Duc. No. 2 engine was shot or blown off and both hydraulic systems were lost. Several hits were taken in the forward rotor area and one blade was reported lost at approximately 400 feet. With a full load of troops the aircraft made a forced (hard) landing and burned. One fatality to a passenger, PFC Sand (A Co. 1st BN. 46th Inf. 198th Lib.) as a result of enemy ground fire.

RVN Incident Reports May 1968

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196712	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196801	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196802	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	58	60	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	
196804	81	141	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	

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Build
B440

67-18470

CH-47B

Delivery Date
16 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

23 Feb 1969

Transfer Date

178th ASHC The aft section caught fire when it was forced down by enemy fire. The front section was salvaged. During the attempted recovery by another CH47B, A/C 470 was released due to drop in transmission oil pressure in the recovery aircraft. The recovery aircraft returned to find A/C 470 had been destroyed by the VC.

CHU LAI, RVN, 178th ASHC-IO

Quick action and the right decisions saved the lives of crewmembers of a "Chinook" CH-47B belonging to the 178th Assault Support Helicopter...Company "Boxcars" when it was forced down by intense hostile fire while on a tactical emergency resupply mission recently northwest of Chu Lai. Aircraft Commander, Chief Warrant Officer Fred Lindsley, Lebanon, Tenn., and pilot Warrant Officer Charles Preaus, Tulsa, Okla., responded to an urgent request of the 198th Light Infantry Brigade to resupply two forward fire bases, one of which was under mortar attack. Enroute, and climbing to 2400 feet they heard the heart stopping sound of 50 caliber slugs ripping through their fuselage, to be followed by a loud grinding from the area of the combing transmission. The next thing they heard was the voice of the flight engineer, Specialist Five Earl Evans, Portland, Ind., shouting, "Get us on the ground, we're on fire!"

The crew remained calm and Mr. Lindsley started an immediate emergency descent while Mr. Preaus keyed a mayday call on the guard emergency radio frequency. Meanwhile, Specialist Evans attempted to fight the fire with an extinguisher; and his efforts kept the fire at bay until they could get the aircraft on the ground, and as if the fire was not enough to keep them occupied, the number-two engine failed on the way down.

Realizing that their sling held a load of ammunition, aircraft commander didn't release the load until they were 200 yards from their landing point. Immediately on touchdown they removed the weapons from the aircraft and established security of the area. Specialist Evans had to be bodily removed from his position inside the aircraft fighting the fire, and he emphasized, "I've spent six months building this bird, I'm not going to let it burn now!" After Evans left the aircraft, further attempts were made to fight the fire with extinguisher and sand. Despite their efforts "Boxcar 470" burned to the section just aft of the fuel cells in the center of the aircraft. When the fire was finally put out, the fuel cells, themselves filled with over 3500 pounds of jet fuel, were smoking.

Luckily, another "Boxcar" aircraft, commanded by CW2 Donald McCoy, had heard their mayday call and returned to their position to pick them up and help in the recovery of the ammunition that was in the sling. The "Boxcars" have the distinction of having in their inventory 16 1/2 Chinooks. Still to be seen, sitting on the "Boxcar" ramp, is approximately one-half of a Chinook--the late "Boxcar 470."

RVN Incident Reports Oct 1968-Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196712	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196801	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	0	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196802	0	0	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY

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Build
B441

67-18471

CH-47B

Delivery Date
17 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
3 Dec 1986

Prev SN

Serial Number
87-00071

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1969-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196712	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	26	28	3261	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	59	87	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	14	101	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	65	166	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	93	259	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196809	39	298	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196810	0	298	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196811	62	360	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196812	46	406	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196901	77	483	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196902	38	521	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196903	64	585	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196904	36	621	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196905	64	685	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196906	32	717	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196907	61	778	WAAWCO	COB 228ABAH1CAV	VIETNAM		RVN
196908	80	858	WAAWCO	HQCO 1FLDFRSRVN	VIETNAM		RVN
196909	70	928	WAAWCO	HQCO 1FLDFRSRVN	VIETNAM		RVN
196910	76	1004	WAAWCO	HQCO 1FLDFRSRVN	VIETNAM		RVN
196911	103	1107	WAAWCO	HQCO 1FLDFRSRVN	VIETNAM		RVN
196912	71	1178	WAAWCO	HQCO 1FLDFRSRVN	VIETNAM		RVN
197001	112	1290	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197002	91	1381	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197003	97	1478	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197004	127	1605	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197005	97	1702	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197006	69	1771	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197007	67	1838	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN
197008	56	1894	WAAWCO	C 228 BN 1 ACD	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B442

67-18472

CH-47B

Delivery Date
18 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
19 Mar 1986

Prev SN

Serial Number
86-01649



Status

Converted to D Model

Loss Date

Transfer Date

Photo: May 1968: A U.S. Army CH-47B Chinook, 67-18472, conducts an aft gear landing to a pinnacle at LZ Tiger while delivering cargo during the Vietnam Conflict.

RVN Incident Reports Jul 1969-Oct 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196712	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196801	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	1	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	12	13	3261	BELL HCPT	BAILMENT	FT WORTH	AVCOM
196805	61	74	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	33	107	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	59	166	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	41	207	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196809	8	215	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196810	68	283	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196811	41	324	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196812	26	350	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196901	52	402	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196902	71	473	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196903	50	523	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196904	50	573	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196905	23	596	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196906	28	624	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196907	71	695	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196908	57	752	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196909	68	820	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196910	68	888	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196911	44	932	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196912	83	1015	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
197001	131	1146	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197002	53	1199	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197003	123	1322	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197004	92	1414	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197005	159	1572	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B443

67-18473

CH-47B

Delivery Date
19 Dec 1967

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Jun 1988

Prev SN

Serial Number
88-00087

Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Jul 1969-Sep 1969

War Story:

473 was the lead ship in a flight of three C/228 CH-47s that were extracting ARVNs. I was the CE and manned the M-60 position at the right door. I believe the NVA started mortaring the PZ when we landed. I could hear loud explosions over the noise of the Chinooks. About the time that our aircraft was almost fully loaded, the ARVNs panicked and started charging the aircraft. While the gunner and I were getting the ARVNs seated, the FE, SP5 Pete McGowan, was standing on the ground near the back ramp. Somehow he stopped the mob and got back on the helicopter. As CW3 Dean R. Lange, the AC, picked the aircraft up to a low hover, a few ARVNs fell or jumped off. At about a 30 foot hover, he started a left pedal turn. I believe there was an obstacle of some sort that prevented us from departing straight out of the PZ. I was standing at the right door. The lower half was closed and the upper half was stored in its overhead track. My M-60 was pedestal mounted and pointed forward out the door. Like the other crew members, I was watching outside for any obstructions and talking to the cockpit. As we were making this turn, I saw an NVA soldier stand to our front. He was wearing a helmet and had something on his shoulder. There was a flash, then a puff of white smoke and I saw this corkscrew smoke trail coming at us. I could not swing the M-60 forward enough or had the time to return fire. The B-40 rocket came through the windshield but did not explode. It passed through CW3 Lange's upper body, killing him instantly. Then it went through the radio closet behind him and delivered a glancing blow to the left gunner's helmet. It continued up to hit a major bulkhead then angled back and hit two ARVNs. It finally came to rest on the floor near the gunner's feet. I can not remember the gunner's name. He was knocked out or seriously dazed by the blow to his helmet because he fell to the floor. He survived. The two ARVNs were injured but I don't recalled how bad their wounds were. Because Mr. Lange was flying the aircraft, I am certain the impact of the B-40 warhead forced his collective hand back because the Chinook tried to stand up. I thought it was going to go all the way over on its back. CPT Mohler (I know he was a Captain and I think that is how to spell his last name), the other pilot, prevented this from happening. He got control of the aircraft, continued the turn and we departed. During this time we also took hits in the aft pylon. I managed to fire a few shots from the M-60 but don't think I did any major damage to the enemy. As we were departing I saw Mr. Lange's helmet rolling up against my feet. After about 30 seconds, I went into the cockpit and asked CPT Mohler if he needed any help. He was covered with blood and had shrapnel wounds but said that he had things under control. I remember seeing lots of warning lights on in the master caution panel and the cockpit was a mess. We had lost one of the hydraulic flight control systems and we had some problems with engine #1. We only flew about five minutes and stayed right on the trees. I think we landed at a small American LZ near Song Be. We found the B-40 warhead still smoking on the floor and threw it out. Pete McGowan and I loaded Mr. Lange into a body bag we got from the guys on the LZ. I remember they flew in a security force plus a maintenance team. We worked all that day and may have spent the night there, I don't know for sure. I know we changed an engine, repaired the flight controls, and used lots of 100 mph tape; then flew it home. I stayed with the ship the whole time. 473 stayed on the maintenance pad for several months. We cannibalized lots of parts off it. Finally they lifted it out with a Crane. Submitted by Gary A. Myers, Nov. 1996. We took two B-40s through the cockpit. One was stuck in the control closet. The aircraft was with C company while in Vietnam. It was shipped back to USA for repair do to structural damage. From Larry Mohler 228thASHR March 1999

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Build
B444

67-18474

CH-47B

Delivery Date
08 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Jul 1987

Prev SN

Serial Number
87-00099



Status

Loss Date

Transfer Date

Converted to D Model

Photo taken by Lee Dorsey - he believes it was taken at Marble Mountain. CH-54 is lifting "B" model tail number 474

RVN Incident reports Sep 1968-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196801	3	3	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	0	3	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196803	0	3	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	0	3	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	0	3	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	3	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	30	33	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196808	97	130	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196809	105	235	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196810	85	320	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196811	74	394	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196812	84	478	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196901	69	547	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196902	50	597	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196903	90	687	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196904	49	736	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196905	60	796	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196906	41	837	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196907	59	896	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN
196908	17	913	WE4HAA	142 TC DS	VIETNAM		RVN
196909	0	913	WE4HAA	142 TC DS	VIETNAM		RVN
196910	0	913	WE4HAA	142 TC DS	VIETNAM		RVN
196911	0	913	WE4HAA	142 TC DS	VIETNAM		RVN
196912	0	913	WE4HAA	142 TC DS	VIETNAM		RVN
197001	0	913	WE4HAA	142 TC DS	VIETNAM		RVN
197002	0	913	WE4HAA	142 TC DS	VIETNAM		RVN
197003	0	913	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197004	0	913	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197005	0	913	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197006	0	913	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197007	0	913	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

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Build
B445

67-18475

CH-47B

Delivery Date
09 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

12 May 1968

Transfer Date

178th ASCH. Hit at 300 ft. by 50 caliber ground fire, while on final approach to Kham Duc runway. The aircraft crashed and burned but the crew escaped. A/C 475 was the lead A/C on the first flight of Chinooks into Kham Duc that morning. RVN Incident reports May 1968

The helicopter was hit in the Right Side causing a Fire. .
The helicopter made an Emergency Landing. Aircraft Destroyed

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196801	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196802	0	1	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY	
196803	44	45	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	
196804	58	103	WC5JAA	178ASLTSPHELCO	VIETNAM		RVN	

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Build
B446

67-18476

CH-47B

Delivery Date
09 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Jan 1988

Prev SN

Serial Number
88-00069



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports April 1968-Feb 1971 (15 reported)

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196801	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196804	76	78	3278	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	48	126	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196806	41	167	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196807	113	280	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196808	38	318	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196809	23	341	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196810	108	449	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196811	110	559	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196812	58	617	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196901	0	617	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196902	98	715	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196903	80	795	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196904	47	842	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196905	76	918	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196906	94	1012	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196907	92	1104	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196908	0	1104	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196909	66	1170	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196910	120	1290	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196911	90	1380	WD8LAA	271 HCPTR CO	VIETNAM		RVN
196912	79	1459	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197001	70	1529	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197002	104	1633	WD8LAA	271 HCPTR CO	VIETNAM		RVN
197003	57	1690	WE4HAA	142 TC DS	VIETNAM		RVN
197004	0	1690	WE4HAA	142 TC DS	VIETNAM		RVN
197005	0	1690	WE4HAA	142 TC DS	VIETNAM		RVN
197006	1	1691	WE4HAA	142 TC DS	VIETNAM		RVN
197007	0	1691	WE4HAA	142 TC DS	VIETNAM		RVN
197008	19	1710	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197009	61	1771	WC5JAA	178 ASHC	AMDV VIETNAM		RVN

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Build
B447

67-18477

CH-47B

Delivery Date
12 Jan 1968

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
2 Mar 1987

Serial Number
87-00081

Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Feb 1969-Mar 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196801	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196802	2	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	3	WOMHAA DIR SUP / TRAN	IN MAINT	SHARPE AD	AVCOM
196804	0	3	3300 BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	11	14	3261 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	14	WC5GAA 610 TRANS CO	VIETNAM		RVN
196807	0	14	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	14	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	14	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	14	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	2	16	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	16	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	16	3300 HHD 44 ENG GP	THAILAND		PACIFIC
196902	21	37	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196903	128	165	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196904	112	277	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196905	76	353	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196906	67	420	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196907	95	515	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196908	96	611	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196909	100	711	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196910	41	752	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196911	97	849	WD8LAA 271 HCPTR CO	VIETNAM		RVN
196912	79	928	WD8LAA 271 HCPTR CO	VIETNAM		RVN
197001	79	1007	WD8LAA 271 HCPTR CO	VIETNAM		RVN
197002	55	1062	WD8LAA 271 HCPTR CO	VIETNAM		RVN
197003	131	1193	WD8LAA 271 HCPTR CO	VIETNAM		RVN
197004	9	1202	WD8LAA 271 HCPTR CO	VIETNAM		RVN
197005	1	1203	WCLSAA 388 TRANS CO	VIETNAM		RVN
197006	0	1203	WCLSAA 388 TRANS CO	VIETNAM		RVN
197007	0	1203	WHB1AA 166 TRANS CO	VIETNAM		RVN
197008	0	1203	W0Y6AA OS TO CONUS	ITR CONUS		AVCOMITR
197009	0	1203	W0M6AA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

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Build
B448

67-18478

CH-47B

Delivery Date
16 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Mar 1988

Prev SN

Serial Number
88-00078

Status

Loss Date

Transfer Date

Converted to D Model

	RVN Incident Report	DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196801	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND		AVCOM	
196802	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND		AVCOM	
196803	0	1	WOMHAA DIR SUP / TRAN	IN MAINT	SHARPE AD		AVCOM	
196804	0	1	3300 BELL HCPTR	BAILMENT	FT WORTH		AVCOM	
196805	11	12	3261 355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196806	48	60	3261 355 AVN CO	4TH ARMY	FORT SILL		4TH ARMY	
196807	40	100	3261 OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR		AMC	
196808	47	147	3487 HHD 44 ENG GP	THAILAND			PACIFIC	
196809	65	212	3487 HHD 44 ENG GP	THAILAND			PACIFIC	
196810	50	262	WAAWB0 COB 228ABAH1CAV	VIETNAM			RVN	
196811	30	292	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196812	16	308	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196901	54	362	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196902	87	449	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196903	82	531	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196904	33	564	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196905	89	653	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196906	86	739	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196907	22	761	WAAWC0 COB 228ABAH1CAV	VIETNAM			RVN	
196908	49	810	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM			RVN	
196909	52	862	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM			RVN	
196910	0	862	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM			RVN	
196911	74	936	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM			RVN	
196912	112	1048	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM			RVN	
197001	73	1121	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197002	43	1164	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197003	93	1257	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197004	108	1365	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197005	100	1465	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197006	101	1566	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197007	84	1650	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197008	37	1687	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197009	78	1765	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197010	78	1843	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	
197011	31	1877	WAAWC0 C 228 BN 1 ACD	VIETNAM			RVN	

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Build
B449

67-18479

CH-47B

Delivery Date
17 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

YCH-47D

Prev Model

Induction Date

Prev SN

Serial Number

76-18479



Status

Loss Date

Transfer Date

Converted to D Model Prototype

In 1976, CH-47A 65-08008, along with B model 67-18479 and C model 67-18538, were selected as D model prototype airframes and re-serial numbered as 76-08008, 76-18479 [middle aircraft in photo above] and 76-18538. These aircraft, and subsequent D model aircraft, eventually sported the Lycoming T55-L-712 engine, capable of producing a minimum of 4,500 shaft horsepower (SHP), fiberglass rotor blades, a re-designed cockpit, as well as numerous other changes. The slogan - "Only The Silhouette Remains The Same" was coined to describe the D model aircraft verses it's predecessors.

B model 67-18479, Boeing build number B-449, accepted by the Army on 17 January 1968, was re-serial numbered as 76-18479 for the prototyping. Sometime after the D testing was completed at Fort Rucker, Alabama, in 1982, 76-18479 was assigned to Fort Eustis, Virginia, and was utilized as a Category B D model training device in the 67U maintenance course, and eventually stricken from the flyable inventory.

This is our story about the bombing mission of THE ODYSSEY CH-47B 67-18479.

One day in mid August 1970 and prior to the jungle shootout incident we were out flying around the CAV'S AO carrying out scheduled assignments of missions and sorties to fire support bases and LZ's between Nui Ba Den and Nui Ba Ra and on over by Loc Ninh. The morning was half gone when the Aircraft Commander came on the intercom and said to us in the back something to the effect that we were just going to love the mission we had just been assigned. Evidently a vast enemy tunnel complex was uncovered near the Cambodian border not far from Nui Ba Den and we had been given the task of bombing it with drums of Napalm. The thought crossed my mind more in the form of a question to myself: Well hell? Why not call in a B52 Arch-Light Strike and turn the whole area into a series of moon craters? Or better yet, summon up a squadron of Air Force fighter jets to unleash one of their spectacular "napalm nukes" bombing sorties so vividly and accurately depicted in the post Vietnam War cinema! Apparently, tactical and time considerations were in play so the mission was allocated to one lone Chinook THE ODYSSEY 479 and her crew, to accomplish.

In order to conduct and successfully complete this mission additional equipment would be required so we flew back to Phuoc Vinh and snatched up all the extra tie downs we could find and more harnesses. We then flew on to Quan Loi, refueled, set down near the logistics pad and shut down. The Crew Chief, the Gunner and I with some help from some of the logistics pad crews wrestled into the cargo hold of THE ODYSSEY about fourteen 55 gallon drums of napalm in two rows standing upright which took up all the cargo area from the cockpit companionway all the way back beyond the edge of the ramp and I could only slightly raise it. The blazing hot sun was approaching high noon and without our two big fans moving the sweat was pouring off all our brows. The Aircraft Commander and the Pilot in the cockpit were not faring any better as it was hotter in there. They were on the radio with the command elements of the 1st Air Cavalry Division strategizing the mission at hand. There was no room to move around inside the aircraft except to crawl over the now well tied down drums of napalm. We were probably pretty close to being maxed out as far as the internal load carrying capacity of a "B" model Chinook but that would present no problem for THE ODYSSEY. She was now officially a Chinook Bomber and we were all fundamentally one big highly explosive bomb.

We cranked up, lifted off and flew on out to the coordinates of the enemy This is our story about the bombing mission of THE ODYSSEY CH-47B 67-18479.

RVN incident reports Sep 1969-Sep 1970

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Build
B450

67-18480

CH-47B

Delivery Date
18 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

4 May 1970

Transfer Date

War Story:

Destroyed on the ground by a rocket or shot down in Cambodia. I was FE of 67-18480. SP5 Norm Cotterman was my first Crew Chief. He had been chief under Steve Henshaw (Seattle, WA) since 480 had come into C Co in the summer of '68. Mel "Tex" Chappell, Spec 5 CE 047 & 485 FE 480

Incident report May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196801	0	0	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	6	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	0	6	W0MHAA	DIR SUP / TRAN	IN MAINT	SHARPE AD	AVCOM
196804	0	6	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	48	54	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	19	73	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	75	148	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	100	248	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196809	62	310	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196810	56	366	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196811	50	416	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196812	50	466	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196901	91	557	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196902	6	563	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196903	37	600	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196904	62	662	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196905	98	760	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196906	41	801	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196907	61	862	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196908	7	869	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196909	94	963	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196910	97	1060	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196911	87	1147	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196912	117	1264	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
197001	122	1386	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197002	77	1463	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197003	99	1562	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197004	99	1661	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN

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Build
B451

67-18481

CH-47B

Delivery Date
22 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

13 Jan 1969

Transfer Date

Destroyed on the ground by the Viet Cong along with Chinooks 66-19118 and 66-19128

RVN Incident Reports Aug 1968-Jan 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196801	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196802	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196803	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196804	0	2	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM	
196805	39	41	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196806	109	150	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196807	102	252	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196808	79	331	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196809	89	420	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196810	96	516	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196811	71	587	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196812	77	664	WD8LAA	271 HCPTR CO	VIETNAM		RVN	
196901	31	695	WCLUAA	611 TRANS CO DS	VIETNAM		RVN	
196902	0	695	WCLUAA	611 TRANS CO DS	VIETNAM		RVN	
196903	0	695	WCLUAA	611 TRANS CO DS	VIETNAM		RVN	
196904	0	695	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196905	0	695	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196906	0	695	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196907	0	695	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196908	0	695	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196909	0	695	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR	

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Build
B452

67-18482

CH-47B

Delivery Date
24 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Mar 1988

Prev SN

Serial Number
88-00077

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident reports May 1968-Nov 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196801	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196802	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	0	WOMHAA	DIR SUP / TRAN	IN MAINT	SHARPE AD	AVCOM
196804	0	0	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	44	44	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196806	107	151	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196807	110	261	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196808	90	351	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196809	83	434	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196810	77	511	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196811	64	575	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196812	108	683	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196901	117	800	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196902	59	859	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196903	78	937	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196904	36	973	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196905	63	1036	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196906	56	1092	WD8LAA 271	HCPTR CO	VIETNAM		RVN
196907	40	1132	W2VYAA	AMMC	VIETNAM		RVN
196908	0	1132	W2VYAA	AMMC	VIETNAM		RVN
196909	0	1132	W2VYAA	AMMC	VIETNAM		RVN
196910	9	1141	WFJ5B0 B 159	ASHB 101AC	VIETNAM		RVN
196911	63	1204	WFJ5B0 B 159	ASHB 101AC	VIETNAM		RVN
196912	64	1268	WFJ5B0 B 159	ASHB 101AC	VIETNAM		RVN
197001	64	1332	WFJ5B0 B 159	ASHB 101AC	VIETNAM		RVN
197002	47	1379	WFJ5B0 B 159	ASHB 101AC	VIETNAM		RVN
197003	47	1426	WD8LAA 271	HCPTR CO	VIETNAM		RVN
197004	54	1480	WD8LAA 271	HCPTR CO	VIETNAM		RVN
197005	117	1597	WD8LAA 271	HCPTR CO	VIETNAM		RVN
197006	81	1678	WD8LAA 271	HCPTR CO	VIETNAM		RVN
197007	32	1710	WD8LAA 271	HCPTR CO	VIETNAM		RVN
197008	2	1712	WD8LAA 271	HCPTR CO	VIETNAM		RVN
197009	82	1796	WD8LAA 271	HCPTR CO	VIETNAM		RVN

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Build
B453

67-18483

CH-47B

Delivery Date
30 Jan 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Dec 1982

Prev SN

Serial Number
83-24105



Status

Converted to D Model

Loss Date

Transfer Date

A/C 67-18458 A/C 67-18483 Submitted by Earl Evans

05-15-69

LZ Professional had been under fire for quite some time and was getting dangerously low on ammunition and water. 178th ASHC had received the call to send two ships to said location. Two trips each of water and ammunitions. Cobra gunships and jet support was also called to help make sure all supplies would arrive safe and sound.

Boxcar 483 and 458 were the two aircraft picked for the mission. When we arrived at the LZ, the gunships and jets were still pounding the southwest corner, where the VC were reported to have two 50 cal. machine guns located. Boxcar 483 was the first aircraft to head for the drop-off zone. All eyes were on the southwest corner, waiting for the VC to try to shoot us down. All quiet... Banking around the northeast corner, on the final approach, only about 100 feet off the ground, everyone is thinking, "PIECE OF CAKE". Then all hell broke loose. Two twin-50 cal. machine guns opened up on us, plus several small arms fire. Boxcar 483's top side rocked over as one 50 cal. round hit the upper part of the aircraft. Never before had I ever seen as much gunfire going off and knowing they were all trying to hit me. Tracers and small arms fire bounced off the ground and flew past our windows without another hit. Our load was released on the run. We were never lower than 50 feet from the ground as the load fell to the landing pad. We pulled power and climbed out of there. We could feel the vibration in the upper pylon area where the 50 cal. round had hit. At that time we also were not sure if we had taken any hits from all the small arms fire.

The gunships and jets really started pounding the area from where the shooting had come. It was like a mini war zone. Gun fire going both ways.

Boxcar 458 started her descent to the landing pad. Through the smoke and haze we could tell that she had taken some major hits. They were unable to pull power and disembark the area. As she settled to the ground, small arms bullets were hitting the aircraft all over. A major fire had erupted as the crew ran for safety in the LZ. That was the end of Boxcar 458.

As we circled from above, watching 458 burn, we hoped the crew were safe and no one hurt.

As it turned out, all of the crew of 458 were safe and sound-- but very much shaken from the ordeal at LZ Professional.

As for Boxcar 483, we were very lucky as well. The anti-aircraft 50 cal. round that had hit her, hit the forward transmission mount pad, which is about a 6" square. The anti-aircraft shell cut a 5" groove deep into that mount pad. A couple inches one way or the other and Boxcar 483 would have finalized at LZ Professional as well.

RVN Incident Reports June 1968-Feb 1971

DATE FT HRS IIC IUNIT AREA POST COUNTRY

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Build
B454

67-18484

CH-47B

Delivery Date
09 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Apr 1987

Prev SN

Serial Number
87-00089

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident report Dec 1968

Accident Summary:

THE ^CH-47B^ WAS INVOLVED IN A GROUND COLLISION WITH ^US AIR FORCE C-130, SN 63-802^, AT ^LZ ODESSA, RVN^. THE ^CH-47^ AIRCRAFT WAS DISPATCHED TO ^LZ ODESSA^ WITH INSTRUCTIONS TO LAND AT THE ^ARIZONA PAD^ TO PICK UP AN EXTERNAL LOAD FOR DELIVERY TO A FORWARD AREA. UPON ARRIVAL AT ^ODESSA^ IT WAS CLEARED TO LAND AT ^ARIZONA PAD^. THERE IT PICKED UP TWO PASSENGERS AND ADVISED THAT ITS SLING LOAD WAS AT THE OPPOSITE END OF THE RUNWAY. THE PILOT WAS PREPARING TO CALL THE TOWER FOR CLEARANCE TO HOVER TO THAT POINT WHEN THE COLLISION OCCURRED. THE ^C-130^ AIRCRAFT RECEIVED LANDING INSTRUCTIONS WHEN APPROXIMATELY TEN MILES FROM THE LZ. HE WAS ADVISED TO REPORT ENTERING LEFT DOWN WIND FOR RUNWAY 07. THERE WAS SOME DISCUSSION BETWEEN THE TOWER AND THE ^C-130^, CONCERNING THE ALTIMETER SETTING AT THE TIME HE ENTERED DOWN WIND. HE REPORTED TURNING BASE AND WAS CLEARED BY THE TOWER TO LAND. AFTER A NORMAL TOUCH DOWN HE REVERSED HIS PROPELLORS, AND AS HE PASSED THE ^CH-47^ HIS RIGHT WING CONTACTED THE FORWARD ROTOR OF THE HELICOPTER. THE ROTORS WERE TURNING AT FLIGHT RPM. THE WING OF THE ^C-130^ WAS HEAVILY DAMAGED TO A POINT APPROXIMATELY 5 FEET FROM THE TIP. THE EXTREME VIBRATION AND FLYING DBRIS FROM THE DAMAGED FRONT ROTOR BLADES CAUSED MAJOR DAMAGE TO THE REAR ROTOR BLADES AND DRIVE LINE COMPONENTS. THERE WERE NO INJURIES AND THERE WAS NO FIRE.\\

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196802	0	0	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	0	W0MHAA	DIR SUP / TRAN	IN MAINT	SHARPE AD	AVCOM
196804	0	0	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	0	0	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	41	41	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	35	76	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	49	125	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196809	70	195	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196810	49	244	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196811	1	245	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196812	28	273	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196901	0	273	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196902	68	341	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196903	76	417	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196904	68	485	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196905	44	529	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196906	11	540	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN

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Build
B455

67-18485

CH-47B

Delivery Date
08 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

31 May 1970

On 31 May 1970 at about 2000 hours in pitch black darkness, bad weather and a host of other Murphy's Law Catch-22 Conundrums 485 ran out of fuel, went into autorotation and settled/crashed into the jungle in the vicinity of Nui Ba Ra. The crew escaped serious injury and the aircraft was later destroyed in place.

Accident Summary:

THE FLIGHT WAS A DIRECT COMBAT SUPPORT MISSION WHICH ORIGINATED AT BU DOP, RVN AT APPROXIMATELY 1800 HOURS WITH 2700 LBS. OF FUEL ON 31 MAY 1970. THE FLIGHT WAS TO PROCEED TO QUAN LOI WITH THE POSSIBILITY OF THE REMAINING MISSIONS TO BE CANCELLED. AFTER NO CONFIRMATION OF THE SORTIES BEING CANCELLED, THE FLIGHT CONTINUED FROM QUAN LOI WITH MISSION NUMBER 3020, CLASS 5 EXTERNAL GOING TO LZ CORRAL, 34 NAUTICAL MILES NORTH NORTHEAST OF QUAN LOI. THE FLIGHT PATH WAS NORTH OVER FLYING LZ GAUNDER 26 NAUTICAL MILES ON A HEADING OF APPROXIMATELY 360 DEGREES OUT OF QUAN LOI. THE REMAINING MISSION WAS CANCELLED PRIOR TO REACHING LZ GAUNDER. THE FLIGHT CONTINUED ON A HEADING OF 010 DEGREES AFTER OVER FLYING GAUNDER WITH AN ETE OF 7 MINUTES TO LZ CORRAL. THE AIRCRAFT COMMANDER WAS ADVISED BY SWOOP 52 THE GUN SHIP COVER AT CORRAL, THAT THE WEATHER CONDITION AT CORRAL WAS DETERIORATING. THE FLIGHT CONTINUED AND WAS ADVISED THAT BU DOP WAS OUT OF POL. THE AIRCRAFT COMMANDER THEN PLANNING ON LOC NINH (22 NAUTICAL MILES NORTH NORTHWEST OF QUAN LOI) AS AN ALTERNATE CONTINUED UNTIL HIS ETA. NOT HAVING LZ CORRAL IN SITE HE ATTEMPTED TO CONTACT CORRAL CONTROL, BUT NEVER GAINED CONTACT. AFTER SEVEN MINUTES OF CIRCLING, TRYING TO FIND CORRAL, THE AIRCRAFT COMMANDER DECIDED TO RETURN TO BU DOP. THE AIRCRAFT WAS DOWN TO LESS THAN 1000 LBS OF FUEL AT THIS TIME AND THE AIRCRAFT COMMANDER TURNED SOUTH SOUTHEAST (HEADING 170 DEGREES) WITH AN ETE TO BU DOP OF 10 MINUTES. AT THIS TIME THE WEATHER WAS DETERIORATING TO ABOUT 1 1/2 MILES VISIBILITY WITH DRIZZLE AND GROUND FOG. THE AIRCRAFT COMMANDER CONTACTED SONG BE GCA AFTER OVER FLYING HIS ETE BY 2 MINUTES. SON BE COULD NOT ESTABLISH RADAR CONTACT AND REFERRED HIM TO BU DOP GCA. BU DOP GCA WAS UNABLE TO GET A POSITIVE RADAR TARGET. ANOTHER CH-47, #160, WAS IN THE SAME AREA AND OVER HEARD THE RADIO CALLS BETWEEN BU DOP GCA AND 485. THE AIRCRAFT COMMANDER HAD RELEASED THE LOAD AND HAD PULLED NUMBER 2 ENGINE TO STOP WITH 700 LBS OF FUEL REMAINING JUST PRIOR TO CONTACTING BU DOP GCA, BECAUSE ON HIS INITIAL CALL, HE STATED HE WAS ON ONE ENGINE AND WAS LOW ON FUEL. CH-47, #160, WAS ABLE TO HOME IN 485'S DIRECTION AND AFTER A FEW MINUTES HAD 485 TURN THE LANDING LIGHT ON, GAINED VISUAL CONTACT 2 TO 4 MILES IN FRONT OF CH-47 #160. 160 INFORMED 485 THAT IF THEY CLIMBED TO 2000 FEET THEY COULD SEE NUI BA RA. 485 CLIMBED AND SAID THEY HAD THE MOUNTAIN IN SIGHT AND WAS GOING TO LAND IN THE FIRST OPEN AREA, POSSIBLY OLD LZ ELLEN. APPROXIMATELY 2 OR 3 MINUTES LATER THE NUMBER ONE ENGINE FAILED DUE TO FUEL EXHAUSTION. THE AIRCRAFT COMMANDER ENTERED AUTOROTATION AND 485 ENTERED THE TREE AT ZERO AIRSPEED AND SETTLED VERTICALLY INTO TREES 40 TO 100 FEET TALL. THE AIRCRAFT CAME TO REST ON THE LEFT SIDE, THERE WAS NO WRECKAGE DISTRIBUTION. THERE WASN'T A FIRE.\

RVn Incident Reports May 1969-May 1970

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Build
B456

67-18486

CH-47B

Delivery Date
10 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Jan 1988

Prev SN

Serial Number
88-00068

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Aug 1968-Mar 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196802	0	0	WOY6AA	INTRANSIT	IN TRANSIT	AVCOMCTR
196803	0	0	WOMHAA	DIR SUP / TRAN	IN MAINT	SHARPE AD AVCOM
196804	0	0	3300	BELL HCPTR	BAILMENT FT WORTH	AVCOM
196805	0	0	3300	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196806	0	0	3300	355 AVN CO	4TH ARMY FORT SILL	4TH ARMY
196807	31	31	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196808	94	125	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196809	96	221	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196810	49	270	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196811	88	358	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196812	70	428	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196901	98	526	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196902	116	642	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196903	0	642	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196904	37	679	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196905	63	742	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196906	100	842	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196907	84	926	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196908	3	929	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196909	40	969	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196910	72	1041	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196911	3	1044	WD8LAA 271	HCPTR CO	VIETNAM	RVN
196912	76	1120	WD8LAA 271	HCPTR CO	VIETNAM	RVN
197001	90	1210	WD8LAA 271	HCPTR CO	VIETNAM	RVN
197002	71	1281	WD8LAA 271	HCPTR CO	VIETNAM	RVN
197003	105	1386	WD8LAA 271	HCPTR CO	VIETNAM	RVN
197004	109	1495	WD8LAA 271	HCPTR CO	VIETNAM	RVN
197005	87	1582	WD8LAA 271	HCPTR CO	VIETNAM	RVN
197006	52	1634	WCLSAA 388	TRANS CO	VIETNAM	RVN
197007	0	1634	WCLSAA 388	TRANS CO	VIETNAM	RVN
197008	0	1634	WHB1AA 166	TRANS CO	VIETNAM	RVN
197009	0	1634	WHB1AA 166	TRANS CO	VIETNAM	RVN
197010	0	1634	WOMAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B457

67-18487

CH-47B

Delivery Date
12 Feb 1968

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [US]

Loss Date

6 Feb 1970

Transfer Date

Photo shows 67-18487 being airlifted by a CH-54 in Vietnam

On 6 Feb 1970, 67-18487 was being transported in an Air Force C-133 Cargomaster aircraft from Travis AFB, California to Harrisburg, PA bound for the US Army Depot in New Cumberland, PA.

At about 2:25 a.m. early Friday morning, Cargomaster #59-0530 crashed and exploded in rolling pastureland on the Earl Smith ranch five miles northwest of Palisade, Nebraska, a town of about 540 population. All five of the Air Force crewmen aboard were killed.

"It looked like a big ball of fire and then like fireworks going off," said Wayne Carse, a farmer, who witnessed the crash from eight miles away. He further stated the plane apparently exploded on impact.

A team of Air Force accident investigators from Offutt Air Force Base near Omaha combed through the wreckage that very afternoon to determine the cause of the crash, sealing the crash site off from the public.

The Air Force investigation found that an existing 11" crack above the left side door, and hidden under the aircraft's paint, suddenly expanded lengthwise, resulting in further tearing of the upper forward fuselage skin for a length of nearly 17 feet. This rapid crack development in the fuselage set off an explosive decompression of the plane's cabin, as the plane was cruising aloft at 23,000 feet. This caused large sections of the aircraft aluminum skin, from both the top and right side of the fuselage, to be peeled back and away, blowing portions straight back, and into the right inboard engine - setting it ablaze. The resulting stresses tore the plane apart, and rained ruin down on the Nebraska countryside.

Over their service life, severe vibrations from the 18-foot in diameter propellers that the Cargomasters used had caused critical stress corrosion of the airframes to the point that the aircraft were beyond the point of economical operation. However, the Air Force managed to maintain and keep many of the aircraft in its fleet of C-133s in service until the C-5 finally entered squadron service in October of 1970.

RVN Incident reports Sep 1968-Jan 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196802	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	0	0	WOMHAA	DIR SUP / TRAN	IN MAINT	SHARPE AD	AVCOM
196804	0	0	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	12	12	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	27	39	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	42	81	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	63	144	3487	HHD 44 ENG GP	THAI AND		PACIFIC

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Build
B458

67-18488

CH-47B

Delivery Date
19 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 May 1988

Prev SN

Serial Number
88-00086

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1967-Mar 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196802	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	2	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	3	3300 BELL HCPTR	BAILMENT FT WORTH		AVCOM
196805	25	28	3261 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	0	28	WC5GAA 610 TRANS CO	VIETNAM		RVN
196807	0	28	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	28	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	28	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	28	3300 HHD 44 ENG GP	THAILAND		PACIFIC
196811	40	68	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196812	60	128	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196901	103	231	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196902	99	330	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196903	49	379	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196904	57	436	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196905	81	517	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196906	19	536	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196907	70	606	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196908	29	635	WC5JAA 178ASLTSPTHELCO	VIETNAM		RVN
196909	57	692	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
196910	42	734	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
196911	90	824	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
196912	3	827	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197001	81	908	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197002	19	927	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197003	98	1025	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197004	61	1086	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197005	52	1138	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197006	77	1215	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197007	75	1290	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197008	102	1392	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197009	55	1447	WC5JAA 178 ASHC	AMDV VIETNAM		RVN
197010	66	1513	WC5JAA 178 ASHC	AMDV VIETNAM		RVN

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Build
B459

67-18489

CH-47B

Delivery Date
20 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Mar 1988

Prev SN

Serial Number
88-00074

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1969-Aug 1970

196802	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	1	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	2	3300 BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	34	36	3261 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	21	57	3261 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	41	98	3261 OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	66	164	3487 HHD 44 ENG GP	THAILAND		PACIFIC
196809	58	222	3487 HHD 44 ENG GP	THAILAND		PACIFIC
196810	70	292	WAAWB0 COB 228ABAH1CAV	VIETNAM		RVN
196811	32	324	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196812	0	324	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196901	65	389	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196902	38	427	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196903	89	516	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196904	6	522	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196905	65	587	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196906	8	595	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196907	57	652	WAAWC0 COB 228ABAH1CAV	VIETNAM		RVN
196908	78	730	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM		RVN
196909	57	787	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM		RVN
196910	59	846	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM		RVN
196911	48	894	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM		RVN
196912	27	921	WAAWC0 HQCO 1FLDFRSRVN	VIETNAM		RVN
197001	72	993	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197002	100	1093	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197003	104	1197	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197004	42	1239	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197005	109	1348	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197006	131	1479	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197007	78	1557	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197008	69	1626	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197009	108	1734	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197010	63	1797	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN
197011	89	1886	WAAWC0 C 228 BN 1 ACD	VIETNAM		RVN

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Build
B460

67-18490

CH-47B

Delivery Date
23 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

27 Sep 1977

MISHAP H.EPOR/I'

178th AVIATION CO. CII47B 67-18490 F'I'. SILL f OKLAHOMA 27 SEPTEMBER 1977 1300 HOURS

MAJOR ACCIDENT -POSSIBLE STRIKE

Aircraft had been on training flight and crew reported clutch or power problems with No.2 engine. Maintenance personnel trouble-shot the aircraft and were preparing aircraft for turn-up. No.1 engine was started and brought on the line. No. 2 engine was started and crew reported clutch slippage problem. There was a loud explosion followed by fire. Crew exited aircraft. There were reportedly two minor injuries. No fatalities.

Ground witnesses reported sounds like a runaway engine and also the explosion. Examination of the aircraft revealed No.2 engine power turbine section disintegrated. Aft pylon displaced left and aft. Combiner transmission displaced. Combiner reservoir knocked off of corrbiner. Drive shafting between combiner and aft transmission broken. Evidence of shrapnel damage from power turbine. Evidence of blade to blade contact.

B/V preparing to send technical assistance. IJSAAVS has sent technical support to assist Accident Board.

R. G. ORRJan 1970

RGO:aty

RVN Incident Reports Jun 1868-Jan 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196802	4	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	2	6	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	6	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	0	6	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	18	24	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	24	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	24	48	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196809	98	146	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196810	53	199	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196811	100	299	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196812	0	299	WAGWA0	COA 15TC1CAVDIV	VIETNAM		RVN
196901	0	299	WAGWA0	COA 15TC1CAVDIV	VIETNAM		RVN
196902	80	379	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196903	69	448	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196904	41	489	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196905	86	575	WADWC0	COB 228ABAH1CAV	VIETNAM		RVN

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Build
B461

67-18491

CH-47B

Delivery Date
26 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Dec 1987

Prev SN

Serial Number
88-00065

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Feb 1969-Mar 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196802	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196803	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	2	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	0	2	3300	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	66	68	3261	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	73	141	3261	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	53	194	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196809	77	271	3487	HHD 44 ENG GP	THAILAND		PACIFIC
196810	33	304	WAAWB0	COB 228ABAH1CAV	VIETNAM		RVN
196811	74	378	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196812	66	444	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196901	52	496	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196902	90	586	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196903	1	587	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196904	0	587	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196905	50	637	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196906	57	694	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196907	75	769	WAAWC0	COB 228ABAH1CAV	VIETNAM		RVN
196908	27	796	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196909	81	877	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196910	18	895	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196911	102	997	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
196912	98	1095	WAAWC0	HQCO 1FLDFRSRVN	VIETNAM		RVN
197001	100	1195	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197002	28	1223	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197003	135	1358	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197004	140	1498	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197005	117	1615	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197006	126	1741	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197007	52	1793	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197008	8	1801	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197009	91	1892	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN
197010	77	1964	WAAWC0	C 228 BN 1 ACD	VIETNAM		RVN

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Build
B462

67-18492

CH-47B

Delivery Date
27 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Mar 1988

Prev SN

Serial Number
88-00076

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Aug 1968-Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196802	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196803	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196804	0	3	3300	BELL HCPTR	BAILMENT	FT WORTH	AVCOM
196805	11	14	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196806	74	88	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196807	36	124	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196808	61	185	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196809	43	228	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196810	68	296	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196811	90	386	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196812	71	457	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196901	39	496	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196902	61	557	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196903	85	642	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196904	53	695	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196905	65	760	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196906	34	794	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196907	25	819	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196908	76	895	WC5JAA	178ASLTSPTHELCO	VIETNAM		RVN
196909	97	992	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196910	41	1033	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196911	34	1067	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
196912	25	1092	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197001	41	1133	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197002	42	1175	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197003	3	1178	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197004	67	1245	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197005	23	1268	WC5JAA	178 ASHC	AMDV VIETNAM		RVN
197006	1	1269	WE4HAA	142 TC DS	VIETNAM		RVN
197007	0	1269	WE4HAA	142 TC DS	VIETNAM		RVN
197008	0	1269	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197009	0	1269	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197010	0	1269	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

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Build
B463

67-18493

CH-47B

Delivery Date
28 Feb 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

6 Feb 1971

178th ASHC The aircraft was on short final to LZ Siberia when the bolt through the pilot valve broke in the aft rotor head, causing the aircraft to pitch up and crash on top of the water buffalo it was delivering to LZ Siberia. The crew was lost in this accident. Pilots Capt. David Alexander and Capt. Michael Kerl and the enlisted crew of SP/5 Robert Rogers, SP/5 Ambers Hamilton and SP/4 Curtis Williams. Capt. Richard Aaron (16th Group, 123rd Bn. Flight Surgeon) was on the A/C getting flight time and was also killed.

AIRCRAFT ^67-18493^ WAS INITIALLY LAUNCHED FROM THE ^178TH ASHC^ RAMP AT CHU LAI EAST AIRFIELD AT 1245 HRS, 6 FEB 71, TO WORK MISSIONS FOR NORTHERN DIVISION ARTILLERY. AIRCRAFT ^493^ ARRIVED AT HAWK HILL AT 1302 HRS AND DEPARTED AT 1313 HRS. THIS WOULD HAVE BEEN SUFFICIENT TIME TO TOP OFF WITH FUEL; HOWEVER THIS COULD NOT BE VERIFIED. AIRCRAFT ^493^ CARRIED A LOAD OF CLASS FIVE TO LZ SIBERIA ARRIVED BACK AT HAWK HILL AT 1345 HRS WITH A BACKHAUL OF WATER BLIVETS FROM LZ SIBERIA ^AS RECORDED ON THE BACKHAUL SHEET^, THEN DEPARTED HAWK HILL AT 1352 HRS WITH ANOTHER LOAD OF CLASS FIVE FOR LZ SIBERIA. AFTER DROPPING OFF THE CLASS FIVE AT LZ SIBERIA, AIRCRAFT ^493^ FLEW TO TIEN PHUOC AND PICKED UP A WATER TRAILER FROM THE ^3/16TH ARTY^ AND TOOK IT TO LZ SIBERIA. AFTER DROPPING OFF THE LOAD, IT DEPARTED FOR LZ WEST AND PICKED UP A BACKHAUL OF AN EMPTY WATER TRAILER. AFTER DROPPING THE WATER TRAILER AT TIEN PHUOC, IT WAS FLOWN TO HAWK HILL, ARRIVING AT 1440 HRS. ALTHOUGH THERE IS NO CONFIRMATION THAT THIS TOOK PLACE. THE POL OPERATOR AT HAWK HILL STATED THAT POL WAS UP THE ENTIRE DAY. AIRCRAFT ^493^ DEPARTED HAWK HILL AT APPROXIMATELY 1510 IN ROUTE TO LZ SIBERIA. THE RTO AT LZ SIBERIA STATED THAT HE RECEIVED A CALL FROM ^BOXCAR 20^ SAYING HE WAS INBOUND WITH A LOAD OF WATER BLIVETS AND A GENERATOR. THE RTO STATED THAT NOTHING WAS INDICATED TO BE WRONG DURING THE CONVERSATION. AT 1525 HRS, 6 FEB 71, AIRCRAFT ^493^ MADE AN APPROACH TO LZ SIBERIA LANDING 090DEG. IT WAS AT A SLOW AIRSPEED AND AT AN ALTITUDE OF APPROXIMATELY 150-200 FEET AGL, WHEN A CHANGE IN THE NORMAL TONE OF A CHINOOK ON AN APPROACH ALERTED PERSONNEL ON THE GROUND TOWARD THE AIRCRAFT. THE NOSE OF THE AIRCRAFT DROPPED DOWN TO THE RIGHT. THE AIRCRAFT IMPACTED SLIGHTLY NOSE LOW ON ITS RIGHT SIDE ALONG THE PERIMETER LINE ON THE WEST SIDE OF THE LZ. THE AIRCRAFT, HITTING ON A RIDGE CREATED BY THE PERIMETER TRENCH LINE, BROKE IN HALF ALLOWING THE WEIGHT OF THE AFT SECTION TO CARRY THAT SECTION SLIGHTLY DOWNHILL AND ORIENTED AT APPROXIMATELY 150DEG. THE SECTION OF THE AIRCRAFT FROM STATION 240 FORWARD WAS NOT DESTROYED BY THE ENSUING FIRE. THIS SECTION CAME TO REST ON ITS RIGHT SIDE POINTING IN A DIRECTION OF 190DEG TO 200DEG. THE LEFT FORWARD LANDING GEAR WAS JUST FORWARD OF ITS NORMAL POSITION INDICATING SOME FORWARD AIRSPEED OR A SLIGHTLY NOSE LOW ATTITUDE; HOWEVER, THE RIGHT FORWARD LANDING GEAR WAS BURIED IN ITS PROPER POSITION RELATIVE TO THE AIRCRAFT. IT WAS BENT INBOARD INDICATING MOVEMENT DIRECTLY TO THE RIGHT WHICH WAS DIRECTLY DOWNWARD. A SEEMING CHANGE IN ROTOR RPM IS INDICATED BY A TAPE RECORDING MADE APPROXIMATELY ONE HUNDRED FEET AWAY FROM THE CRASH, THE CONDITION OF THE BLADES AND THEIR POSITION RELATIVE TO THEIR POINT OF IMPACT WITH THE GROUND ALSO INDICATE A POSSIBLE LOW ROTOR RPM. ADDITIONAL STATEMENTS BY WITNESSES INDICATE A SLOWING OF THE ROTOR BLADES. IT IS ASSUMED THAT ^LT KERL^, SITTING IN THE RIGHT SEAT, WAS FLYING SINCE ^CPT ALEXANDER^ HAD BEEN THE ONE WHO CALLED HAWK HILL FOR DEPARTURE. IT IS UNIT STANDARD OPERATING PROCEDURE THAT ONE MAN FLIES AND THE OTHER PILOT MAKES ALL THE RADIO CALLS FOR AN ENTIRE LOAD AND THEN THE PROCESS IS REVERSED THE PILOT IN THE LEFT SEAT ^CPT ALEXANDER^ WAS ALIVE WHEN REMOVED FROM THE WRECKAGE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B464

67-18494

CH-47C

Delivery Date
30 Mar 1968

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Feb 1991

Serial Number
91-00240

Status

Loss Date

Transfer Date

Converted to D Model

First C model - CH-47C first flight 14 Oct 67/first delivery 30 March 1968]

No record of Vietnam service

Build
B465

67-18495

CH-47C

Delivery Date
29 Mar 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Apr 1991

Prev SN

Serial Number
91-00247

Status

Loss Date

Transfer Date

Converted to D Model

[first flight with fibreglass blades 22 May 1978]

RVN Incident Reports July 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196803	0	0	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR	
196804	89	89	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196805	154	243	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196806	151	394	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196807	146	540	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196808	101	641	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196809	72	713	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196810	107	820	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196811	125	945	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196812	86	1031	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196901	140	1171	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196902	100	1271	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196903	153	1424	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196904	186	1610	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196905	150	1760	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM
196906	0	1760	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196907	0	1760	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	1760	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	1760	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1760	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	3	1763	W0MAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM
196912	0	1763	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
197001	68	1831	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	55	1886	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	70	1956	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	52	2008	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	83	2091	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	81	2172	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	88	2260	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	41	2301	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	97	2398	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B466

67-18496

CH-47C

Delivery Date
29 Mar 1968

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

13 Feb 1969

Apalachicola, FL? Details of the accident are not available

No record of Vietnam service

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B467

67-18497

CH-47C

Delivery Date
29 Mar 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Destroyed by Enemy Action [RVN]

Loss Date

17 May 1970

Transfer Date

Weather Check mission - hit by small arms fire

Received many rounds, one thru forward transmission sump; possible hydraulic failure. Five crew KIA.

RVN Incident report May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196803	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR	
196804	29	29	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196805	181	210	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196806	151	361	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196807	150	511	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196808	139	650	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196809	153	803	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196810	69	872	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196811	86	958	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196812	89	1047	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196901	160	1207	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196902	123	1330	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196903	150	1480	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196904	163	1643	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196905	166	1809	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196906	0	1809	W04TAA	ARMY AVN BD	3RD ARMY	FORT RUCKER	TEVALCOM	
196907	1	1810	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196908	0	1810	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196909	0	1810	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196910	0	1810	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196911	2	1812	W0MAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM	
196912	0	1812	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN	
197001	40	1852	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
197002	49	1901	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
197003	76	1977	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	
197004	136	2113	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B468

67-18498

CH-47C

Delivery Date
29 Mar 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Captured by North Korea

Loss Date

14 Jul 1977

Transfer Date

Flew across DMZ and was hot down by North Korean forces. Aircraft landed in North Korea, 3 killed, 1 wounded. Wounded co-pilot returned to US forces. Helicopter remains in North Korea, status unknown.

Shot down by North Korean ground fire after it tried to take off after mistaking the first ground fire for engine trouble and putting down to check it out. A/C accidentally crossed DMZ.

From Time Magazine:

It was exactly the kind of incident that could have triggered military alerts—or worse—on the volatile frontier between the two Koreas. With a burst of gunfire, North Korean forces downed a U.S. helicopter that had strayed across the demarcation line; within minutes three of the American crewmen lay dead and the one survivor of the flight was taken prisoner. To ward off yet another Korean crisis, the White House moved quickly to defuse the situation created by the accidental incursion and North Korea's brutal response.

Two and a half days later, the incident had been resolved. After an intense, nine-hour negotiating session with American officials at Panmunjom, North Korea agreed to release Chief Warrant Officer Glenn Schwanke, 28, the sole survivor of the crash, and return the bodies of the three crewmen. Though the incident was caused by the "misconduct of your side," North Korea's Major General Han Chu-Kyong told U.S. Rear Admiral Warren C. Hamm Jr., "we are going to settle leniently." Then, before a gathering of North Korean and American military officers, neutral observers and reporters, three white pine coffins were delivered to U.S. officials, who identified the bodies, resealed the coffins and carried them to the military demarcation line, where U.S. troops draped the American flag over each and bore it away. While the receipts were being signed, a Russian-made sedan drew up and Schwanke, looking pale and worn but otherwise in good shape, stepped out. Later the official North Korean news agency, monitored in Tokyo, said Schwanke had made a public apology at the city of Kae-song, five miles north of Panmunjom, shortly before his release.

The incident began when the crew of the twin-engine CH-47 Chinook apparently lost its way on a routine flight from Camp Humphreys, 40 miles south of Seoul, to a supply depot near the Demilitarized Zone (DMZ). As Presidential Press Secretary Jody Powell later explained, the helicopter's crew seemed to have made "a navigational mistake [and] veered north at the eastern end of the DMZ."

As the helicopter buzzed over the DMZ, a unit of South Koreans, realizing it was off course, fired their rifles into the air to warn it. The shots may have confused or frightened the Chinook's pilot, Chief Warrant Officer Joseph Miles, 26, who continued to proceed across the well-marked 2.5-mile-wide DMZ into North Korea. There he landed and inspected the aircraft for damage. President Carter later related that Miles then "got back into the helicopter and took off. The North Koreans, who were approaching, apparently shot the helicopter down." Miles, Sergeant Robert Haynes, 29, and Sergeant Ronald Wells, 22, were killed either in the crash or by North Korean gunfire after the chopper hit the ground. Schwanke survived and was taken into custody.

Read more: <http://www.time.com/time/magazine/article/0,9171,919105,00.html#ixzz0uodURVuJ>

RVN Incident report Feb 1971

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Build
B469

67-18499

CH-47C

Delivery Date
29 Mar 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

3 Jul 1970

Transfer Date

One airframe was lost when it ran out of fuel: Crashed in Vietnam Jul 3, 1970. Returned to USA but declared uneconomical to repair and SOC May 1971.

Accident Summary:

THIS ACCIDENT INVOLVED A CH-47C HELICOPTER SHORTLY AFTER IT SUCCESSFULLY EXTRACTED A DOWNED CH-47C FROM A FIRE SUPPORT BASE AND DELIVERED IT TO THE RAMP AT CAMP EVANS. THE CH-47C THAT COMPLETED THE RECOVERY HAD DE-FUELED TO A LEVEL OF APPROXIMATELY 2350 LBS OF FUEL EARLIER IN THE MISSION TO ACCOMMODATE THE MISSION REQUIREMENTS. WHEN THE RECOVERY CH-47C ARRIVED AT CAMP EVANS AND PLACED THE RECOVERED CH-47C ON THE RAMP, THE FUEL QUANTITY GAUGE INDICATED 350 TO 400 LBS. IMMEDIATELY AFTER THE DELIVERY, AS THE RECOVERY CH-47C WAS BEING FLOWN ON A SHORT , 1 MINUTE FLIGHT TO THE REFUELING PAD, THE NO. 1 ENGINE QUIT FOLLOWED SHORTLY THEREAFTER BY THE NO. 2 ENGINE. AS THE A/C WAS HEADED TOWARDS AN OPEN AREA DURING THE ENSUING FORCED LANDING, RPM DECAYED AND THE A/C WAS FLARED TO DECREASE RATE OF DESCENT AND GROUND SPEED. THE ROTOR RPM HAD DECAYED TO SUCH A LOW POINT THAT THE A/C IMPACTED HARD ON ITS AFT GEAR, BOUNCED TO THE RIGHT, AND CAME TO REST SUSTAINING DAMAGE TO BOTH FORWARD AND AFT ROTOR BLADES, THE TOP OF THE TUNNEL COVER AND FUSELAGE. THE CREW EXITED THE A/C AND NOTICED AN ELECTRICAL FIRE IN THE FORWARD TUNNEL AREA WHICH WAS EXTINGUISHED. MINOR INJURIES WERE SUSTAINED BY ONE CREW MEMBER.\\
Was returned to CONUS but declared uneconomical to repair and stricken May 1971

C/159th Playtex

RVN Incidents Jul 1970-Jul 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196803	0	0	WOY6AA	OS TO CONUS		ITR CONUS	AVCOMITR
196804	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196805	18	19	2023	355 AVN CO		4TH ARMY FORT SILL	4TH ARMY
196806	68	87	2023	355 AVN CO		4TH ARMY FORT SILL	4TH ARMY
196807	33	120	2023	OPM SEA NITEOPS		1ST ARMY FORT BELVOIR	AMC
196808	27	147	2028	HHD 44 ENG GP		THAILAND	PACIFIC
196809	24	171	2028	HHD 44 ENG GP		THAILAND	PACIFIC
196810	3	174	2028	HHD 44 ENG GP		THAILAND	PACIFIC
196811	16	190	2028	POST SUPPLY		6TH ARMY FORT ORD	6TH ARMY
196812	0	190	2028	HHD 44 ENG GP		THAILAND	PACIFIC
196901	24	214	WFJ5C0	C CO 159 ASHB		VIETNAM	RVN
196902	38	252	WFJ5C0	C CO 159 ASHB		VIETNAM	RVN
196903	01	343	WFJ5C0	C 158 AHR		VIETNAM	RVN

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Build
B470

67-18500

CH-47C

Delivery Date
29 Mar 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Jul 1989

Prev SN

Serial Number
89-00160

Status

Loss Date

Transfer Date

Converted to MH-47D

converted to MH47D

RVN Incident Report Mar 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196803	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196804	2	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	25	27	2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196806	61	88	2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	0	88	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	0	88	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	0	88	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	11	99	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	19	118	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	118	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	2	120	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	66	186	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	60	246	WFJ5C0	C 158 AHB	VIETNAM		RVN
196904	48	294	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	97	391	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	22	413	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196907	80	493	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196908	101	594	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196909	73	667	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196910	66	733	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196911	59	792	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196912	59	851	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197001	40	891	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197002	74	965	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197003	98	1063	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197004	96	1159	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197005	27	1186	W2VYAA	AMMC	VIETNAM		RVN
197006	0	1186	W2VYAA	AMMC	VIETNAM		RVN
197007	0	1186	W2VYAA	AMMC	VIETNAM		RVN
197008	1	1187	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	68	1255	W0N0A	ΔΔ 212 ΔSIT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B471

67-18501

CH-47C

Delivery Date
29 Mar 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

10 Feb 1969

THE CREW OF CH-47C, ^67-18501^, HAD BEEN ASSIGNED THE MISSION TO PROVIDE DIRECT COMBAT SUPPORT TO THE ^3RD MARINE DIVISION^. ON ^10 FEB 69^ AT APPROXIMATELY ^1740 HOURS^, A LOAD OF FOUR (4) MAREIN TROOPS INTERNAL AND 9200 LBS OF AMMUNITION EXTERNAL WAS LIFTED FROM ^VANDERGRIFF^ TO BE TRANSPORTED TO FIRE SUPPORT BASE ^ERSKINE^. THE CREW REFUELED JUST PRIOR AND NO DIFFICULTY WAS EXPERIENCED FURING LIFT OFF OR IN ROUTE TO^ERSKINE.^THE CREW HAD REPORT THAT ON EARLIER FLIGHTS THE N2 ACTUATOR (BEEP) ON ENGINE #1 HAD BEEN STICKING INTERMITTENTLY. AS THE HELICOPTER APPROACHED ^WO1 MALOY^ WAS AT THE CONTROLS. ^1LT WILLIAMS^ COMPLETED THE PRE-LANDING CHECK WHICH INCLUDED ARMING THE CARGO HOOK RELEASE AND MOVING THE PILOTS RADIO RECEIVER WHICH TO THE OFF POSITION. ^WO1 MALOY^ COMPLETED THE APPROACH SAFELY BUT ALLOWED THE SLING LOAD OF AMMUNITION TO BUMP OR SWING INTO A SMALL DOZIER. THE CONTROLLER ASKED ^1LT WILLIAMS^, WHO WAS IN RADIO CONTACT, TO MOVE THE LOAD TO AN AREA TO THE LEFT AND REAR OF THEIR POSITION. ^1LT WILLIAMS^ THEN TOOK THE CONTROLS AND HOVERED TO THE REAR OF THEIR POSITION. AS HE MOVED THE HELICOPTER TO THE LEFT, WHILE HOVERING SLIGHTLY OFF THE EDGE OF THE LANDING ZONE. ^1LT WILLIAMS^ NOTICED A MALFUNCTION WHICH HE INTERPRETED TO BE A FAILURE OF THE HIGH SIDE OF THE N2 ACTUATOR (BEEP) ON ENGINE #2. THE PERCENT ON THE N1 OF ENGINE #2 APPEARED TO BE AT OR NEAR 100% AND THE ROTOR RPM ROSE TO AN ESTIMATED 240. ^1LT WILLIAMS^ IMMEDIATELY INITIATED THE EMERGENCY PROCEDURE TO A "HIGH BEEP FAILURE". ^WO1 MALOY^ WAS TOLD TO PULL THE NUMBER 2 AC CIRCUIT BREAKER AND BEEP DOWN #2 ENGINE. AS ENGINE #2 WAS BEEPED DOWN THE ROTOR RPM STARTED TO FALL OFF RAPIDLY. THE PERCENT OF N1 ON ENGINE #1 WAS OBSERVED TO BE AT APPROXIMATELY 60%. ^1LT WILLIAMS^ TOLD THE CREW TO RELEASE THE SLING LOAD AS HE TURNED THE HELICOPTER, WHICH WAS SETTLING BECAUSE OF A LOSS OF POWER AND ROTOR RPM, VIOLENTLY TO THE LEFT AND DOWN THE STEEP SLOPE OF THE MOUNTAIN IN AN ATTEMPT TO GAIN AIRSPEED TO BUILD ROTOR RPM. THE SLING LOAD WAS NOT RELEASED AND STRUCK THE TOP OF A TREE WHICH WAS LEVEL WITH AND 50 FEET FROM THE TOP OF THE LANDING ZONE. JUST PRIOR OR IMMEDIATELY FOLLOWING THE TREE STRIKE, THE ROTOR RPM WAS OBSERVED TO BE AT OR NEAR 180 RPM. THE SAS (STABILIZATION AUGMENTATION SYSTEM) AND GENERATORS BECAME NON OPERATIVE AS THE ROTOR RPM FELL BELOW 200 RPM. WITHOUT SAS THE HELICOPTER, WHICH WAS IN AN EXCESSIVELY NOSE LOW, ROLLED LEFT AND TURNED, WENT OUT OF CONTROL. THE THRUST CONTROL WAS LOWERED TO GAIN ROTOR RPM AND THE RATE OF DESCENT INCREASED RAPIDLY. THE HELICOPTER, WHICH WAS IN A NOSE LOW, NO AIRSPEED, DESCENDING, STEEP LEFT BANKING TURN, WAS IN SUCH AN UNUSUALLY STEEP BANK THAT ALL PASSENGERS WERE THROWN TO THE LEFT SIDE OF THE CABIN (SEAT BELTS WERE NOT USED). ^1LT WILLIAMS^ INSTINCTIVELY MOVED THE CONTROLS TO THE AFT AND RIGHT WHICH CAUSED THE DESCENDING HELICOPTER TO MAKE A FALLING LEAF TYPE MANEUVER FROM A NOSE LOW, STEEP LEFT BANKING ATTITUDE TO A NOSE HIGH STEEP RIGHT BANKING ATTITUDE. CONTROL OF THE HELICOPTER WAS CONSTANTLY AGGRAVATED BY THE VIOLENTLY OSICLLATING 9200 LB SLING LOAD. FROM THIS POSITION THE HELICOPTER MOVED AGAIN TO THE NOSE LOW, LEFT BANKING ATTITUDE AS THE 9200 LB SLING LOAD WAS SWINGING TO THE EXTREME RIGHT. THREE OF THE MARING TROOPS EITHER JUMPED OR WERE THROWN FROM THE REAR OF THE CABIN AS A RESULT OF FORCES AND EXTREME ATTITUDES DURING THE DESCENT. THE SLING LOAD WAS RELEASED AND THE HELICOPTER CRASHED AT A HIGH RATE OF DESCENT, IN AN APPROXIMATELY 10 DEGREE LEFT BANK, NOSE LOW ATTITUDE WHILE FALLING VERTICALLY. SHORTLY AFTER IMPACT A FIRE DEVELOPED AND THE HELICOPTER WAS COMPLETELY DESTROYED \

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B472

67-18502

CH-47C

Delivery Date
29 Mar 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [Laos]

18 Mar 1971

Forced down by enemy fire in Laos. Crew rescued, aircraft later destroyed by enemy mortar fire in Laos. No casualties
War Story:

Forced down in enemy territory by hit in aft transmission lube line. Crew rescued. Aircraft later destroyed by enemy mortar fire

RVN Incident Reports April 1970-Mar 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196803	0	0	W0Y6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196804	4	4	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196805	0	4	1475	355 AVN	CO	4TH ARMY	FORT SILL 4TH ARMY
196806	32	36	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196807	43	79	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196808	11	90	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196809	29	119	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196810	21	140	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196811	27	167	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196812	26	193	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196901	18	211	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196902	19	230	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196903	24	254	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196904	0	254	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196905	26	280	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196906	0	280	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196907	0	280	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196908	2	282	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196909	16	298	W1D74F	TR SCH	SUB CMD	T SCHOOL	FORT EUSTIS CONARCTS
196910	2	300	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196911	1	301	W0MAAA	DIR SUP /	TRAN	IN MAINT	NEW CUMBRLND AD AVCOM
196912	0	301	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197001	8	309	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197002	0	309	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197003	1	310	WHB1AA	166 TRANS	CO	VIETNAM	RVN
197004	60	370	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197005	104	474	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197006	32	508	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B473

67-18503

CH-47C

Delivery Date
29 Mar 1968

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
3 Oct 1989

Serial Number
89-00170

Status

Loss Date

Transfer Date

Converted to D Model

No record of Vietnam service

Build
B474

67-18504

CH-47C

Delivery Date
08 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 May 1985

Prev SN

Serial Number
85-24346

Status

Loss Date

Transfer Date

Converted to D Model

RVN Combat Incidents Jul 1970-Feb 1972

196804	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	5	6	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	11	17	2023 355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	13	30	2023 OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	0	30	2028 HHD 44 ENG GP	THAILAND		PACIFIC
196809	16	46	2028 HHD 44 ENG GP	THAILAND		PACIFIC
196810	5	51	2028 HHD 44 ENG GP	THAILAND		PACIFIC
196811	17	68	2028 POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	68	2028 HHD 44 ENG GP	THAILAND		PACIFIC
196901	1	69	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196902	52	121	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196903	16	137	WFJ5C0 C 158 AHB	VIETNAM		RVN
196904	85	222	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196905	27	249	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196906	47	296	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196907	68	364	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196908	59	423	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196909	48	471	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
196910	28	499	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
196911	20	519	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
196912	24	543	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197001	51	594	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197002	11	605	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197003	62	667	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197004	42	709	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197005	75	784	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197006	9	793	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197007	100	893	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197008	15	908	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197009	48	956	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197010	37	993	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197011	16	1009	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197012	16	1025	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197101	14	1039	WFJ5B0 B 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B475

67-18505

CH-47C

Delivery Date
09 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Jan 1989

Prev SN

Serial Number
89-00134

Status

Loss Date

Transfer Date

Converted to D Model

ON 10 NOVEMBER 1971, THE CREW OF AIRCRAFT NUMBER 67-18505 WAS ASSIGNED THE MISSION OF PICKING UP A C-47 FUSELAGE AT BIEN HOA AIR BASE AND TRANSPORTING IT TO TAN SON NHUT AIR BASE. THEY ARRIVED AT BIENHOA AT APPROXIMATELY 1005 HOURS TO PICK UP THE LOAD AND WERE INFORMED BY THE PATHFINDERS THAT THE LOAD WAS TO BE AN EXTERNAL SLING LOAD CONSISTING OF THE WING MIDSECTION OF A C-47. AS THE LOAD WAS RIGGED AND READY TO GO, CPT OLSEN, WHO WAS AT THE CONTROLS PERFORMED A HOVER CHECK AND THE TOWER WAS CALLED FOR TAKEOFF. THE LOAD WAS ESTIMATED TO WEIGH APPROXIMATELY 4,000 POUNDS, THE HOVER CHECK WAS GOOD, AND THE TOWER CLEARED THE AIRCRAFT TO DEPART 270 AS HAD BEEN REQUESTED BY THE IP TO AVOID AN OVERFLIGHT OF POPULATED AREAS. THE LOAD WAS TWISTING AT A HOVER AND, AS THIS IS NOT UNUSUAL, A SLOW TAKEOFF WAS INITIATED TO ALLOW THE LOAD TO STABILIZE. IT DID SO AS THE AIRCRAFT BEGAN TO MOVE FORWARD AND AT ABOUT 200 METERS FROM THE POINT OF TAKEOFF THE FLIGHT ENGINEER, RESPONDING TO A QUESTION FROM THE IP, REPLIED THAT THE LOAD WAS RIDING VERY WELL. THE AIRCRAFT WAS IN A SLIGHT LEFT TURN AT 150 FEET AGL AND APPROXIMATELY 30 KNOTS WHEN, A MATTER OF SECONDS LATER, THE LOAD SUDDENLY SWUNG TO THE LEFT AFT SIDE OF THE AIRCRAFT. THE FLIGHT ENGINEER IMMEDIATELY YELLED TO PUNCH THE LOAD BUT, IN THE PROCESS OF THE HOOK OPENING, THE LOAD STRUCK THE AIRCRAFT. THE FLIGHT ENGINEER STATED THAT DAMAGE WAS SUSTAINED AT STATION 575, WATER LEVEL +20. THE IP ELECTED TO CHECK THE SITE AT WHICH THE LOAD HIT FOR POSSIBLE INJURIES TO CIVILIAN PERSONNEL AND, UPON DETERMINING THAT THERE WERE NONE, CONTINUED BACK TO BIEN HOA, SHUTTING DOWN UPON ARRIVAL.\\

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	61	63	2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	50	113	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	35	148	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	34	182	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	1	183	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	18	201	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	201	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	4	205	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	53	258	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	77	335	WFJ5C0	C 158 AHB	VIETNAM		RVN
196904	106	441	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	125	566	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	94	660	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196907	85	745	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196908	10	755	WE4HAA	142 TC DS	VIETNAM		RVN
196909	0	755	WE4HAA	142 TC DS	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B476

67-18506

CH-47C

Delivery Date
12 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Destroyed by Enemy Action [Laos]

Loss Date

15 Feb 1971

Transfer Date

CREAR, WILLIS CALVIN Name: Willis Calvin Crear Rank/Branch: E4/US Army Unit: 159th Aviation Battalion, 101st Airborne Division Date of Birth: 08 January 1950 Home City of Record: Birmingham AL Date of Loss: 15 February 1971 Country of Loss: Laos Loss Coordinates: 163836N 1062558E (XD528405) Status (in 1973): Killed/Body Not Recovered Category: 2 Aircraft/Vehicle/Ground: CH47C Other Personnel In Incident: Donald E. Crone; Barry F. Fivelson; John L. Powers; Marvin M. Leonard; James H. Taylor (all missing) Source: Compiled by Homecoming II Project 01 September 1990 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews. REMARKS: EXPLODE - NO SURV OBS AIR - J SYNOPSIS: Lam Son 719 was a large-scale offensive against enemy communications lines which was conducted in that part of Laos adjacent to the two northern provinces of South Vietnam. The South Vietnamese would provide and command ground forces, while U.S. forces would furnish airlift and supporting fire. Phase I, renamed Operation Dewey Canyon II, involved an armored attack by the U.S. from Vandegrift base camp toward Khe Sanh, while the ARVN moved into position for the attack across the Laotian border. Phase II began with an ARVN helicopter assault and armored brigade thrust along Route 9 into Laos. ARVN ground troops were transported by American helicopters, while U.S. Air Force provided cover strikes around the landing zones. On February 15, 1971, during one of these maneuvers, a CH47 helicopter was assigned the task of ferrying a load of gasoline into Savannakhet Province, Laos. The crew of the aircraft consisted of SP4 Donald E. Crone, crew chief; CWO Marvin M. Leonard, pilot; SP4 Willis C. Crear, door gunner; SP4 John L. Powers, flight engineer; 2Lt. James H. Taylor, aircraft commander. WO Barry F. Fivelson was a passenger onboard the aircraft. During the mission, the aircraft was hit by enemy fire and began to lose altitude. During the descent, the sling load apparently exploded, causing the helicopter to explode, break into pieces, and crash. Observers later said that the helicopter seemed disoriented and that it had overflowed the nearest friendly location by several miles and had descended in enemy-held territory about 10 miles southeast of Sepone. According to the U.S. Army, air searches conducted within minutes of the crash revealed no sign of survivors. However, according to information given to family members, the aerial search failed to find evidence of a crash. A ground search was not possible because of hostile threat in the area. (Note also that Defense Department data remarks indicates that a crash site was found and that no survivors were observed from the air.) The men aboard the CH47 were all classified Killed/Body Not Recovered. The families maintain there is still a mystery surrounding the crash of the aircraft, and they would like to know the whole truth.

. In 2002, a search team from the United States MIA/POW Full Accounting Office found the rear of the aircraft in 2002 with the four missing crewmen still onboard: WO1 Barry Fivelson, SP4 John Powers, SP4 Don Crone, and SP4 Willis Crear. In March 2004, the Accounting Office had a team in Laos continuing the search. The team hopes to find the pilots, 2Lt James Taylor and CW2 Marvin Leonard. Utilizing a cockpit from a retired CH-47C as a training device, the team hopes to understand what happened during the crash sequence, thereby aiding in the search for the remaining portions of the wreckage. The crash site is centered around 163836N 1062558E . Six fatalities

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	7	8	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	67	75	2022	255 AVN CO	1TH ARMY	FORT SILL	1TH ARMY

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Build
B477

67-18507

CH-47C

Delivery Date
12 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

23 Jul 1970

Transfer Date

On final hit in number one engine and combiner. Lost hydraulics, impacted ground and burned. No injuries

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	3	6	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	38	44	2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	52	96	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	19	115	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	24	139	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	23	162	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	16	178	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	178	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	9	187	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	64	251	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	77	328	WFJ5C0	C 158 AHB	VIETNAM		RVN
196904	104	432	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	97	529	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	60	589	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196907	44	633	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196908	105	738	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196909	33	771	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196910	45	816	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196911	96	912	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196912	87	999	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197001	70	1069	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197002	63	1132	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197003	49	1181	W2VYAA	AMMC	VIETNAM		RVN
197004	0	1181	W2VYAA	AMMC	VIETNAM		RVN
197005	0	1181	W2VYAA	AMMC	VIETNAM		RVN
197006	89	1270	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN

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Build
B478

67-18508

CH-47C

Delivery Date
17 Apr 1968



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Destroyed by Enemy Action [RVN]

Loss Date

11 May 1970

Transfer Date

Hit by enemy fire. Made controlled forced landing. No casualties

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	2	2	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	2	4	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	40	44 2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	62	106 2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	50	156 2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	43	199 2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	4	203 2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	16	219 2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	219 2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	30	249	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196902	68	317	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196903	87	404	WFJ5C0 C 158 AHB	VIETNAM		RVN
196904	123	527	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196905	130	657	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196906	118	775	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196907	113	888	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196908	69	957	WFJ5C0 C CO 159 ASHB	VIETNAM		RVN
196909	131	1088	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
196910	84	1172	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
196911	44	1216	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
196912	64	1280	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197001	68	1348	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197002	52	1400	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197003	99	1499	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197004	100	1599	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B479

67-18509

CH-47C

Delivery Date
19 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Mar 1985

Prev SN

Serial Number
85-24337

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report May 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	46	48	2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	33	81	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	38	119	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	45	164	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	4	168	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	15	183	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	183	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	34	217	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	42	259	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	79	338	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196904	110	448	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	30	478	WCLNAA	11 ARM CAV REG	VIETNAM		RVN
196906	0	478	WCLNAA	79 TRANS CO	VIETNAM		RVN
196907	0	478	WCLNAA	79 TRANS CO	VIETNAM		RVN
196908	0	478	WCLNAA	79 TRANS CO	VIETNAM		RVN
196909	0	478	WCLNAA	79 TRANS CO	VIETNAM		RVN
196910	82	560	WC5KAA	179 AVN CO	VIETNAM		RVN
196911	77	637	WC5KAA	179 AVN CO	VIETNAM		RVN
196912	86	723	WC5KAA	179 AVN CO	VIETNAM		RVN
197001	37	760	WC5KAA	179 AVN CO	VIETNAM		RVN
197002	62	822	WC5KAA	179 AVN CO	VIETNAM		RVN
197003	39	861	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197004	0	861	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197005	1	862	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197006	101	963	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197007	58	1021	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197008	32	1053	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197009	48	1101	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197010	93	1194	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197011	15	1209	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197012	52	1261	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B480

67-18510

CH-47C

Delivery Date
29 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Feb 1990

Prev SN

Serial Number
90-00189



Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196805	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196806	21	22	2023	355 AVN	CO	4TH ARMY	FORT SILL 4TH ARMY
196807	47	69	2023	OPM SEA	NITEOPS	1ST ARMY	FORT BELVOIR AMC
196808	36	105	2028	HHD 44	ENG GP	THAILAND	PACIFIC
196809	2	107	2028	HHD 44	ENG GP	THAILAND	PACIFIC
196810	3	110	2028	HHD 44	ENG GP	THAILAND	PACIFIC
196811	16	126	2028	POST SUPPLY		6TH ARMY	FORT ORD 6TH ARMY
196812	0	126	2028	HHD 44	ENG GP	THAILAND	PACIFIC
196901	11	137	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196902	39	176	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196903	30	206	WFJ5C0	C 158	AHB	VIETNAM	RVN
196904	72	278	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196905	22	300	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196906	63	363	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196907	48	411	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196908	65	476	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196909	49	525	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
196910	3	528	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
196911	28	556	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
196912	46	602	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197001	25	627	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197002	35	662	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197003	71	733	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197004	79	812	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197005	74	886	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197006	54	940	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197007	73	1013	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197008	62	1075	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197009	47	1122	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197010	71	1193	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197011	14	1207	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197012	45	1252	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B481

67-18511

CH-47C

Delivery Date
22 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Korea]

2 Mar 1977

On 2 March 1977, one airframe was lost due to an accident when the aircraft encountered weather below visual flight rule (VFR) minimums and continued the flight in mountainous terrain until striking a set of six high tension power cables:

On 2 March 1977, 67-18511 was conducting a classified operational air mission in support of nuclear surety with two other aircraft when the crew encountered weather below visual flight rules (VFR) minima over mountainous terrain about 20 miles southeast of Pyongtaek. The flight was proceeding from Camp Humphreys to Camp Ames when dense fog and rain prevented them from landing at Camp Ames. The aircraft struck a set of three to six 1 1/4 inch high tension power cables and was destroyed. The airframe caught fire and burnt during the crash sequence.

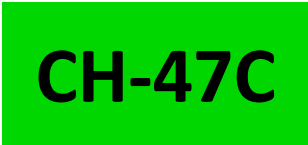
The crew of four received fatal injuries.

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196805	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	20	22	2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	52	74	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	30	104	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	20	124	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	2	126	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	17	143	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	143	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	6	149	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	54	203	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	70	273	WFJ5C0	C 158 AHB	VIETNAM		RVN
196904	65	338	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	84	422	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	69	491	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196907	9	500	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196908	57	557	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196909	42	599	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196910	18	617	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196911	55	672	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196912	50	722	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197001	38	760	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197002	40	800	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197003	61	861	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197004	64	925	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B482

67-18512



Delivery Date
26 Apr 1968

Induction Date

Prev Model

Prev SN



Vietnam

Converted To

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [Peru]

13 Jun 1970

67-18512, Boeing build number B-482, was a CH-47C helicopter. The U.S. Army acceptance date was 26 April 1968. 67-18512 accumulated 548.0 aircraft hours. The administrative strike date was 13 June 1970. At some point, 67-18512 was assigned an unknown unit. At some point in early 1970, 67-18512 was transported to the country of Peru, along with 69-17108, to assist in disaster relief operations after an earthquake caused a glacier to slide down a mountain and devastate the city of Yungay. Approximately 20,000 people were killed, almost the entire population. While on the mission, 67-18512 was involved in an accident, details unknown, and was destroyed. It was reported there were only minor injuries to the aircrew

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196805	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	21	22	2023	355 AVN CO	4TH ARMY	FORT SILL	4TH ARMY
196807	38	60	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	33	93	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	32	125	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	10	135	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	22	157	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	157	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	27	184	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	49	233	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	95	328	WFJ5C0	C CO 158 AHB	VIETNAM		RVN
196904	86	414	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	99	513	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	32	545	WE4HAA	142 TC DS	VIETNAM		RVN
196907	0	545	WE4HAA	142 TC DS	VIETNAM		RVN
196908	0	545	WE4HAA	142 TC DS	VIETNAM		RVN
196909	0	545	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196910	0	545	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196911	0	545	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196912	0	545	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197001	0	545	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197002	0	545	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197003	0	545	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
197004	0	547	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197005	1	548	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197006	0	548	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197007	0	548	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B483

67-18513

CH-47C

Delivery Date
29 Apr 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

2 Aug 1969

Mid-air with USAF OV-1 about 5 miles NE of Tam Ky.

THIS MAJOR A/C ACCIDENT INVOLVED A MID-AIR COLLISION BETWEEN AN AIRMY CH-47C AIRCRAFT AND AN AIR FORCE O-2A IN RVN. THE CHINOOK WAS BEING FLOWN ON A LOGISTICAL SUPPORT MISSION AND WAS CLIMBING THROUGH APPROXIMATELY 3000' OF INDICATED ALTITUDE WHEN IT WAS STRUCK FROM THE LEFT REAR BY THE O-2A WHICH WAS IN THE PROCESS OF MAKING A LEFT TURN. BOTH AIRCRAFT PARTIALLY DISINTEGRATED IN MID-AIR AND THENCE FELL TO THE GROUND OUT OF CONTROL. ALL PERSONNEL ABOARD BOTH AIRCRAFT SUSTAINED FATAL INJURIES. THE REMAINS OF THE CHINOOK WERE MOSTLY CONSUMED BY POST-CRASH FIRE.\

War Story:

It happened about 10:00 a.m. on Aug. 2, 1969. The sky was clear with visibility unlimited. We had been making two-ship sorties to a firebase west of Chu Lai since dawn. The loads consisted of our taking 105mm ammo in and hauling out an occasional wounded. We were getting shot at with 51cal on most trips in and out so we were making steep spiralling approaches from about 4500, drop our load and haul ass back out the same way.....steep spiralling ascent.....at max climb out. Gene Collings and I led the flight of two the first four loads we took to the firebase that morning, then we swapped off and Al Vaquera and Tommy Dives in 513 led the trail formation. They dropped their load first and we were right behind them.....dropped our load and began the climb out. They were about 100 yards in front and above us climbing out in a steep left hand spiral. At about 3500 feet and from directly behind and below them I saw a puff of smoke and what looked like sticks flying away from 513. The sticks were the blades. My first thought was they had been hit by an SA-7 but then Gene said he saw the Air Force FAC just as they collided. I was almost certain it was a pusher-puller type....thought that was an O-2 but maybe it is an OV-10 (CRS). (Location was approximately five miles NW of Tam Ky.) We followed 513 to the ground and I kept calling them on the radio but got no response. To this day I have no idea why I kept calling them.....but at the time it seemed like the right thing to do.....maybe just to say goodbye. 513 tumbled end over end after the blades came off. In the initial mid-air the Hook blades cut the FAC in half killing the Air Force pilot on impact.. 513 was in a steep climbing left hand bank. The FAC was in a steep left hand bank also. This meant he could only see forward, right and up, or left and down. The crew in 513 could only see forward and up, right and up, or left and down. They couldn't see left and up because of the steep bank and the FAC couldn't see right and down because of his steep bank and so they collided 513 hit the ground flat on the belly of the a/c and the impact broke the cockpit off clean just behind the forward pylon and it bounced about 100 feet forward of the rest of the a/c. The remainder of the chinook exploded on impact and was engulfed in flames. We landed as close as we could and my crew chief went over to check the cockpit. Both Al and Tommy were still in the cockpit and were dead. We were in Indian country so we took off and orbited until we could get some troops flown out to secure the area then we went back to Chu Lai where we were staying TDY. [VHPA]

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196804	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196805	1	1	W0MΔΔΔ	DIR FOR MAINT	1ST ARMY	NEW GUINERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B484

67-18514

CH-47C

Delivery Date
03 May 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

12 Mar 1970

Transfer Date

Aircraft was hit in aft area by RPG and crashed.

Date: 03/12/1970

Unit: 142 TC CO

This was a Combat incident. This helicopter was LOSS TO THEATER

This was a Logistics Support mission for Logistics Movement , to Maintenance Base.

While in Operations Area this helicopter was in Orbit at 0300 feet and 090 knots.

South Vietnam

Helicopter took 1 hits from:

Explosive Weapon; Non-Artillery launched or static weapons containing explosive charges. (RPG)

The helicopter was hit in the Aft area

Systems damaged were: HYDRAULIC SYS, MAIN ROTOR SYS, STRUCTURE

The helicopter Crashed. Aircraft is later recovered by any means other than its own power.

Both mission and flight capability were terminated.

Declared uneconomical to repair. Put on strike list in Jan. 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	2	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	4	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	51	57	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	31	88	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	48	136	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	6	142	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	16	158	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	158	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	27	185	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	37	222	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	61	283	WFJ5C0	C 158 AHB	VIETNAM		RVN
196904	100	383	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	100	483	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	52	535	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196907	42	577	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196908	7	584	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196909	72	656	WFJ5C0	C-159 ASHB	101 AB	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B485

67-18515

CH-47C

Delivery Date
08 May 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
19 Jan 1990

Prev SN

Serial Number
90-00186



Status

Loss Date

Transfer Date

Converted to D Model

AIRCRAFT WAS ON A MISSION TO SLING OUT THREE CONEX CONTAINERS FROM AN AREA IN WHICH THERE WERE SEVERAL HIGH ANTENNAS AND A 35 FOOT STEEL TOWER. THE BASE OF THE TOWER WAS LEVEL WITH THE TOP OF THE CONEX DUE TO THE GROUND SLOPE. THE DISTANCE FROM THE NEAR EDGE OF THE TOWER TO THE NEAR EDGE OF THE CONEX WAS 49 FEET. IT WAS DETERMINED BY THE AIRCRAFT COMMANDER THAT A 100 FOOT SLING WOULD BE REQUIRED TO SAFELY PERFORM THE MISSION. THE AIRCRAFT DEPARTED THE AREA AND RETURNED TO LIFTMASTER PAD TO PICK UP THE SLING. AT 1615 HOURS THE AIRCRAFT RETURNED WITH A 100 FOOT SLING WHICH WOULD ENABLE THE AIRCRAFT TO PICK UP THE CONEX WHILE HOVERING AT AN ALTITUDE HIGH ENOUGH TO CLEAR THE TOWER AND ANTENNAS. ALL THREE CONEX CONTAINERS WERE PLACED TOGETHER AND THE AIRCRAFT COMMANDER LIFTED THE FIRST TWO WITHOUT INCIDENT. ALL THREE APPROACHES WERE MADE ON A HEADING OF 030 DEGREES INTO THE WIND, TERMINATING WITH THE TOWER TO THE RIGHT REAR OF THE AIRCRAFT. THE PILOT WAS HOVERING OVER THE THIRD CONEX WHEN THE AFT ROTOR STRUCK A STEEL VERTICAL BEAM SEVERING IT APPROXIMATELY 1 FOOT FROM THE TOP OF TOWER. AT THIS TIME THE AIRCRAFT WAS VIBRATING EXCESSIVELY AND THE AIRCRAFT COMMANDER GOT ON THE CONTROLS WITH THE PILOT. THE AIRCRAFT DRIFTED TO THE LEFT, AWAY FROM THE TOWER, AND THE NOSE OF THE AIRCRAFT TURNED 80 DEGREES TO THE RIGHT BEFORE LANDING ON A ROW OF CONSERTINA WIRE. ENGINEER STAKES HOLDING THE WIRE PUNCTURED THE BELLY OF THE AIRCRAFT.\\

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	2	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	52	55	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	36	91	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	29	120	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	2	122	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	19	141	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	141	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	13	154	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	27	181	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	100	281	WFJ5C0	C CO 158 AHB	VIETNAM		RVN
196904	76	357	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	74	431	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	50	481	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196907	100	581	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196908	51	632	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B486

67-18516

CH-47C

Delivery Date
09 May 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Mar 1989

Prev SN

Serial Number
89-00142

Status

Loss Date

Transfer Date

Converted to D Model

Incidents April 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	8	8	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	2	10	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	37	47	2023	OPM SEA NITEOPS	1ST ARMY	FORT BELVOIR	AMC
196808	39	86	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196809	10	96	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196810	12	108	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196811	15	123	2028	POST SUPPLY	6TH ARMY	FORT ORD	6TH ARMY
196812	0	123	2028	HHD 44 ENG GP	THAILAND		PACIFIC
196901	7	130	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196902	40	170	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196903	83	253	WFJ5C0	C 158 AHB	VIETNAM		RVN
196904	42	295	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196905	101	396	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196906	20	416	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196907	88	504	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196908	74	578	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196909	19	597	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196910	24	621	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196911	72	693	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196912	23	716	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197001	74	790	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197002	32	822	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197003	72	894	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197004	52	946	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197005	42	988	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197006	101	1089	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197007	96	1185	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197008	6	1191	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197009	2	1193	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197010	32	1225	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197011	27	1252	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197012	6	1258	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197101	28	1286	WFJ5B0	B 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B487

67-18517

CH-47C

Delivery Date
15 May 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Jan 1989

Prev SN

Serial Number
89-00137

Status

Loss Date

Transfer Date

Converted to D Model

Incident Reports March 1970-October 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	4	6	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	10	16	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	17	33	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196809	9	42	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196810	33	75	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196811	5	80	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196812	0	80	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196901	22	102	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196902	60	162	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196903	17	179	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196904	29	208	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196905	41	249	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196906	24	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196907	0	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196908	0	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196909	0	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196910	0	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196911	0	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
196912	0	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197001	0	273	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY
197002	0	273	WCLNAA	79 TRANS CO	VIETNAM		RVN
197003	81	354	WDU1AA	196 ASH CO	VIETNAM		RVN
197004	24	378	WDU1AA	196 ASH CO	VIETNAM		RVN
197005	93	471	WDU1AA	196 ASH CO	VIETNAM		RVN
197006	83	554	WDU1AA	196 ASH CO	VIETNAM		RVN
197007	16	570	WDU1AA	196 ASH CO	VIETNAM		RVN
197008	25	595	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197009	74	669	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197010	125	794	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197011	72	866	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197012	63	929	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197101	56	985	WC06AA	147 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B488

67-18518

CH-47C

Delivery Date
16 May 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [RVN]

Loss Date

5 Mar 1971

Transfer Date

ON MARCH 5 AT APPROXIMATELY 1340 HOURS A MID AIR COLLISION TOOK PLACE BETWEEN A CH-47C AND A HO-4S O-1D. THE O-1D TOOK OFF TO THE NORTH FROM TIGER STRIP. BR 948208, AND MADE A LEFT TURN AND FLEW OVER LANE ARMY AIRFIELD APPROXIMATELY FIVE (5) MINUTES BEFORE THE CRASH: SEE STATEMENTS ONE(1) AND TWO (2). THE O-1D FLEW SOUTH AND THROUGH A PASS WEST OF THE ACCIDENT SITE AND WAS IN A LEFT DESCENDING TURN LOOKING FOR RED SMOKE; SEE STATEMENTS THREE(3) AND FOUR(4). THE CH-47C TOOK OFF FROM 3RD BATTALION CAVALRY REGIMENT AND WAS DUE AT THE RECON PAD AT 1345 SEE STATEMENT ONE (1). AT 1335 THE CH-47C CALLED LT. GOODMAN THE HO-4S LIAISON OFFICER, ON FM FIVE (5) MINUTES OUT FROM THE RECON PAD. THE CH-47C ALSO CALLED LANE TOWER FIVE (5) MILES SOUTHWEST FOR LANDING. THE TOWER HAD THE WIND 100 AT 5. AT THE SAME TIME LUCKY 660 CALLED QSY TO LANE TOWER AND BIG WINDY 518 REQUESTED THAT THE TOWER ALLOW HIM TO TALK TO LUCKY 660 AND THE TOWER APPROVED IT. BIG WINDY 26 ASKED LUCKY 42 TO THANK LUCKY 44 FOR SOME KILLS HE GOT THE OTHER DAY; SEE STATEMENTS EIGHT (8) AND NINE (9). AT 1340 A MID AIR BETWEEN THE CH-47C AND THE O-1D TOOK PLACE AT BR934209. THE O-1D CONTACTED THE LEFT REAR CENTER OF THE CH47 ON A 45 DEGREE ANGLE TO THE FLIGHT PATH ON A SLIGHT DEGREE OF DESCENT WHILE IN A LEFT DESCENDING TURN; SEE STATEMENTS THREE(3), FOUR (4) AND SIX (6). THE IMPACT KNOCKED THE LEFT ENGINE OFF THE CH47C AND RUPTURED THE FUEL CELL AND THE CH-47C CAUGHT FIRE. THE CH-47C AFT ROTOR BLADE TORE THE RIGHT WING AND THE ENGINE OFF THE O-1D; SEE STATEMENT FOUR(4), PICTURE A DIAGRAM. THE O-1D DROPPED DOWN THE LEFT SIDE OF THE CH-47C AND FLIPPED OVER AND FELL STRAIGHT TO THE GROUND IMPACTING INVERTED FACING WEST AT BR 934109; SEE STATEMENT FOUR (4). ON IMPACT WITH THE GROUND THE O-1D EXPLODED AND BURNED; SEE STATEMENT FIVE(5) AND PICTURE B. THE CH-47C BLADES LOST SYNCHRONIZATION AND MESHED DUE TO LOSS OF BLADES WHEN THE O-1D IMPACTED THE CH-47C; SEE DIAGRAMS AND PICTURE TAB 9. AS THE CH-47 DESCENDED IN FLAMES A PORTION OF THE AFT PYLON WITH THE AFT VERTICAL SHAFT BROKE OFF AND IMPACTED THE GROUND AT THE UPPER PORTION OF THE CRASH SITE. THE REMAINDER OF THE AIRCRAFT IMPACTED THE GROUND AT THE LOWER RIGHT CENTER OF THE CRASH SITE IN A NOSE LOW ATTITUDE WITH THE CO-PILOT CHIN BUBBLE IMPALING ON A STUMP, HEADING 140 DEGREES; SEE STATEMENT SEVEN (7) PICTURE I, AT WHICH TIME THE RAMP AREA BROKE OFF AT STATION 160 AND BURNED; SEE DIAGRAM FOUR (4) AND PICTURE H. THE REMAINDER OF THE AIRCRAFT CONTINUED TO SLIDE DOWN THE HILL UNTIL ITS MOVEMENT WAS STOPPED BY ROCKS. THE MOMENTUM CAUSED THE FORWARD CABIN SECTION AND MAIN FUSELAGE TO SEPARATE AT STATION 482: SEE DIAGRAM D AND PICTURE I. THE FORWARD TRANSMISSION WITH THE ROTOR LOSE AND CONTINUED TO SLIDE DUE TO MOMENTUM AND CAME TO REST AT THE LOWER PORTION OF THE CRASH SITE; SEE DIAGRAM 4 AND PICTURE G. THE ENTIRE AIRCRAFT WAS DESTROYED BY FIRE. Five crew and one passenger were killed

Incidents - April 1970 - March 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196806	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	7	8	W0HP0A	15A AVN CO MH	1TH ARMY	FORT SILL	1TH ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B489

67-18519

CH-47C

Delivery Date
20 May 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

31 Mar 1972

Transfer Date

War Story:

Hit by 37 mm radar controlled round. Landed in flames and was destroyed by exploding ammo. Flight Engineer injured

Incident Reports Feb 1970-Mar 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196805	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196806	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196808	3	4	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196809	8	12	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196810	21	33	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196811	37	70	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196812	26	96	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196901	51	147	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196902	32	179	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196903	14	193	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196904	26	219	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196905	29	248	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196906	20	268	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196907	0	268	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196908	0	268	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196909	0	268	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196910	0	268	WDHPAA	154 AVN CO MH	4TH ARMY	FORT SILL	4TH ARMY	
196911	9	277	WC5LAA	180 AVN CO 10AV	VIETNAM			RVN
196912	91	368	WC5LAA	180 AVN CO 10AV	VIETNAM			RVN
197001	48	416	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197002	50	466	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197003	92	558	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197004	44	602	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197005	100	702	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197006	65	767	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197007	58	825	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197008	69	894	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197009	80	974	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197010	75	1049	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B490

67-18520

CH-47C

Delivery Date
17 May 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Sep 1989

Prev SN

Serial Number
89-00167



Status

Loss Date

Transfer Date

Converted to D Model

67-18520, Boeing build number B-490, was a CH-47C helicopter. The U.S. Army acceptance date was 17 May 1968. 67-18520 accumulated 4,438.0 aircraft hours. At some point, 67-18520, was assigned to the 213th Assault Support Helicopter Company (ASHC) - "Blackcats". At some point, the 213th ASHC would later become A Company, 2nd Battalion, 501st Aviation Regiment, then A Company, 2nd Battalion, 52nd Aviation Regiment, located at Camp Humphrey, Korea through at least 30 September 2001. On 2 August 1990, 67-18520 was inducted into the D model program and converted to 89-0016 Incident Report March 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	0	0	W0Y6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	7	8	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196811	65	73	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196812	25	98	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	49	147	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	58	205	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	52	257	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	133	390	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196905	81	471	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196906	78	549	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196907	54	603	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196908	75	678	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	75	753	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	21	774	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	82	856	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	68	924	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	37	961	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	69	1030	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	26	1056	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	0	1056	W2VYAA	AMMC	VIETNAM		RVN
197005	0	1056	W2VYAA	AMMC	VIETNAM		RVN
197006	5	1061	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	67	1128	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	65	1193	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B491

67-18521

CH-47C

Delivery Date
20 May 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Oct 1990

Prev SN

Serial Number
90-00222

Status

Loss Date

Transfer Date

Converted to D Model

No RVN incidents reported

196805	0	0	W0Y6AA	INTRANSIT	IN TRANSIT	AVCOMCTR	
196806	4	4	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	4	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	4	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	4	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	18	22	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196811	27	49	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196812	74	123	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	50	173	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	51	224	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	55	279	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	85	364	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196905	97	461	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196906	68	529	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196907	32	561	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196908	99	660	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	63	723	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	14	737	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	4	741	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	22	763	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	78	841	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	23	864	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	44	908	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	58	966	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	77	1043	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	61	1104	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	74	1178	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	52	1230	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	16	1246	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197010	19	1265	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197011	24	1289	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197012	21	1310	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197101	16	1326	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197102	23	1359	WFJ5A0	A 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B492

67-18522

CH-47C

Delivery Date
21 May 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Jun 1986

Prev SN

Serial Number
86-01666



Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident report Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	22	23	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196811	114	137	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196812	61	198	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196901	73	271	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196902	8	279	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196903	92	371	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196904	83	454	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196905	77	531	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196906	40	571	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196907	91	662	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196908	75	737	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196909	34	771	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196910	19	790	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196911	55	845	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
196912	17	862	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197001	75	937	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197002	27	964	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197003	61	1025	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197004	41	1066	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197005	102	1168	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197006	71	1239	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197007	28	1267	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197008	52	1319	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197009	72	1391	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197010	55	1446	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197011	21	1467	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197012	53	1520	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN
197101	25	1545	WFJ5A0	A 159	ASHB101AC	VIETNAM	RVN

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Build
B493

67-18523

CH-47C

Delivery Date
23 May 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

2 Apr 1969

Transfer Date

REFNO Synopsis:

SYNOPSIS: At 1240 hours on April 2, 1969, WO1 Lowell Powers was the pilot of a CH47 helicopter (serial #67-18523). He landed at an LZ in Quang Tri Province, South Vietnam, near Khe Sanh, where about 73 members of the ARVN 9th Popular Forces Company were loaded onto his aircraft. Powers left the LZ, the aircraft lost power, settled to earth, but touched down on the side of a ravine and then rolled down to the bottom of the ravine, coming to rest on its left side. Upon landing, Maj. Butler, the aircraft commander, asked WO1 Powers if he was all right, and received a positive response. Maj. Butler later reported that WO Powers released his harness and called back through the companionway to the passenger compartment. Maj. Butler left the aircraft through the left window, but never saw WO1 Powers again. A short time later, the aircraft began to explode. The area was reached quickly by a Republic of Vietnam Popular Forces and their American/Australian advisors from Advisory Team 19. A series of searches was undertaken in the immediate area for any survivors. Later, it was determined that WO1 Powers was missing. Search efforts were made for him. The other members of the flight crew were able to reach safety. The result of the crash was one American missing in action, 23 ARVN killed in action, and 50 ARVN wounded. That night, the area was secured by an ARVN company, and the next morning an ARVN and 3rd Marine Division Graves Registration team started the recovery of the remains. The ARVN team recovered what was thought to be 17 bodies, and the Marine team recovered 3 bodies. At Quang Tri on April 4, it was found that the ARVN had taken what they recovered and divided it into 21 caskets, which were turned over to the next of kin. The ARVN believed that Americans could keep one of the bodies they had recovered and turn the other 2 over to the ARVN. The ARVN would then have accounted for all their known losses. It was later determined that all 3 of the remains recovered by the Marines were Vietnamese. Efforts were made by the U.S. Army mortuary officer to exhume the ARVN remains to determine if WO1 Powers was among those remains turned over to the Vietnamese next of kin, but his efforts were unsuccessful because of Vietnamese religious restraints.

Accident Summary:

ON ^2 APRIL 1969^, CH47C HELICOPTER #^67-18523^ HAD A MISSION SOUTH OF ^VANDERGRIFT^ TO A NEW LANDING ZONE, ^LZ ANGLE^. THE AIRCRAFT CIRCLED THE GENERAL AREA UNTIL THE LZ WAS LOCATED BY SMOKE IDENTIFICATION. THE AIRCRAFT LANDED TO THE EAST AND WAS LOADED WITH ARVN SOLDIERS. IT LIFTED OFF, AND AS IT CLEARED THE TREES, A LOSS OF POWER WAS EXPERIENCED. EMERGENCY PROCEDURES DID NOT CORRECT THE CONDITION. THE AIRCRAFT DESCENDED VERTICALLY AND TOUCHED DOWN ON THE RIGHT SIDE OF A RAVINE. THE AIRCRAFT ROLLED TO THE LEFT SIDE OF THE RAVINE, WHERE IT CAME TO REST IN PLACE.\\

Incident Reports Mar 1969-Apr 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

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Build
B494

67-18524

CH-47C

Delivery Date
27 May 1968

Combat Service



Vietnam

Converted To

Induction Date

Serial Number



Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

10 Jan 1970

Incident Report Jan 1970

Accident Summary:

(ABRIDGED) AT APPROXIMATELY ^1230 HRS^ THE AC CALLED ^CAMP EVANS^ TOWER FOR LANDING INSTRUCTION FOR ^EVANS POL^. AFTER SEVERAL CALLS IT WAS DETERMINED THAT THE TOWER WAS OFF THE AIR. THE AC MADE A BLANKET CALL AND PROCEEDED TO LAND AT ^EVANS POL^. IT WAS SUGGESTED BY THE P THAT THEY REFUEL AT THE OLD CH-47 REFUELING POINT WHICH IS ^POINT NUMBER 16^. THIS POINT HAD BEEN CLOSED FOR A PERIOD OF TIME, BUT THE P STATED THAT HE HAD REFUELED THERE ONLY A FEW DAYS BEFORE. THEY LANDED AT ^POINT NUMBER 16,^ CH-47 REFUELING POINT, WITH ABOUT 3,300 POUNDS OF FUEL IN THE AIRCRAFT AND SINCE THE MAIN TANKS STILL HAD SUFFICIENT FUEL IN THEM THEY DECIDED TO REFUEL ONLY THE FORE AND AFT AUXILIARY TANKS. THE FLIGHT ENGINEER TURNED THE CLOSED FUEL VALVE ON AND INSTRUCTED THE CREW CHIEF AND GUNNER TO SQUIRT ABOUT A GALLON FUEL ONTO THE GROUND TO BE SURE THEY WERE RECEIVING FUEL AND TO FLUSH OUT THE LINE. AFTER REFUELING THE AC NOTED THAT THE FUEL GAGE WAS READING EXCESSIVELY HIGH, 8200 TO 8500 POUNDS. THE FUEL GAUGE HAD BEEN OPERATING NORMALLY THROUGHOUT THE DAY PRIOR TO THIS TIME, SO THE FLIGHT ENGINEER WAS CONSULTED ON THIS SITUATION AND DECIDED THAT THE GAUGE WAS INOPERATIVE. ^67-18524^ TOOK OFF TO THE SOUTHWEST FROM ^CAMP EVANS POL AREA^ AFTER THE AC MADE A BLANKET CALL. THE P WAS AT THE CONTROLS. THEY REMAINED AT LOW LEVEL TO BE BELOW TRAFFIC ALTITUDE UNTIL AFTER CROSSING THE CENTER LINE OF ^EVANS RUNWAY 36^. THEY MADE A LEFT TURN TO INTERCEPT THE COURSE TO ^PHU BAI^. AFTER CROSSING THE CENTER LINE THEY COMMENCED A CLIMB TO APPROXIMATELY 200 FEET INDICATED (150 FEET AGL) AND INCREASED AIRSPEED. APPROXIMATELY ONE (1) MINUTE AFTER TAKE OFF THE P DECELERATED FROM APPROXIMATELY 75 KNOTS TO GIVE WAY TO A LOADED CH-47 AIRCRAFT DEPARTING ^CAMP EVANS,^ WHEN THE TRAFFIC WAS NO LONGER A FACTOR THE P ATTEMPTED TO REGAIN AIRSPEED AND AT THAT MOMENT NOTED A SPLIT IN THE TORQUE NEEDLES, NUMBER TWO LOWERING AND NUMBER ONE RISING. AT THE SAME TIME THE N1 TACHOMETER ON NUMBER TWO ENGINE DROPPED TO ABOUT 70% AND APPEARED TO STABILIZE, AND NUMBER ONE N1 ROSE. BOTH AVIATORS INITIALLY ASSOCIATED THIS WITH A NUMBER TWO LOW SIDE AC BEEP FAILURE SINCE THEY HAD EXPERIENCED THIS EARLIER IN THE DAY. THE AC ELECTED TO LET THE P TAKE ACTION TO ALLEVIATE THE SITUATION TO SEE IF HE COULD DO SO SATISFACTORILY. THE P ACTIVATED THE NUMBER TWO DC EMERGENCY BEEP TO THE INCREASE POSITION WHILE THE AC GLANCED OUTSIDE TO LOOK FOR A SUITABLE FORCED LANDING AREA. WHEN THE AC GLANCED BACK HE NOTED THAT THE ROTOR RPM WAS DECAYING RAPIDLY THROUGH 205 RPM. BOTH N1'S WERE RAPIDLY DECREASING THROUGH APPROXIMATELY 70%. THE AC THEN RECOGNIZED A DUAL ENGINE FAILURE AND DECREASED THRUST. HE TOLD THE P TO HIT BOTH EMERGENCY BEEPS. PAST EXPERIENCE INFLUENCED THE AC NOT TO MAKE A TURN AT SUCH A LOW ALTITUDE WITH SO LITTLE RPM. THE ROTOR RPM WAS DOWN TO 195 TO 200 AND HE ELECTED NOT TO TRY TO RAISE THE THRUST IN ORDER TO CLEAR THE RISE IN FRONT OF HIM SINCE THIS WOULD BLEED OFF RPM. THE AC THEN FLARED THE AIRCRAFT, DECELERATING TO ABOUT 30 KNOTS AIRSPEED, PULLED THRUST JUST PRIOR TO IMPACT AND LEFT THE AIRCRAFT IN THE FLARED ALTITUDE WHICH ALLOWED IT TO IMPACT PARALLEL WITH THE SLOPE OF THE HILLSIDE. THE AIRCRAFT SLID UP THE HILLSIDE APPROXIMATELY 25 FEET, BUCKLING BOTH FORE AND AFT GEAR UNDER THE HELICOPTER, BUCKLING AND BREAKING THE FLOOR AT APPROXIMATELY STATION 260 AND CAME TO REST WITH THE NOSE OF THE HELICOPTER ON THE

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Build
B495

67-18525

CH-47C

Delivery Date
31 May 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
15 Jan 1991

Prev SN

Serial Number
91-00235

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Dec 1968-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196805	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196806	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	3	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	4	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196810	0	4	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196811	0	4	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196812	70	74	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	104	178	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	87	265	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	100	365	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	57	422	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	51	473	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	0	473	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	65	538	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	96	634	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	117	751	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	74	825	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	68	893	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	88	981	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	0	981	W2F7AA	USA CUST ASST	VIETNAM		AMC
197002	0	981	3300	7 CORPS SPT COM	GERMANY		EUROPE
197003	0	981	W2VYAA	AMMC	VIETNAM		RVN
197004	31	1012	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	70	1082	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	28	1110	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	26	1136	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	47	1183	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	9	1192	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197010	7	1199	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197011	33	1232	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197012	23	1255	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197101	28	1283	WFJ5A0	A 159TH ASHR	VIETNAM		RVN

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Build
B496

67-18526

CH-47C

Delivery Date
04 Jun 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Jun 1989

Prev SN

Serial Number
89-00159



Status

Loss Date

Transfer Date

Converted to D Model

67-18526, Boeing build number B-496, was a CH-47C helicopter. The U.S. Army acceptance date was 4 June 1968. 67-18526 accumulated 4,443.0 aircraft hours. 67-18526 was initially assigned to the 200th Assault Support Helicopter Company (ASHC) - "Pachyderms" 101st Airborne Division, located at Bear Cat, in the Republic of Vietnam (RVN). The 200th ASHC was formed at Fort Benning, Georgia and was deployed to the RVN from 15 March 1967 to 1 July 1968. In mid 1968, the 200th ASHC was relocated to Phu Bai. At some point, the unit was re-designated A Company, 159th Assault Support Helicopter Battalion (ASHB). At some point, and as of March 2002, A Company re-deployed to Fort Campbell, Kentucky, and became A Company, 7th Battalion, 159th Combat Aviation Group (CAG), 101st Airborne Division. On 10 May 1970, 67-18526, while assigned to A Company, received fire from a Rocket Propelled Grenade (RPG) in the Auxiliary Power Unit (APU) area while on a re-supply mission to an artillery site in the Ashau Valley. SP6 Quakenbush was the Flight Engineer (FE). He had just finished a ramp check and walked forward when the helicopter was struck. There were no injuries. While the aircraft recovery was in process, Vietcong (VC) Charlie continued to attempt the destruction of 67-18526. However, AH-1 Cobras kept them at bay, as well as infantry from C Company, 2nd Battalion, 502nd Strike Force, 101st Airborne Division. The engines and rotor blades were removed to lighten the load, and 67-18526 was slung out to Da Nang, RVN, courtesy of another CH-47C helicopter (tail number unknown) from C Company - "Platex", 159th ASHC, 101st Airborne Division. C Company would later be re-named "Haulmark". At some point, 67-18526 was assigned to the 213th Assault Support Helicopter Company (ASHC) - "Blackcats", located at Camp Humphreys, in the Republic of Korea (ROK) (South Korea), and remained there through at least from September 1986 through December 1988. SGT Robert L. Carter was the last Flight Engineer assigned to 67-18526 before the airframe was converted to a D model. At some point, the 213th ASHC would be re-designated A Company, 2nd Battalion, 501st Aviation Regiment, and eventually A Company, 2nd Battalion, 52nd Aviation Regiment. At some point, 67-18526 was returned to the United States. On 4 June 1990, 67-18526 was inducted into the D model program and converted to 89-00159. The last known location of 67-18526 was at Boeing during the conversion. Aircraft status: Converted to D model.

RVN Incident reports November 1968-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196806	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	43	44	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196811	106	150	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196812	75	225	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	56	281	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	74	355	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	0	355	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	100	455	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN

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Build
B497

67-18527

CH-47C

Delivery Date
10 Jun 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

20 Mar 1983

Forward swiveling actuator to transmission attaching bolt failed. Crashed off Cape Henry, VA. All 5 crew killed.

RVN Incident Reports Mar 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196806	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	9	10	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196811	82	92	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196812	78	170	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	62	232	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	35	267	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	16	283	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	33	316	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196905	82	398	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196906	70	468	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196907	89	557	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196908	16	573	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	44	617	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	43	660	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	28	688	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	48	736	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	27	763	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	46	809	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	37	846	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	47	893	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	80	973	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	41	1014	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	51	1065	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	87	1152	W2VYAA	AMMC	VIETNAM		RVN
197009	0	1152	W2VYAA	AMMC	VIETNAM		RVN
197010	0	1152	W2VYAA	AMMC	VIETNAM		RVN
197011	0	1152	W2VYAA	AMMC	VIETNAM		RVN

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Build
B498

67-18528

CH-47C

Delivery Date
07 Jun 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Oct 1989

Prev SN

Serial Number
89-00173

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196806	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196807	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	1	2	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	3	5	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	9	14	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	85	99	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	105	204	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	70	274	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	117	391	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	104	495	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	71	566	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	67	633	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	62	695	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	76	771	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	85	856	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	77	933	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	68	1001	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	101	1102	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	67	1169	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197005	1	1170	W2VYAA	AMMC	VIETNAM		RVN
197006	0	1170	W2VYAA	AMMC	VIETNAM		RVN
197007	0	1170	W2VYAA	AMMC	VIETNAM		RVN
197008	0	1170	W2VYAA	AMMC	VIETNAM		RVN
197009	29	1199	WC5KAA	179 AVN CO	VIETNAM		RVN
197010	0	1199	WC5KAA	179 AVN CO	VIETNAM		RVN
197011	56	1255	WC5KAA	179 AVN CO	VIETNAM		RVN
197012	34	1289	WC5KAA	179 AVN CO	VIETNAM		RVN
197101	44	1333	WC5KAA	179 ASHC	VIETNAM		RVN
197102	38	1371	WC5KAA	179 ASHC	VIETNAM		RVN

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Build
B499

67-18529

CH-47C

Delivery Date
13 Jun 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Destroyed by Enemy Action [RVN]

Loss Date

16 Feb 1973

Transfer Date

LAST CHINOOK COMBAT LOSS/CREW FATALITY IN VIETNAM. PARIS PEACE ACCORDS SIGNED 27 JAN 1973.

A/C was on a supply mission for the peacekeeping forces in Binh Long province following the signing of the cease-fire. A/C took SA fire and crash-landed in flames. 2 crew members injured (one died a week later from injuries)

Information on U.S. Army helicopter CH-47C tail number 67-18529

The Army purchased this helicopter 0668

Total flight hours at this point: 00002089

Date: 02/16/1973

Incident number: 73022348.KIA

Unit: 18 CAC

South Vietnam

UTM grid coordinates: XT766754

Original source(s) and document(s) from which the incident was created or updated: Defense Intelligence Agency Helicopter Loss database. Also: OPERA (Operations Report.)

Loss to Inventory [GOLDBOOK INFO INDICATES AIRCRAFT ACTUALLY SHIPPED TO NASA LANGLEY RESEARCH CENTER WHERE THE AIRCRAFT MAY HAVE BEEN USED FOR CRASH TESTS WITH 67-18542]

Crew Members:

C SP5 SCROGGINS JAMES LELAND KIA

This record was last updated on 05/25/1998

164 CAG

#67-18529

A/C was on a supply mission for the peacekeeping forces following the signing of the cease-fire. A/C took SA fire and crash-landed in flames. Scroggins was thrown into the fire and rescued by one of the pilots, but died 7 days later in Okinawa due to complications from injuries.

Additional information about this casualty:

My brother was the last Illinois flyer killed in Viet Nam. He died on Feb 23, 1973 after languishing in the burns unit in Okinawa for two weeks following the downing of his CH47 that was delivering peacekeeping supplies. His name is Sp5 James L. Scroggins, 18th Avn Co, 164th Avn Grp, 1st Avn Bde, was shot down February 16, 1973 16 miles south of An Loc in his CH-47 Chinook helicopter. The chopper was on a supply mission for the peace-keeping Joint Military Commission. The chopper was not painted with the commission's distinguishing orange zebra stripes. Three other crewmen of the downed helicopter were taken to the United States for medical treatment and the pilot remained in Saigon. There was supposed to be an investigation into the downing however we never heard anything about it. My parents are elderly and would like to get in touch with

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Build
B500

67-18530

CH-47C

Delivery Date
17 Jun 1968

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
4 May 1990

Serial Number
90-00201

Status

Loss Date

Transfer Date

Converted to D Model

No record of Vietnam service

Build
B501

67-18531

CH-47C

Delivery Date
18 Jun 1968

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
30 Sep 1982

Serial Number
82-23780



Status

Loss Date

Transfer Date

Converted to D Model

Photo: 67-18531, while assigned to the 205th ASHC, then stationed at Fort Benning, Georgia, got in on the act of POTUS support. Pictured above, 67-18531 had landed adjacent to a dam project near Kalispell, Montana, and awaited further instructions. The mission was flown in support of President Nixon's visit to the area.

No record of Vietnam service

Build
B502

67-18532

CH-47C

Delivery Date
18 Jun 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Jul 1989

Prev SN

Serial Number
89-00161



Status

Converted to MH-47D

Loss Date

Transfer Date

Converted to MH-47D

RVN Incident Report Sep 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196806	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196807	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	51	52	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196811	120	172	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196812	100	272	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	45	317	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	56	373	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	99	472	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	100	572	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196905	100	672	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196906	91	763	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196907	101	864	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196908	11	875	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	95	970	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	66	1036	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	90	1126	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	52	1178	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	84	1262	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	16	1278	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	42	1320	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	45	1365	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	44	1409	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	66	1475	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	100	1575	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	41	1616	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	0	1616	WE4HAA	142 TC DS	VIETNAM		RVN
197010	0	1616	WE4HAA	142 TC DS	VIETNAM		RVN
197011	0	1616	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197012	0	1616	W0MADA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

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Build
B503

67-18533

CH-47C

Delivery Date
28 Jun 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Feb 1989

Prev SN

Serial Number
89-00138

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196806	0	0	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196807	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196810	27	28	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196811	86	114	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196812	69	183	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196901	36	219	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196902	88	307	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196903	63	370	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196904	95	465	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196905	101	566	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196906	6	572	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196907	70	642	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196908	75	717	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196909	50	767	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196910	41	808	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196911	50	858	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
196912	26	884	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197001	52	936	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197002	32	968	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197003	41	1009	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197004	48	1057	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197005	7	1064	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197006	99	1163	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197007	85	1248	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197008	13	1261	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197009	53	1314	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197010	34	1348	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197011	27	1375	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197012	6	1381	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN
197101	60	1441	WFJ5A0	A 159TH ASHB	VIETNAM	RVN
197102	27	1478	WFJ5A0	A 159TH ASHB	VIETNAM	RVN

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Build
B504

67-18534

CH-47C

Delivery Date
03 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

27 Jul 1969

Transfer Date

RVN Incident reports Feb 1969-Jul 1969

Accident Summary:

CH-47C AIRCRAFT DEPARTED CORREGIDOR HOOK PAD ON 27 JULY 1969 WITH 26 COMBAT EQUIP SOLDIERS ENROUTE FOR A COMBAT ASSAULT. AFTER FLYING FOR APPROXIMATELY TWENTY MINUTES THE AIRCRAFT STARTED AN APPROACH INTO THE WRONG LZ. HE WAS ALERTED ON THE RADIO AND STARTED TO ADD POWER FOR A CLIMB OUT. AT THIS TIME THE NO. 1 ENGINE N1 WAS INDICATING 70% AND TORQUE NEEDLES SHOWED A 300# TORQUE SPLIT. THE PILOT MADE AN ATTEMPT TO BEEP UP THE ENGINE WITH THE THRUST BEEP. THE N1 STILL REMAINED AT 70% SO THE PILOT PULLED THE #1 AC ENGINE BEEP TRIM AND INCREASED THE EMERGENCY BEEP. AT THIS TIME THE ENGINE FAILED AND THE N1 DROPPED TO 20%. THE AIRCRAFT COMMANDER ALERTED THE CREW, MADE A DISTRESS CALL, AND PLACED #1 ENGINE CONDITION LEVER TO STOP. THE PILOT CONTINUED TO BEEP #2 ENGINE TO MAINTAIN HIS ROTOR RPM. THE CREW ALERTED THE PASSENGERS BY HAND SIGNALS THAT THE AIRCRAFT WAS GOING DOWN. THE AIRCRAFT COULD NOT MAINTAIN LEVEL FLIGHT ON ONE ENGINE WITH THE GROSS LOAD AND DENSITY ALTITUDE. THE AIRCRAFT COMMANDER MAINTAINED A 500 TO 800 FOOT RATE OF DESCENT IN ORDER TO MAINTAIN THE ROTOR RPM WITHIN A SAFE RANGE AND MAKE THE ONLY AVAILABLE AREA IN WHICH TO LAND. THE AIRCRAFT APPROACHED OVER SEVERAL TREES AND UPON IMPACT WITH THE GROUND THE ROTOR BLADES CONTACTED AN INCLINE AND WERE BROKEN OFF. JUST PRIOR TO IMPACT THE AIRCRAFT COMMANDER REDUCED THRUST TO GAIN ROTOR RPM AND THEN INCREASED ALL THE THRUST TO CUSHION THE LANDING. THE AIRCRAFT CAME TO REST WITH NO APPARENT FORWARD MOVEMENT. THE PULOT USED THE EMERGENCY EXIT IN THE COCKPIT AND THE CREW MOVED THE TROOPS OUT THE REAR OF THE AIRCRATT WHEREBY THE PLATOON LEADER TOOK CHARGE AND SET UP A PERIMETER. THE CREW RETURNED TO THE AIRCRATT AND REMOVED ALL CONFIDENTIAL MATERIAL. A MEDIVAC HELICOPTER WAS CALLED IN AND THE FOUR INJURED WERE TAKEN OUT. THERE WAS NO FIRE.\\

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	63	64	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	26	90	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	73	163	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	74	237	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	101	338	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196905	41	379	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196906	61	442	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN

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Build
B505

67-18535

CH-47C

Delivery Date
01 Jul 1968



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Accident/Destroyed [RVN]

Loss Date

20 Mar 1970

Transfer Date

RVN Incident reports Mar 1960-Mar 1970

During maintenance test flight A/C went IFR and crashed minutes later in a nose-low, almost inverted position. One pax KIA.

Accident Summary:

ON 20 MARCH 1970 AT APPROXIMATELY 1130 LOCAL TIME, AIRCRAFT 67-18535, A CH-47C, PILOTED BY CW2 BARTH AND WO1 NESSELROADE, LANDED AT CAMP EVANS TO BE LOADED INTERNALLY WITH SUPPLIES FOR A NEARBY FIRE BASE. PRIOR TO COMPLETION OF THE LOADING THE PILOT MADE A HOVER CHECK AT AN ALTITUDE OF 10 FEET, AND REQUESTED THAT MORE SUPPLIES BE LOADED. THE TORQUEMETER READING WAS 780-800 POUNDS DURING THIS HOVER CHECK. AFTER FINAL LOADING THE AIRCRAFT COMMANDER HOVERED THE AIRCRAFT MOMENTARILY AT A HEIGHT OF APPROXIMATELY 10 FEET AND PROCEEDED TO TAKE OFF ON A WESTERLY HEADING. TOWER INSTRUCTIONS, AS REVEALED BY THE TOWER TAPE, WERE "CLEARED FOR A WEST DEPARTURE, WINDS 090 AT 10K, ALTIMETER 30.01." PRIOR TO REACHING THE WESTERN EDGE OF THE ASPHALT PAD THE PILOT HAD BOTH ENGINES AT FULL BEEP AND OBSERVED THAT BOTH ENGINES WERE AT MAXIMUM TORQUE. AT THIS POINT THE AIRCRAFT COMMANDER NOTICED THAT THE AIRCRAFT HAD BEGUN TO SETTLE AND THAT THE RPM WAS DETERIORATING. THE ADDITION OF POWER DID NOT COUNTERACT THE SETTling AND A SHARP LEFT TURN WAS INITIATED TO A SOUTHEASTERLY HEADING TO AVOID A REFUELING PAD, AND FLY DOWN AN ADJOINING SHALLOW VALLEY. AT THIS POINT (STILL IN A LEFT TURN) THE LEFT AFT GEAR STRUCK THE GROUND ON THE EDGE OF A PLATEAU THAT FORMS A NW-SE VALLEY CAUSING THE AFT ROTOR TO STRIKE THE GROUND. THE ROTOR STRIKE UPRIGHTED THE AIRCRAFT IN A NOSE-HIGH ATTITUDE AND IT CONTINUED OFF THE PLATEAU TO AN AREA 10-15 FEET LOWER, BREAKING IN HALF AND BURSTING INTO FLAMES. IT CAME TO REST APPROXIMATELY 1000 FEET FROM THE TAKE-OFF POINT ON A HEADING OF 110 DEGREES.\\

Build
B506

67-18536

CH-47C

Delivery Date
29 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Destroyed by Enemy Action [RVN]

Loss Date

18 Apr 1969

Transfer Date

RVN Incident Reports Feb 1969-Apr 1969

Suspected enemy fire forced aircraft to attempt landing. Struck trees, severed blades, impacted hillside, broke in half and was destroyed by fire. Crew of five were fatalities. No PAX aboard. From III MAF Significant Events Log 180700-190600H APR 69 msg DTG 182211Z APR 69 (TT 1201005077b.pdf p24 para 3): "3. (C) 180955H DELAYED RPT: A CH-47 aircraft, while resupplying FSB LASH (YC670667) received ground fire 5 kilometers north of the FSB. The pilot dropped the load and headed north crashing at YC675837 vicinity FSB THOR (YC659837). There were 5 friendly KIA."

Short Summary: 30 cal hits in fuel tank near LZ Thor, Pike, Lash north of Da Nang with CWO Davis. Ran out of fuel, crashed & burned trying to return.

What happened to Harold Lee Eckert, Jr. "Weird Harold" was an ambush at LZ "Thor". We had been re-supplying the LZ's along the east side of the A Shau Valley for some time. "Thor", "Pike" and "Lash" were the fire bases that controlled the southern third or so of the A Shau. "Thor" was the furthest south. We had started early in the morning to get the "red-legs" enough ammo to last them through another night. "Weird Harold" took the "long haul" from "Birmingham", a re-supply and refuel area west of Hue, to "Thor". In the late morning, on yet another final approach, "Charlie" jumped him. When they were close enough to be committed to set the load down the stuff hit the fan. In addition to the .30 caliber hits they took an RPG in the left main fuel cell. The JP-4 didn't go off, even when it hit the engine. There was so much fuel it literally drowned the #1 engine. The only message we received was Harold saying "I'm hit!" We think he was taken out by the gun fire. The aircraft lost rotor RPM and started to settle in. #2 wasn't able to recover and the RPM dropped below stability level, then the blades folded - again from low RPM. The "Hook" fell the last 30-50 feet and rolled into a ravine full of "Punji" stakes. By the time we could get the area secured and a rescue team in the entire crew was dead. They were probably dead already anyway. information from Harry R. Nevling "Pachyderm" [VHPA]

Build
B507

67-18537

CH-47C

Delivery Date
01 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Aug 1983

Prev SN

Serial Number
84-24167

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports	Mar 1969-Jun 1971	DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM		
196808	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM		
196809	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM		
196810	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM		
196811	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM		
196812	42	43	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196901	47	90	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196902	15	105	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196903	0	105	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196904	0	105	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196905	0	105	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196906	26	131	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196907	89	220	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196908	12	232	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196909	46	278	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196910	24	302	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196911	23	325	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
196912	62	387	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197001	34	421	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197002	50	471	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197003	51	522	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197004	58	580	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197005	46	626	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197006	90	716	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197007	80	796	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197008	57	853	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197009	44	897	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197010	23	920	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197011	54	974	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197012	47	1021	WFJ5A0 A 159 ASHB101AC	VIETNAM		RVN		
197101	4	1025	WFJ5A0 A 159TH ASHB	VIETNAM		RVN		
197102	99	1124	WFJ5A0 A 159TH ASHB	VIETNAM		RVN		
197103	73	1197	WFJ5A0 A 159TH ASHB	VIETNAM		RVN		
197104	29	1226	WFJ5A0 A 159TH ASHB	VIETNAM		RVN		
197105	27	1268	WFJ5A0 A 159TH ASHB	VIETNAM		RVN		

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Build
B508

67-18538

CH-47C

Delivery Date
25 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

YCH-47D

Induction Date

Prev Model

Serial Number
76-18538

Prev SN



Status

Loss Date

Transfer Date

Converted to D Model Prototype

The third and final D model prototype was CH-47C 67-18538 [top air craft in photo], Boeing build number B-508, accepted by the Army on 25 July 1968. 67-18538 was re-serial numbered as 76-18538 for the prototyping and was also utilized at Fort Eustis as a training device. On 14 October 1992, 76-18538 was inducted into the program and became production D model 92-00303, Boeing D model kit number M3444, accepted by the Army on 5 November 1993.

RVN Incident Reports Mar 1969-May 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	54	54	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	89	143	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	77	220	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	50	270	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	53	323	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196905	105	428	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196906	75	503	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196907	66	569	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196908	58	627	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	42	669	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	50	719	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	35	754	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	44	798	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	57	855	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	43	898	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	74	972	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	100	1072	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	91	1163	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	24	1187	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	84	1271	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	47	1318	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	54	1377	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B509

67-18539

CH-47C

Delivery Date
10 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

15 May 1987

lost due to mechanical failure when the number 2 generator went off-line. When the pilot attempted to reset it, the generator caught fire and crashed near Little Rock, Ark

A/C caught fire and made a forced landing in dense woods near Monticello while flying from Ft. Carson to Ft. Rucker. Soldier was killed when he jumped from A/C at a height of about 400'.

RVN Incident Reports Dec 1970-Oct 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196808	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196809	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196810	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196811	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196812	14	14	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196901	114	128	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196902	76	204	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196903	83	287	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196904	106	393	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196905	110	503	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196906	65	568	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196907	13	581	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196908	113	694	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196909	78	772	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196910	86	858	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196911	101	959	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
196912	67	1026	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
197001	76	1102	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
197002	0	1102	3300	7 CORPS	SPT COM	GERMANY	EUROPE
197003	0	1102	W2VYAA	AMMC	VIETNAM		RVN
197004	0	1102	W2VYAA	AMMC	VIETNAM		RVN
197005	12	1114	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
197006	61	1175	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
197007	107	1282	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
197008	51	1333	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN
197009	66	1399	WC06AA	147ASLT	SPTHELCO	VIETNAM	RVN

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Build
B510

67-18540

CH-47C

Delivery Date
11 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Nov 1991

Prev SN

Serial Number
91-00271

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Mar 1969-May 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196807	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196812	59	60	WFJ5A0	A 159 ASHB101AC		VIETNAM		RVN
196901	59	119	WFJ5A0	A 159 ASHB101AC		VIETNAM		RVN
196902	50	169	WFJ5A0	A 159 ASHB101AC		VIETNAM		RVN
196903	47	216	WFJ5A0	A 159 ASHB101AC		VIETNAM		RVN
196904	51	267	WFJ5A0	A 159 ASHB101AC		VIETNAM		RVN
196905	12	279	WE4HAA	142 TC DS		VIETNAM		RVN
196906	0	279	WE4HAA	142 TC DS		VIETNAM		RVN
196907	0	279	WE4HAA	142 TC DS		VIETNAM		RVN
196908	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
196909	0	279	WOY6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
196910	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
196911	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
196912	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197001	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197002	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197003	0	279	WOY6AA	INTRANSIT		IN TRANSIT		AVCOMCTR
197004	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197005	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197006	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197007	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197008	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197009	0	279	WOY6AA	OS TO CONUS		ITR CONUS		AVCOMITR
197010	0	279	WOY6AA	USA FLT OPN OFC		5TH ARMY	ST LOUIS	AMC
197011	0	279	WOY6AA	USA FLT OPN OFC		5TH ARMY	ST LOUIS	AMC
197012	0	279	WOY6AA	USA FLT OPN OFC		5TH ARMY	ST LOUIS	AMC
197101	3	282	WOY6AA	AVSCOM FLT DET		5TH ARMY	ST LOUIS	AVSCOM
197102	1	283	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197103	0	283	WHR1AΔ	166 TRANS CO		VIETNAM		RVN

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Build
B511

67-18541

CH-47C

Delivery Date
16 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Aug 1983

Prev SN

Serial Number
83-24121



Status

Loss Date

Transfer Date

Converted to D Model

mark Anders in foreground

RVN Incident Reports Mar 1969-Jan 1973

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	21	22	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196901	56	78	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196902	62	140	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196903	91	231	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196904	80	311	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196905	130	441	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196906	81	522	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196907	51	573	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196908	18	591	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	53	644	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	46	690	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	30	720	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	47	767	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	28	795	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	47	842	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	4	846	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	49	895	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	113	1008	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	67	1075	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	76	1151	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	73	1224	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	50	1274	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197010	54	1328	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197011	9	1337	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197012	11	1348	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197101	25	1373	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B512

67-18542

CH-47C

Delivery Date
16 Jul 1968

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN



Status

Tested to Destruction at NASA Langley

Loss Date

8 Feb 1971

Transfer Date

Aircraft was involved in an accident in Vietnam on 8 Feb 1971 which was reported as a total loss. As the Goldbook data indicates, 67-18542 never flew again after the accident and finished service as a crash test aircraft at NASA Langley

Incident Reports Jul 1969-

Accident Summary - 1971

THE ACCIDENT OCCURRED AS THE AIRCRAFT WAS BEING PARKED IN A REVETMENT [at PhuBai]AFTER COMPLETING APPROXIMATELY 7 HOURS AND 30 MINUTES OF TACTICAL MISSIONS. THE AIRCRAFT WAS LANDED AT LIFTMASTER HELIPORT WAS TAXIED APPROXIMATELY 500 METERS TO ITS REVETMENT. THERE WERE LOW CEILING AND LIGHT RAIN FALLING, AT THE TIME, AND IT WAS DURING THE HOURS OF DARKNESS. THE RAMP CONSISTS OF M-8 STEEL MATTING AND ALONG THE TAXI WAY, IT WAS UNEVEN AND ROUGH. THE PILOTS FOUND IT VERY DIFFICULT TO TAXI ON THE WET MATTING AND ON SEVERAL OCCASIONS THE AFT LANDING GEARS HAD BECOME DE-PHASED. IN ORDER TO BE ABLE TO APPLY AFT CYCLIC AND THE RESULTANT PRESSURE TO THE AFT GEAR AND TO BE ABLE TO USE VERY LITTLE THRUST, THE AIRCRAFT COMMANDER ELECTED TO PLACE THE SPEED TRIM SELECTOR SWITCH IN THE MANUAL POSITION AND EXTEND THE FORWARD TRIM MANUALLY TO THE HALF EXTENDED POSITION. THIS RESULTED IN THE FORWARD ROTOR BEING TILTED FORWARD AND THUS IT PULLED THE AIRCRAFT FORWARD. THE AIRCRAFT WAS THEN TAXIED TO THE REVETMENT AND WAS PROCEEDING INTO THE REVETMENT. WHEN THE NOSE WAS APPROXIMATELY 20 FEET INTO THE REVETMENT THE FORWARD BLADES STRUCK THE LEFT REVETMENT WALL INITIALLY. THE FORCE OF STRIKE CAUSED THE ENTIRE HELICOPTER TO SLIDE TO THE RIGHT AND STRIKE THE RIGHT REVETMENT WALL. THE FORWARD BLADES MADE ONLY ONE OR TWO REVOLUTIONS AFTER INITIAL CONTACT. THE SUDDEN STOPPAGE OF THE FORWARD HEAD CAUSED THE FORWARD TRANSMISSION TO BE TORN LOOSE AND PULLED FORWARD BREAKING IT AWAY FROM THE DRIVE SHAFT AND BREAKING OFF ALL MANUAL AND ELECTRICAL CONTROLS. THE AIRCRAFT TURNED OR SLID NOSE LEFT IN THE REVETMENT STOPPING AS DEPICTED IN THE SKETCH AND PHOTOS. THE ENGINES WERE STILL RUNNING AND AIRCRAFT ROTORS TURNING. THEY WERE BROUGHT TO A STOP BY MANUALLY CLOSING THE FUEL SHUT-OFF VALVES IN THE REAR OF THE AIRCRAFT CABIN SECTION.\

It appears that 67-18542 was shipped back to the US and spent some time at Ft Eustis, VA. Based on the photos from NASA Langley, 67-18542 was shipped by barge from Ft Eustis to Langley in 1973 and was subsequently used in crash tests at that facility in 1976. Another aircraft (CH-47A 61-02418) was also used for crash testing at the NASA facility.

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	12	12	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196808	0	12	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	12	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	12	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	12	W0MADA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B513

67-18543

CH-47C

Delivery Date
18 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Destroyed by Enemy Action [RVN]

Loss Date

23 Feb 1969

Transfer Date

Helicopter took 1 hits from:
Explosive Weapon; Non-Artillery launched or static weapons containing explosive charges. (RPG)
The helicopter was hit in the Left Side causing a Fire. Forced landing. Aircraft Destroyed
RVN Incident report Feb 1969

War Story:

Aircraft was at 700 feet when hit by RPG on left side at station 435, B/L 17. Small fire broke out in air and was almost put out. Aircraft landed on sand bar when fire again flared up and consumed aircraft. No fatalities or injuries.

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196808	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196809	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196810	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196811	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196812	35	35	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
196901	69	104	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
196902	0	104	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN

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Build
B514

67-18544

CH-47C

Delivery Date
17 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

23 Jun 1969

On 23 June 1969 a CH-47C (tail number 67-18544) from the 159th Avn Bn was tasked with a resupply mission from Camp Evans, northwest of Hue, to Landing Zone AIRBORNE about 7 kilometers north-northwest of A Luoi in the A Shau Valley. The CH-47 carried 4 crewmen, 16 passengers, and an internal load of Thermite cans and "C" rations. On arrival at LZ AIRBORNE the aircraft orbited until another helo vacated the landing pad and then began its approach to landing.

About 50 meters from the intended touchdown point the CH-47 lost power and the rotor RPM rapidly decayed. Although the pilots tried to stretch the descent to the landing pad, they failed; the aircraft hit hard with the forward landing gear on the pad and the aft gear off the approach edge. After impact the helicopter made a 180 turn and came to rest on its right side with the nose hanging over the approach edge of the LZ. It began burning immediately.

The internal cargo was not tied down and few, if any, of the passengers were using their seat belts, so when the aircraft came to rest the cargo bay was chaotic at best. The fire spread rapidly within the aircraft, and spilling fuel ignited around its exterior. Unfortunately, the area immediately around the landing pad contained several hundred 155mm and 105mm artillery rounds and powder charges and dozens of 55 gallon drums of diesel and gasoline. The fuel fire from the helo rapidly spread to the munitions and fuel drums.

Evacuation of the helo was hindered by the confused state of affairs within the cargo bay, the spreading fire, and within minutes by fires and explosions among the stored munitions and fuel drums. Sixteen of the twenty men aboard the helo did get clear before the situation became wholly unmanageable, but four men died in the crash:

UPON RETURNING TO CAMP EVANS, THE HELICOPTER WAS REFUELED. NONE OF THE AUXILIARY TANKS WERE FUELED, AND THE AUXILIARY BOOST PUMPS REMAINED OFF DURING FLIGHT. AT 1345 HOURS, THE CREW PICKED UP A INTERNAL LOAD OF MERMITE CANS, "C" RATIONS, AND 16 PASSENGERS AT WYOMING PAD TO GO TO LZ AIRBORNE. A HOVERCHECK WAS MADE PRIOR TO TAKE-OFF, AND THE INSTRUMENT READINGS INDICATED 670 FT/LBS OF TORQUE AT APPROXIMATELY 88% N1 WAS REQUIRED TO HOVER. TAKE-OFF WAS ACCOMPLISHED AND FUEL CHECK WAS MADE ENROUTE TO AIRBORNE, WHICH INDICATED 2,800 TO 2,900 LBS OF FUEL REMAINING IN THE MAIN TANKS AND NO FUEL IN THE AUXILIARY TANKS. UPON REACHING LZ AIRBORNE, THE AIRCRAFT MADE ONE ORBIT DUE TO ANOTHER AIRCRAFT ON THE LANDING PAD. AT APPROXIMATELY 1400 HOURS THE AIRCRAFT WAS CLEARED FOR A 090 APPROACH TO THE SOUTHERN LOGISTICAL PAD. THE WINDS WERE GENERALLY FROM THE EAST AT 4-8 KNOTS, AND THE PAD WAS MARKED WITH YELLOW SMOKE. THE PATHFINDER CAUTIONED THE PILOTS ABOUT THE BARBED WIRE ON THE APPROACH AND DEPARTURE ENDS OF THE PAD. THE AIRCRAFT MADE A LONG APPROACH ON A HEADING OF APPROXIMATELY 090. IT WAS ON A SLIGHTLY STEEPER THAN NORMAL APPROACH ANGLE, AND, ABOUT 50 METERS FROM THE INTENDED TOUCHDOWN POINT, IT SUDDENLY LOST POWER AND THE ROTOR RPM RAPIDLY DECAYED. THE PILOT NOTED THE ROTOR 220 RPM, BUT NO OTHER INSTRUMENTS WERE SEEN DUE TO THE IMMEDIACY OF THE SITUATION. THE AIRCRAFT COMMANDER PUSHED THE CYCLIC FORWARD AND APPLIED MORE THRUST IN AN ATTEMPT TO REACH THE LANDING ZONE. AT THIS POINT THE AIRCRAFT BEGAN TO FISHTAIL SOMEWHAT. THE AIRCRAFT HIT HARD WITH THE FORWARD LANDING GEAR ON THE LANDING ZONE AND THE AFT GEAR OFF OVER THE APPROACH EDGE THE FORWARD LANDING GEAR ALSO BECAME ENTANGLED IN THE BARBED WIRE WHICH

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B515

67-18545

CH-47C

Delivery Date
30 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [RVN]

Loss Date

2 Apr 1971

Transfer Date

AT APPROXIMATELY 1200 HOURS, 2 APRIL 1971, THE PREVIOUSLY DESCRIBED AIRCRAFT WAS TAXIING FROM THE TUY HOA ARMY AIRFIELD POL TO IT'S REVETMENT AREA. THE AIRCRAFT WAS, BY ALL ACCOUNTS, FUNCTIONING NORMALLY AND NO DIFFICULTIES WERE REPORTED. A FULL LOAD OF FUEL WAS ON BOARD BUT NO CARGO WAS CARRIED. THE CREW WAS RETURNING TO TUY HOA FOR THE NOON MEAL.\\ CONSIDERED TO BE A CONTRIBUTING FACTOR. THE RAMP AREA WAS DRY AND AFFORDED GOOD TRACTION AS THE AIRCRAFT TAXIED TO THE REVETMENT. THE AIRCRAFT ENTERED THE RAMP AREA VIA TAXIWAY "D" AND PROCEEDED IN A SOUTHEASTERLY DIRECTION UNTIL IT COME ABREAST OF THE SOUTHEAST CORNER OF THE REVETMENT AREA. AT THAT TIME THE AIRCRAFT TURNED TO AN EASTERLY HEADING AND CONTINUED TO TAXI UNTIL IT HAD CROSSED THE TAXI LINES ON THE RAMP TO THE SOUTHEAST. IT THEN TURNED PARALLEL TO THE TAXI LINES AND PROCEEDED UNTIL IT WAS PERPENDICULAR TO THE TAXI LINES LEADING INTO THE REVETMENT. THE AIRCRAFT THEN TURNED STRAIGHT INTO THE REVETMENT. THEN, WHEN THE NOSE OF THE AIRCRAFT WAS NEARING THE CONFINES OF THE REVETMENT AREA, IT TURNED LEFT (RELATIVE TO THE REVETMENT AS THE AIRCRAFT FACED IT) AND WHILE ATTEMPTING TO TURN FURTHER LEFT OUT OF THE REVETMENT IT EXPERIENCED A BLADE STRIKE ON THE NORTH SIDE OF THE SOUTHEAST WALL. AT THIS TIME THE AIRCRAFT ROSE INTO THE AIR, WENT OVER THE REVETMENT WALL, BURST INTO FLAMES AND WAS TOTALLY DESTROYED BY THOSE FLAMES.\\

RVN Incident Report April 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	0	0	W0Y6AA	OS TO CONUS	ITR	CONUS	AVCOMITR
196808	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	2	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	1	3	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	74	77	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	122	199	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	78	277	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	98	375	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	101	476	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	81	557	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	54	611	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	126	737	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	96	833	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	52	885	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	91	976	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	99	1075	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	99	1174	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B516

67-18546

CH-47C

Delivery Date
09 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Sep 1989

Prev SN

Serial Number
89-00166



Status

Loss Date

Transfer Date

Converted to D Model

67-18546 was first assigned to the Black Cats while in the Republic of Viet Nam at Phu Loi. It was inducted into the "D" Model program and is now 89-00166.

I was the Aircraft Commander in this photo. This occurred at Tae Ninh Airfield, RVN, in the fall of 1971. The 100,000 gallon fuel storage facility had been struck by a 120mm rocket. I was on fire bucket standby in Phu Loi (about 45 minute flight) when the call was received to try to put it out. We were unsuccessful because the water point was about one mile away. We filled the buckets half full of water then returned to the airfield where ARVN military poured light water (foam) into the buckets to fill them up using five gallon containers. It took about 20 minutes to accomplish this and by then the fire was back to its original rate. We made several attempts but to no avail.

The buckets are two 350 gallon fiberglass containers which were originally electrically operated. The electric actuator continued to short out so the hydraulic shop converted them to hydraulically operated. A hydraulic line was attached to the sling and continued up through the hole. They were then attached to the utility hydraulics in the vicinity of the utility hydraulic accumulator. I personally don't know exactly how. An aluminum plate was used to attach the switching mechanism and laid next to the FE. It was great fun!!!!

FROM 213TH UNIT HISTORY

On June 2 Black. Cat 546 [67-18546], piloted by CPT William Uhlemeyer and 1Lt Robert Strickland and crewed by SP5 David Sadowski, SP4 Kenneth Grant, and SP4 Timotey Lange, was in the process of extracting a captured rice cache northeast of Fire Support Base Gela. After the load had been attached to a one hundred foot sling and pulled up through the trees, the aircraft started to move forward for take off but was taken under intense enemy fire from almost directly below. Several rounds of rifle grenades were exploding immediately under the aircraft and then a .30 caliber automatic weapon began firing. The aircraft was moved out as rapidly as possible and then smoke began bellowing out of the aft pylon area. An immediate precautionary landing was made to an open rice paddy and the aircraft was checked for fire. No fire was discovered, but it was found that the oil return line from the combining transmission had been severed by a round and this oil was causing the smoke. CPT Uhlemeyer elected to fly the aircraft a few kilometers to fire support base Gala and shut down. A maintenance aircraft was dispatched to Gela with a new return line and 546 was flown back to Phu Loi for some extensive sheet metalwork. Sixteen entry holes were found in the rotary wing assemblies and fuselage but miraculously no one was hurt.

No RVN Incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196808	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196809	1	2	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196810	0	2	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B517

67-18547

CH-47C

Delivery Date
28 Jul 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Apr 1991

Prev SN

Serial Number
91-00248



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Jun 1969-Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196807	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196808	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	43	43	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196901	64	107	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196902	55	162	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196903	85	247	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	51	298	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	57	355	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	86	441	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	87	528	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	51	579	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196909	64	643	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196910	36	679	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196911	53	732	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196912	50	782	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197001	56	838	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197002	20	858	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197003	0	858	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197004	49	907	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197005	46	953	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197006	102	1055	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197007	102	1157	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197008	22	1179	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197009	4	1183	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197010	42	1225	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197011	4	1229	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197012	14	1243	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197101	21	1264	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197102	75	1339	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197103	71	1360	WFJ5B0	B 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B518

67-18548

CH-47C

Delivery Date
05 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Jan 1992

Prev SN

Serial Number
92-00284



Status

Loss Date

Transfer Date

Converted to D Model

Incident Report Dec 70

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196808	5	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	8	13	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	59	72	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	105	177	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	56	233	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	58	291	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	58	349	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	75	424	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	28	452	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	104	556	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	22	578	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	91	669	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	33	702	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	76	778	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	77	855	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	75	930	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	90	1020	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	85	1105	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197005	71	1176	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN
197006	49	1225	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	59	1284	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	72	1356	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	78	1434	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197010	40	1474	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197011	2	1476	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	40	1516	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	10	1526	W2VYAA	AMMC	VIETNAM		RVN
197102	0	1526	W2VYAA	AMMC	VIETNAM		RVN
197103	0	1526	W2VYAA	AMMC	VIETNAM		RVN
197104	0	1526	W2VYAA	AMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B519

67-18549

CH-47C

Delivery Date
09 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Aug 1989

Prev SN

Serial Number
89-00164

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jan 1970-Jul 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196808	6	6	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	1	7	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	7	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	7	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	1	8	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196901	71	79	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196902	89	168	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196903	77	245	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196904	97	342	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196905	122	464	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196906	82	546	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196907	31	577	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196908	99	676	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196909	66	742	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196910	93	835	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196911	50	885	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
196912	90	975	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
197001	76	1051	WDQLAA 213 ASLT HEL CO	VIETNAM		RVN
197002	93	1144	W2VYAA AMMC	VIETNAM		RVN
197003	1	1145	W2VYAA AMMC	VIETNAM		RVN
197004	0	1145	W2VYAA AMMC	VIETNAM		RVN
197005	23	1168	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197006	163	1331	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197007	35	1366	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197008	71	1437	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197009	25	1462	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197010	0	1462	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197011	46	1508	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197012	16	1524	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197101	22	1546	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197102	94	1640	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197103	101	1741	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197104	11	1752	WFJ5B0 B 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B520

67-18550

CH-47C

Delivery Date
15 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Sep 1984

Prev SN

Serial Number
84-24181

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Oct 1969-Jun 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196808	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	24	25	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	142	167	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	100	267	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	26	293	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	53	346	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	62	408	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	87	495	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	63	558	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	45	603	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	106	709	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	65	774	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	63	837	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	74	911	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	84	995	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	80	1075	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	78	1153	W2VYAA	AMMC	VIETNAM		RVN
197004	0	1153	W2VYAA	AMMC	VIETNAM		RVN
197005	0	1153	W2VYAA	AMMC	VIETNAM		RVN
197006	25	1178	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197007	100	1278	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197008	66	1344	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197009	28	1372	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197010	0	1372	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197011	32	1404	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197012	42	1446	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197101	6	1452	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197102	56	1508	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197103	58	1566	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197104	80	1646	WFJ5B0	B 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B521

67-18551

CH-47C

Delivery Date
19 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Oct 1989

Prev SN

Serial Number
89-00174

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1969-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196808	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196809	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	12	13	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	91	104	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	93	197	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	78	275	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	78	353	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	63	416	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	101	517	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	50	567	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	34	601	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	116	717	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	50	767	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	96	863	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	76	939	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	54	993	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	79	1072	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	71	1143	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	29	1172	W2VYAA	AMMC	VIETNAM		RVN
197005	0	1172	W2VYAA	AMMC	VIETNAM		RVN
197006	0	1172	W2VYAA	AMMC	VIETNAM		RVN
197007	11	1183	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197008	85	1268	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197009	28	1296	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197010	0	1296	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197011	36	1332	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197012	87	1419	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197101	60	1479	WC06AA	147 ASHC	VIETNAM		RVN
197102	43	1522	WC06AA	147 ASHC	VIETNAM		RVN
197103	19	1541	WC06AA	147 ASHC	VIETNAM		RVN
197104	28	1569	WC06AA	147 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B522

68-15810

CH-47C

Delivery Date
28 Aug 1968

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

18 Jul 1970

Transfer Date

NOTE: The Combat Incident report dated 18 Jul 1970 indicates only that "The helicopter crashed. Aircraft Destroyed". More information from other sources below.

☒Hit by hostile fire while repositioning load. Aft section caught fire. Aircraft landed and rolled on one side into 105 ammo dump and burned. One person fatally injured. Dick Jewell remembers - The aircraft took rounds on short final to FSB Ripcord with a blivit of diesel fuel in a sling load. The aircraft crashed and burned ultimately causing the evacuation of Ripcord. The Battalion Commander of Ripcord was awarded the Congressional Medal of Honor Postumously for rescue attempt of Walker. "Peter Pilot" was CPT Edwin Grove (Pa) Maintanance Officer of A/159 "short" and getting hours just before DEROS. from Dick Jewell, December 2001.

From the Virtual Wall

I only knew Mike a few weeks before his death. In that short time I can truly say he was a great person and a expectant father. He slept above me and we used to talk about our homes and family. We were both assigned to Chinook 810 as crewmembers.

On 18 July 1970 CH-47C tail number 68-15810 was resupplying Fire Base RIPCORD via a sling delivery - the cargo was contained within a net carried below the aircraft. As the CH-47 approached a hover it was hit by enemy fire, caught fire, rolled to one side, and crashed atop the Fire Base's 105mm artillery munitions dump. While only one of the crewmen was killed in the accident, another source indicates that one man on the ground, Sergeant William D. Rollason of Echo 2/501st Infantry, died as a result of the incident. The official Army and DoD casualty files indicate that Sergeant Rollason was killed by hostile 120mm mortar fire.

The casualty database had Sergeant Walker coded as "non-crew" until Mr. Stanger initiated action with the Department of Defense to have the record corrected to reflect "crewmember" status. While The Virtual Wall's records have been corrected accordingly, other sources probably will continue to reflect "non-crew". It is noted that the Vietnam Helicopter Pilots' Association accident summary has SGT Walker correctly coded as a crewmember.

On July 18,1970 I was with him on a resupply mission to Firebase Ripcord in northwestern South Vietnam. Our Chinook took .51 caliber fire and due to Walker's fast reactions, he released the sling load of 105 ammo we were carrying so we wouldn't crash land on the artillery shells. That action saved his fellow crew members. We crashed landed and Walker died while trying to exit the helicopter. Everyone should remember him as an outstanding soldier and the father of a daughter Stacy born on that 20th of July. The world is a sadder place without Mike, he will be missed.

The men of Delta 2/501 lost another friend on 18 July, when CH-47C tail number 68-15810 from A Co, 159th Avn Bn, was shot down while resupplying FSB Ripcord. The CH-47 fell atop Ripcord's 105mm munitions dump, resulting in the deaths of two men - crewman Sgt Michael A. Walker and Sgt William D. Rollason of Echo 2/501. Sergeant Rollason previously had been assigned to Delta 2/501

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B523

68-15811

CH-47C

Delivery Date
20 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Apr 1991

Prev SN

Serial Number
91-00250

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	0	0	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196905	39	39	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	51	90	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	67	157	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	78	235	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	48	283	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	59	342	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	100	442	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	87	529	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	94	623	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	16	639	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	74	713	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	102	815	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	122	937	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	97	1034	W2VYAA	AMMC	VIETNAM		RVN
197007	0	1034	W2VYAA	AMMC	VIETNAM		RVN
197008	0	1034	W2VYAA	AMMC	VIETNAM		RVN
197009	0	1034	W2VYAA	AMMC	VIETNAM		RVN
197010	0	1034	W2VYAA	AMMC	VIETNAM		RVN
197011	13	1047	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	81	1128	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197101	83	1211	WC06AA	147 ASHC	VIETNAM		RVN
197102	55	1266	WC06AA	147 ASHC	VIETNAM		RVN
197103	54	1320	WC06AA	147 ASHC	VIETNAM		RVN
197104	46	1366	WC06AA	147 ASHC	VIETNAM		RVN
197105	57	1418	WC06AA	147 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B524

68-15812

CH-47C

Delivery Date
28 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Feb 1990

Prev SN

Serial Number
90-00190

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	20	20	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196811	25	45	8210	POST SUPPLY	6TH ARMY FORT ORD	6TH ARMY	
196812	32	77	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196901	24	101	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196902	16	117	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196903	11	128	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196904	7	135	WOMAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196905	0	135	WOMAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196906	0	135	WOMAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196907	0	135	WOMAAA	DIR FOR MAINT	1ST ARMY NEW CUMBERLAND		AVCOM
196908	33	168	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	61	229	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	35	264	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	24	288	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	45	333	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	31	364	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197002	31	395	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197003	69	464	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197004	86	550	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	38	588	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	75	663	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	78	741	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	42	783	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	61	844	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197010	13	857	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197011	50	907	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197012	18	925	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197101	24	949	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197102	6	955	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197103	17	972	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197104	25	997	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197105	51	1051	WFJ5A0	A 159TH ASHB	VIETNAM		RVN

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Build
B525

68-15813

CH-47C

Delivery Date
30 Aug 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Apr 1983

Prev SN

Serial Number
83-24113

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196812	34	34	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	79	113	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	110	223	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	87	310	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	33	343	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	62	405	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	113	518	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	37	555	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	17	572	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	100	672	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	77	749	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	76	825	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	52	877	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	81	958	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	89	1047	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	110	1157	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	14	1171	W2VYAA	AMMC	VIETNAM		RVN
197005	0	1171	W2VYAA	AMMC	VIETNAM		RVN
197006	0	1171	W2VYAA	AMMC	VIETNAM		RVN
197007	45	1216	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197008	76	1292	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197009	28	1320	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197010	0	1320	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197011	13	1333	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197012	37	1370	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197101	13	1383	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197102	66	1449	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197103	77	1526	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197104	33	1559	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197105	2	1567	WFJ5C0	C 159TH ASHB	VIETNAM		RVN

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Build
B526

68-15814

CH-47C

Delivery Date
11 Sep 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Jan 1991

Prev SN

Serial Number
91-00234



Status

Converted to D Model

Loss Date

Transfer Date

Temporarily converted to JCH-47C and fitted with Helicopter Icing Spray System (HISS) used to produce ice clouds for aerial test purposes. Replaced by 84-24159

No RVN incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	5	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196810	0	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	30	35	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196901	68	103	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196902	58	161	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196903	87	248	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	0	248	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	0	248	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	98	346	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	102	448	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	47	495	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	56	551	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	88	639	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	100	739	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	58	797	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	58	855	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	73	928	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	60	988	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	66	1054	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197005	99	1153	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197006	0	1153	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	51	1204	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	70	1274	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	109	1383	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197010	10	1393	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197011	17	1410	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	46	1456	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	25	1481	WDQLAA	213 ASHC	VIETNAM		RVN
197102	27	1518	WDQLAA	213 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B527

68-15815

CH-47C

Delivery Date
23 Sep 1968

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

CH-47D

Induction Date
24 Jul 1989

Serial Number
89-00162

Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident reports Oct 1969-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	6	7	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196904	58	65	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196905	65	130	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196906	49	179	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196907	64	243	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196908	55	298	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196909	68	366	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196910	81	447	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196911	86	533	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
196912	70	603	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197001	64	667	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197002	135	802	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197003	106	908	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197004	98	1006	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197005	127	1133	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197006	62	1195	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197007	91	1286	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197008	79	1365	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197009	98	1463	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197010	116	1579	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197011	78	1657	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197012	2	1659	W2VYAA	AMMC	VIETNAM		RVN
197101	0	1659	W2VYAA	AMMC	VIETNAM		RVN
197102	0	1659	W2VYAA	AMMC	VIETNAM		RVN
197103	0	1659	W2VYAA	AMMC	VIETNAM		RVN
197104	19	1678	W2VYAA	AMMC	VIETNAM		RVN
197105	78	1756	WFI5Δ0 Δ	159TH ΔSBR	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B528

68-15816

CH-47C

Delivery Date
24 Sep 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Dec 1989

Prev SN

Serial Number
90-00183

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident reports Jun 1970-Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	1	4	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	80	84	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	69	153	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	59	212	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	47	259	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	99	358	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	65	423	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	79	502	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	57	559	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	90	649	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	107	756	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	100	856	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	100	956	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	82	1038	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	122	1160	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	89	1249	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	58	1307	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	90	1397	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	72	1469	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197010	125	1594	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197011	101	1695	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	2	1697	W2VYAA	AMMC	VIETNAM		RVN
197101	0	1697	W2VYAA	AMMC	VIETNAM		RVN
197102	0	1697	W2VYAA	AMMC	VIETNAM		RVN
197103	3	1700	W2VYAA	AMMC	VIETNAM		RVN
197104	87	1787	W2VYAA	AMMC	VIETNAM		RVN
197105	37	1819	W0C5I	ΔΔ 1R0 ΔSHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B529

68-15817

CH-47C

Delivery Date
23 Sep 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
7 Nov 1990

Prev SN

Serial Number
90-00224



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Report Jun 1969

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR
196810	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196812	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196903	0	1	WCLSAA	388 TRANS CO	VIETNAM	RVN
196904	74	75	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196905	74	149	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196906	81	230	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196907	78	308	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196908	70	378	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196909	74	452	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196910	80	532	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196911	72	604	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
196912	64	668	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
197001	132	800	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
197002	132	932	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
197003	135	1067	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
197004	74	1141	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
197005	17	1158	WC06AA	147ASLTSPHELCO	VIETNAM	RVN
197006	2	1160	W2VYAA	AMMC	VIETNAM	RVN
197007	0	1160	W2VYAA	AMMC	VIETNAM	RVN
197008	0	1160	W2VYAA	AMMC	VIETNAM	RVN
197009	0	1160	W2VYAA	AMMC	VIETNAM	RVN
197010	0	1160	W2VYAA	AMMC	VIETNAM	RVN
197011	54	1214	WC5LAA	180 ASHC 17 AVN	VIETNAM	RVN
197012	84	1298	WC5LAA	180 ASHC 17 AVN	VIETNAM	RVN
197101	50	1348	WC5LAA	180 ASHC	VIETNAM	RVN
197102	47	1395	WC5LAA	180 ASHC	VIETNAM	RVN
197103	57	1452	WC5LAA	180 ASHC	VIETNAM	RVN
197104	64	1516	WC5LAA	180 ASHC	VIETNAM	RVN
197105	25	1551	WC5LAA	180 ASHC	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B530

68-15818

CH-47C

Delivery Date
23 Sep 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date

2 Jul 1990

Prev SN

Serial Number

90-00209

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident reports Aug 1969-Jan 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196810	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196811	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196812	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196901	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196902	0	0	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196903	14	14	WC5KAA	179 AVN	CO	VIETNAM	RVN
196904	87	101	WC5KAA	179 AVN	CO	VIETNAM	RVN
196905	59	160	WC5KAA	179 AVN	CO	VIETNAM	RVN
196906	30	190	WC5KAA	179 AVN	CO	VIETNAM	RVN
196907	3	193	WC5KAA	179 AVN	CO	VIETNAM	RVN
196908	72	265	WC5KAA	179 AVN	CO	VIETNAM	RVN
196909	91	356	WC5KAA	179 AVN	CO	VIETNAM	RVN
196910	100	456	WC5KAA	179 AVN	CO	VIETNAM	RVN
196911	51	507	WC5KAA	179 AVN	CO	VIETNAM	RVN
196912	50	557	WC5KAA	179 AVN	CO	VIETNAM	RVN
197001	19	576	WC5KAA	179 AVN	CO	VIETNAM	RVN
197002	38	614	WC5KAA	179 AVN	CO	VIETNAM	RVN
197003	18	632	WC5KAA	179 AVN	CO	VIETNAM	RVN
197004	75	707	WC5KAA	179 AVN	CO	VIETNAM	RVN
197005	30	737	WC5KAA	179 AVN	CO	VIETNAM	RVN
197006	78	815	WC5KAA	179 AVN	CO	VIETNAM	RVN
197007	18	833	WC5KAA	179 AVN	CO	VIETNAM	RVN
197008	34	867	WC5KAA	179 AVN	CO	VIETNAM	RVN
197009	60	927	WC5KAA	179 AVN	CO	VIETNAM	RVN
197010	48	975	WC5KAA	179 AVN	CO	VIETNAM	RVN
197011	41	1016	WC5KAA	179 AVN	CO	VIETNAM	RVN
197012	16	1032	WC5KAA	179 AVN	CO	VIETNAM	RVN
197101	48	1080	WC5KAA	179 ASHC		VIETNAM	RVN
197102	32	1112	WC5KAA	179 ASHC		VIETNAM	RVN
197103	19	1131	WC5KAA	179 ASHC		VIETNAM	RVN
197104	8	1139	WC5KAA	179 ASHC		VIETNAM	RVN
197105	90	1229	WC5KAA	179 ASHC		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B531

68-15819

CH-47C

Delivery Date
23 Sep 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
21 Nov 1989

Prev SN

Serial Number
89-00177



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident reports May 1969-Jul 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196810	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196811	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196812	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196901	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196902	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196903	31	32	WC5KAA	179 AVN	CO	VIETNAM	RVN
196904	62	94	WC5KAA	179 AVN	CO	VIETNAM	RVN
196905	72	166	WC5KAA	179 AVN	CO	VIETNAM	RVN
196906	55	221	WC5KAA	179 AVN	CO	VIETNAM	RVN
196907	270	491	WC5KAA	179 AVN	CO	VIETNAM	RVN
196908	87	578	WC5KAA	179 AVN	CO	VIETNAM	RVN
196909	58	636	WC5KAA	179 AVN	CO	VIETNAM	RVN
196910	82	718	WC5KAA	179 AVN	CO	VIETNAM	RVN
196911	77	795	WC5KAA	179 AVN	CO	VIETNAM	RVN
196912	25	820	WC5KAA	179 AVN	CO	VIETNAM	RVN
197001	74	894	WC5KAA	179 AVN	CO	VIETNAM	RVN
197002	63	957	WC5KAA	179 AVN	CO	VIETNAM	RVN
197003	40	997	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197004	85	1082	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197005	100	1182	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197006	96	1278	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197007	52	1330	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197008	57	1387	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197009	86	1473	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197010	0	1473	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197011	2	1475	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197012	17	1492	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197101	32	1524	WC5LAA	180 ASHC	VIETNAM	RVN	RVN
197102	55	1579	WC5LAA	180 ASHC	VIETNAM	RVN	RVN
197103	13	1592	WC5LAA	180 ASHC	VIETNAM	RVN	RVN
197104	71	1663	WC5LAA	180 ASHC	VIETNAM	RVN	RVN
197105	78	1691	WC5LAA	180 ASHC	VIETNAM	RVN	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B532

68-15820

CH-47C

Delivery Date
27 Sep 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Jan 1989

Prev SN

Serial Number
89-00135

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident reports Mar 1970-Aug 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	32	33	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196901	13	46	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196902	9	55	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196903	13	68	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196904	0	68	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	TEVALCOM
196905	0	68	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196906	0	68	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196907	0	68	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196908	7	75	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196909	24	99	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196910	4	103	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196911	11	114	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196912	13	127	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197001	39	166	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197002	21	187	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197003	29	216	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197004	38	254	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197005	62	316	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197006	104	420	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197007	74	494	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197008	55	549	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197009	45	594	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197010	36	630	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197011	60	690	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197012	39	729	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197101	24	753	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197102	38	791	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197103	16	807	WE4HAA	142 TC DS	VIETNAM		RVN
197104	0	807	WE4HAA	B BTRY 4 77 ART	VIETNAM		RVN
197105	0	807	WE4HAA	142 TC DS	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B533

68-15821

CH-47C

Delivery Date
28 Sep 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Oct 1989

Prev SN

Serial Number
89-00171

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident report June 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196809	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196810	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	8	8	8210	POST SUPPLY	6TH ARMY FORT ORD	6TH ARMY	
196812	15	23	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196901	16	39	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196902	6	45	8210	HHD 44 ENG GP	THAILAND		PACIFIC
196903	1	46	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	0	46	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196905	0	46	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196906	104	150	WC5KAA	179 AVN CO	VIETNAM		RVN
196907	75	225	WC5KAA	179 AVN CO	VIETNAM		RVN
196908	56	281	WC5KAA	179 AVN CO	VIETNAM		RVN
196909	63	344	WC5KAA	179 AVN CO	VIETNAM		RVN
196910	92	436	WC5KAA	179 AVN CO	VIETNAM		RVN
196911	63	499	WC5KAA	179 AVN CO	VIETNAM		RVN
196912	68	567	WC5KAA	179 AVN CO	VIETNAM		RVN
197001	84	651	WC5KAA	179 AVN CO	VIETNAM		RVN
197002	19	670	WC5KAA	179 AVN CO	VIETNAM		RVN
197003	12	682	WC5KAA	179 AVN CO	VIETNAM		RVN
197004	80	762	WC5KAA	179 AVN CO	VIETNAM		RVN
197005	8	770	WC5KAA	179 AVN CO	VIETNAM		RVN
197006	55	825	WC5KAA	179 AVN CO	VIETNAM		RVN
197007	39	864	WC5KAA	179 AVN CO	VIETNAM		RVN
197008	20	884	WC5KAA	179 AVN CO	VIETNAM		RVN
197009	47	931	WC5KAA	179 AVN CO	VIETNAM		RVN
197010	38	969	WC5KAA	179 AVN CO	VIETNAM		RVN
197011	41	1010	WC5KAA	179 AVN CO	VIETNAM		RVN
197012	33	1043	WC5KAA	179 AVN CO	VIETNAM		RVN
197101	24	1067	WC5KAA	179 ASHC	VIETNAM		RVN
197102	57	1124	WC5KAA	179 ASHC	VIETNAM		RVN
197103	43	1167	WC5KAA	179 ASHC	VIETNAM		RVN
197104	43	1210	WC5KAA	179 ASHC	VIETNAM		RVN
197105	13	1223	WC5KAA	179 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B534

68-15822

CH-47C

Delivery Date
04 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 May 1989

Prev SN

Serial Number
89-00154



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports November 1969-Nov 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	WCLSAA 388 TRANS CO	VIETNAM		RVN
196904	47	48	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196905	71	119	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196906	70	189	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196907	75	264	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196908	97	361	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196909	38	399	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196910	68	467	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196911	93	560	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196912	68	628	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197001	103	731	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197002	30	761	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197003	97	858	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197004	65	923	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197005	106	1029	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197006	101	1130	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197007	85	1215	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197008	101	1316	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197009	89	1405	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197010	97	1502	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197011	51	1553	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197012	66	1619	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197101	42	1661	WC06AA 147 ASHC	VIETNAM		RVN
197102	19	1680	W2VYAA AMMC	VIETNAM		RVN
197103	0	1680	W2VYAA AMMC	VIETNAM		RVN
197104	0	1680	W2VYAA AMMC	VIETNAM		RVN
197105	0	1680	W2VYAA AMMC	VIETNAM		RVN
197106	0	1680	W2VYAA AMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B535

68-15823

CH-47C

Delivery Date
07 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

13 Aug 1970

Aircraft was hit by small arms fire on 10 Aug 70 and declared uneconomical to repair in Sep.

RVN Incident reports Sep 1969-Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	43	46	WC5KAA	179 AVN CO	VIETNAM		RVN
196905	111	157	WC5KAA	179 AVN CO	VIETNAM		RVN
196906	73	230	WC5KAA	179 AVN CO	VIETNAM		RVN
196907	47	277	WC5KAA	179 AVN CO	VIETNAM		RVN
196908	93	370	WC5KAA	179 AVN CO	VIETNAM		RVN
196909	66	436	WC5KAA	179 AVN CO	VIETNAM		RVN
196910	70	506	WC5KAA	179 AVN CO	VIETNAM		RVN
196911	61	567	WC5KAA	179 AVN CO	VIETNAM		RVN
196912	53	620	WC5KAA	179 AVN CO	VIETNAM		RVN
197001	93	713	WC5KAA	179 AVN CO	VIETNAM		RVN
197002	16	729	WC5KAA	179 AVN CO	VIETNAM		RVN
197003	94	823	WC5KAA	179 AVN CO	VIETNAM		RVN
197004	55	878	WC5KAA	179 AVN CO	VIETNAM		RVN
197005	52	930	WC5KAA	179 AVN CO	VIETNAM		RVN
197006	0	930	WC5KAA	179 AVN CO	VIETNAM		RVN
197007	30	960	WC5KAA	179 AVN CO	VIETNAM		RVN
197008	35	995	WC5CAA	604 TRANS CO	VIETNAM		RVN
197009	0	995	WC5CAA	604 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B536

68-15824

CH-47C

Delivery Date
17 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

22 Aug 1969

ON 22 AUGUST 1969, AT 0815 HOURS, A CH-47C HELICOPTER, SN: 68-15824, BELONGING TO THE 213TH AVIATION COMPANY (ASLT SPT HEL), PHU LOI, RVN, WAS CONDUCTING A ROUTINE AIRCRAFT RECOVERY OF A U.S. AIRFORCE O-1E BIRDDOG FROM THE AIRSTRIP AT HAN QUANH, RVN NEAR AN LOC, RVN, TO BEN HOA AFB, RVN, WHEN IT CRASHED AND BURNED 8 KILOMETERS EAST OF FIRE SUPPORT BASE "THUNDER III". AT 0730 HOURS ON 22 AUGUST 1969, BLACKCAT (213TH'S CALL SIGN) 824 DEPARTED PHU LOI, RVN, FOR THE HAN QUANH AIRSTRIP. THE AIRCRAFT ARRIVED ON STATION AND MADE CONTACT WITH THE RIGGING CREW FROM THE 520TH TRANSPORTATION BATTALION, PHU LOI, RVN, WHO WERE PREPARING THE SLINGS ON THE O-1E. TIME OF ARRIVAL AT HAN QUANH WAS APPROXIMATELY 0750 HOURS. THE CH-47C REMAINED ON THE AIRSTRIP FOR APPROXIMATELY FIFTEEN (15) MINUTES UNTIL THE RIGGING WAS COMPLETED. AT 0805 HOURS, THE CH-47C HOVERED OVER THE O-1E AND WAS ATTACHED BY MEANS OF TWENTY (20) FOOT SLING. THE RIGGERS STATED THAT SPOILERS WERE INSTALLED ON BOTH WINGS AND THAT THE RIGGING REMAINED INTACT UNTIL THE ACCIDENT. THE CH-47C DEPARTED THE "OFF-LOADING" AREA AND WAS FOLLOWED BY THE RIGGER'S UH-1H ABOUT THREE (3) MINUTES LATER. AT LIFT-OFF THE RIGGERS STATED THAT THE O-1E WAS A LITTLE NOSE HIGH, BUT AS THE CH-47C REACHED TRANSLATIONAL LIFT, THE O-1E STABILIZED IN A NORMAL FLIGHT ATTITUDE. AFTER LIFTING OFF FROM HAN QUANH, THE RIGGERS NOTICED THAT THEY WERE ABOUT TWO THOUSAND (2,000) METERS BEHIND THE CH-47C AND AT AN AIRSPEED OF NINETYFIVE (95) KNOTS, WITH NO APPARENT RATE OF CLOSURE. ALTITUDE WAS APPROXIMATELY 1500 FEET. THE RIGGING SHIP INCREASED AIRSPEED TO 105 KNOTS AND BEGAN TO NOTICE A SLOW RATE OF CLOSURE. UP TO THIS TIME, THE O-1E WAS RIDING EXTREMELY WELL. THIS IS VERIFIED BY THE CREW OF ANOTHER UH-1H FROM THE 11TH ARMORED CAVALRY REGIMENT OUT OF QUAN LOI, RVN, WHO WERE ON A COURIER RUN AND HEADING IN THE SAME DIRECTION. WITNESSES, IN BOTH SHIPS, STATE THAT: THE O-1E BEGAN AN OSCILLATION LEFT AND THEN RIGHT, STABILIZING MOMENTARILY. AT THIS TIME, THE AIRCRAFT COMMANDER IN THE RIGGING SHIP TRIED TO CALL THE CH-47C, BUT AS HE DEPRESSED HIS MICROPHONE SWITCH, THE CH-47C BEGAN A SLIGHT LEFT BANK. SIMULTANEOUSLY, THE O-1E PITCHED NOSE HIGH AND CLIMBED INTO THE RIGHT SIDE OF THE AFT ROTOR SYSTEM, STRIKING THE REAR ROTOR WITH THE RIGHT WING. THE O-1E BURST INTO FLAMES AND DISINTEGRATED IMMEDIATELY ON IMPACT. THE CH-47C MINUS PORTIONS OF THE AFT ROTOR BLADES FELL IN A TAIL LOW ATTITUDE, INVERTING PRIOR TO IMPACT. WITNESSES STATE THAT THE FORWARD ROTOR SYSTEM WAS TURNING SLOWLY AFTER IMPACT WITH THE O-1E AND THAT THE AFT PYLON SEPARATED AT ABOUT 400 FEET ABOVE GROUND LEVEL. MOST WITNESSES STATE THAT THERE WAS A SMALL LOCALIZED FIRE ON THE LOWER RIGHT AFT SIDE OF THE CH-47C AS IT FELL THROUGH THE AIR AND THAT A LARGE EXPLOSION WITH FIRE OCCURRED UPON IMPACT WITH THE GROUND. PLACEMENT OF SECTIONS OF THE FORWARD ROTOR INDICATE THE FORWARD ROTOR CAME APART AFTER THE CRAFT INVERTED AND PRIOR TO IMPACT. EVIDENCE GATHERED AT THE CRASH SITE INDICATES THAT THE AIRCRAFT MADE CONTACT WITH THE GROUND IN AN INVERTED ATTITUDE ON A 140 DEGREE HEADING FALLING THROUGH THE TREES ON APPROXIMATELY AN 85 DEGREE ANGLE FROM THE GROUND. THE FORWARD TRANSMISSION ASSEMBLY WAS DRIVEN APPROXIMATELY FIVE (5) FEET INTO THE GROUND. THE AFT PYLON ASSEMBLY WAS LOCATED SOME 40 METERS ON A 300 DEGREE HEADING FROM THE MAIN CRASH SITE. THE UH-1H FROM THE 11TH ARMORED CAVALRY REGIMENT CALLED QUAN LOI AND REQUESTED A MEDEVAC SHIP. AT 0830 THE MEDEVAC SHIP ARRIVED OVER THE CRASH SITE AND LOWERED A MEDICAL CREWMEMBER INTO THE TREES ON A JUNGLE PENETRATOR. HE COULD FIND NO SURVIVORS AND REPORTED A TOTAL DESTRUCTION. THE RIGGING SHIP REMAINED ON STATION UNTIL 0940 HOURS \\\

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B537

68-15825

CH-47C

Delivery Date
18 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Oct 1989

Prev SN

Serial Number
89-00172

Status

Loss Date

Transfer Date

Converted to D Model

RVN incident reports Dec 1969-Frv 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196904	44	45	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	94	139	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	73	212	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	58	270	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	98	368	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	54	422	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	75	497	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	66	563	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	82	645	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	103	748	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	30	778	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	150	928	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	45	973	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	94	1067	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	68	1135	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	92	1227	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	73	1300	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	100	1400	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197010	99	1499	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197011	82	1581	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	67	1648	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197101	48	1696	WC06AA	147 ASHC	VIETNAM		RVN
197102	30	1726	W2VYAA	AMMC	VIETNAM		RVN
197103	0	1726	W2VYAA	AMMC	VIETNAM		RVN
197104	0	1726	W2VYAA	AMMC	VIETNAM		RVN
197105	0	1726	W2VYAA	AMMC	VIETNAM		RVN
197106	10	1726	W2VYAA	AMMC	VIETNAM		RVN

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Build
B538

68-15826

CH-47C

Delivery Date
23 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Columbia]

20 Nov 1987

On 20 November 1987, one airframe was lost due to an accident in Columbia when the engines flamed out after ingesting un-purged water from the internal extended range fuel tanks

No RVN incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196810	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196812	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196903	1	2	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196904	126	128	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196905	98	226	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196906	36	262	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196907	137	399	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196908	117	516	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196909	15	531	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196910	61	592	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196911	76	668	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196912	84	752	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197001	64	816	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197002	66	882	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197003	133	1015	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197004	119	1134	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197005	53	1187	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN	
197006	104	1291	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197007	76	1367	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197008	70	1437	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197009	113	1550	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197010	65	1615	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197011	35	1650	W2VYAA	AMMC	VIETNAM		RVN	
197012	0	1650	W2VYAA	AMMC	VIETNAM		RVN	
197101	0	1650	W2VYAA	AMMC	VIETNAM		RVN	
197102	0	1650	W2VYAA	AMMC	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B539

68-15827

CH-47C

Delivery Date
22 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Oct 1988

Prev SN

Serial Number
88-00104

Status

Loss Date

Transfer Date

Converted to D Model

damaged in crash at Fort Carson Jul 4, 1979

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	2	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196903	140	142	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	1	143	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	109	252	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	82	334	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	106	440	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	102	542	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	30	572	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	73	645	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	72	717	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	81	798	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	77	875	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	65	940	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	111	1051	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	97	1148	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197005	25	1173	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN
197006	73	1246	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	28	1274	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	51	1325	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	56	1381	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197010	75	1456	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197011	33	1489	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	30	1519	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	38	1557	WDQLAA	213 ASHC	VIETNAM		RVN
197102	13	1570	WDQLAA	213 ASHC	VIETNAM		RVN
197103	62	1632	WDQLAA	213 ASHC	VIETNAM		RVN
197104	0	1632	WDQLAA	213 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B540

68-15828

CH-47C

Delivery Date
24 Oct 1968

Combat Service



Vietnam & Laos



Induction Date

Prev Model

Prev SN

Converted To

CH-47D

Induction Date

5 Jan 1990

Serial Number

90-00184

Status

Converted to D Model

Loss Date

Transfer Date

Transferred to Air America in Laos Oct/Nov 1972 as "828"

Eight US Army CH-47C aircraft were "loaned" in 1972 to Air America in Southeast Asia under the "Project Black Horse" designation. [68-15828, 68-15857, 68-15864, 68-15992, 68-15998, 68-16016, 68-16019, and 69-17103]

NOTE THAT DURING THE PERIOD THAT THIS AIRCRAFT WAS OPERATED BY THE CIA, IT WAS SHOWN IN GOLDBOOK AS ASSIGNED TO NASA LANGLEY RESEARCH CENTER

Service history: flown by the Air America crew of Messrs. Hitchman, Gehring, Dodds, and Sivasilchai from Udorn (T-08) to Vang Vieng (L-16) under contract AID-439-713 on 2 March 73 (Udorn daily flight schedule of 2 March 73, in: UTD/Bonansinga); assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F. O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still so 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: returned to the US Army in June 74 (?); converted to CH-47D in 1990 and reserialled as 90-0184.

RVN Incident Report	DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196811	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196812	2	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196901	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196902	0	3	3300	HHD 44 ENG GP	THAILAND	PACIFIC		
196903	115	118	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196904	114	232	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196905	62	294	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196906	131	425	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196907	105	530	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196908	48	578	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196909	80	658	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196910	84	742	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196911	77	819	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
196912	85	904	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197001	77	981	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	
197002	79	1060	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B541

68-15829

CH-47C

Delivery Date
28 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Mar 1989

Prev SN

Serial Number
89-00143



Status

Loss Date

Transfer Date

Converted to D Model

Incidents Apr 1969-Jun 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	1	2	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	5	7	W2VYAA	AMMC	VIETNAM		RVN
196905	0	7	W2VYAA	AMMC	VIETNAM		RVN
196906	0	7	W2VYAA	AMMC	VIETNAM		RVN
196907	0	7	W2VYAA	AMMC	VIETNAM		RVN
196908	62	69	WFJ5C0	C CO 159 ASHB	VIETNAM		RVN
196909	36	105	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196910	14	119	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196911	51	170	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
196912	22	192	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197001	26	218	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197002	42	260	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197003	25	285	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197004	51	336	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197005	63	399	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197006	57	456	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197007	91	547	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197008	34	581	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197009	75	656	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197010	53	709	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197011	47	756	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197012	30	786	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197101	24	810	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197102	51	861	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197103	52	913	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197104	52	965	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197105	29	994	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197106	71	1065	WFJ5C0	C 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B542

68-15830

CH-47C

Delivery Date
29 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Mar 1984

Prev SN

Serial Number
84-24164

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports April 1970-Dec 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	WCLSAA	388 TRANS CO	VIETNAM		RVN
196904	101	102	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	70	172	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	77	249	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	67	316	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	67	383	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	67	450	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	77	527	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	81	608	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	87	695	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	68	763	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	122	885	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	103	988	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	75	1063	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	73	1136	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	59	1195	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	79	1274	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	91	1365	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	96	1461	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197010	112	1573	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197011	102	1675	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	32	1707	W2VYAA	AMMC	VIETNAM		RVN
197101	0	1707	W2VYAA	AMMC	VIETNAM		RVN
197102	0	1707	W2VYAA	AMMC	VIETNAM		RVN
197103	1	1708	W2VYAA	AMMC	VIETNAM		RVN
197104	49	1757	W2VYAA	AMMC	VIETNAM		RVN
197105	30	1787	WDQLAA	213 ASHC	VIETNAM		RVN
197106	37	1819	WDQLAA	213 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B543

68-15831

CH-47C

Delivery Date
29 Oct 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Oct 1988

Prev SN

Serial Number
88-00106



Status

Converted to D Model

Loss Date

Transfer Date

damaged in crash at Fort Campbell May 22, 1980

Class A Aircraft Mishap (final report)

Aircraft was on a mission to transport hazardous chemicals. On take off with 10,000 lbs of chemicals loaded internally (37,750 gross weight) the aircraft lifted to a 75' AGL hover, at approximately 20 to 30 knots the pilot reported a torque split. They attempted to use the normal and emergency beep systems to adjust No. 2 engine torque. The aircraft contacted 30 foot trees, lost pieces of rotor blade and impacted the ground on a heading 180 from the original flight heading. The aircraft rolled on its right side, lost both forward and aft right hand landing gears and a fire ~rupted in the No.1 engine compartment. This fire was subsequently extinguished. The hazardous chemicals remained intact and were not affected by the fire.

One of the 6 crewmen on board sustained minor sprains.

Both No. 1 and No. 2 engines along with engine control parts were returned to CCAD for investigation. It is reported both engines were running at time of impact. No other significant discrepancies were reported.

The aircraft reportedly is not repairable at the unit support level and will be returned to NCAD for final disposition.

RVN Incident Reports October 1969-July 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196810	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196811	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196812	2	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	5	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196903	73	78	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196904	100	178	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196905	75	253	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196906	104	357	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196907	126	483	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196908	90	573	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196909	44	617	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196910	66	683	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196911	87	770	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
196912	95	865	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197001	56	921	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197002	71	992	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	87	1079	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B544

68-15832

CH-47C

Delivery Date
08 Nov 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Panama]

15 Jun 1987

On 15 June 1987, one airframe was lost due to an accident in Panama when, during a Night Vision Goggle (NVG) training mission, the aircraft bounced off the water severely damaging the structure. The aircraft was subsequently landed in the shark barricaded swimming area at Fort Sherman where the salt water consumed the airframe:

RVN Incident Reports Aug 1969-Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	7	7	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	131	138	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	67	205	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	65	270	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	71	341	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	78	419	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	89	508	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	71	579	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	109	688	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	78	766	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	98	864	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	46	910	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	127	1037	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	87	1124	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	88	1212	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	92	1304	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	82	1386	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	45	1431	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	46	1477	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197010	102	1579	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197011	74	1653	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	54	1707	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197101	13	1720	W2VYAA	AMMC	VIETNAM		RVN
197102	0	1720	W2VYAA	AMMC	VIETNAM		RVN
197103	0	1720	W2VYAA	AMMC	VIETNAM		RVN
197104	0	1720	W2VYAA	AMMC	VIETNAM		RVN

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Build
B545

68-15833

CH-47C

Delivery Date
08 Nov 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Jan 1991

Prev SN

Serial Number
91-00236



Status

Loss Date

Transfer Date

Converted to D Model

Photo: CH-47C Chinook helicopter 68-15833 in the Dong Tam area of South Vietnam in support of 9th Infantry troops, date unknown.

RVN Incident Reports Jan 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	1	1	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	93	94	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	72	166	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	88	254	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	60	314	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	74	388	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	80	468	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	60	528	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	51	579	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	82	661	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	94	755	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	32	787	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	133	920	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	68	988	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	107	1095	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	80	1175	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	94	1269	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	65	1334	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	79	1413	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197010	123	1536	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197011	48	1584	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	76	1660	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197101	70	1730	WC06AA	147 ASHC	VIETNAM		RVN
197102	18	1748	W2VYAA	AMMC	VIETNAM		RVN
197103	0	1748	W2VYAA	AMMC	VIETNAM		RVN
197104	0	1748	W2VYAA	AMMC	VIETNAM		RVN
197105	0	1748	W2VYAA	ΔMMC	VIETNAM		RVN

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Build
B546

68-15834

CH-47C

Delivery Date
20 Nov 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Feb 1989

Prev SN

Serial Number
89-00141

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Dec 1969-SEp 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	23	24	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	137	161	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	66	227	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	80	307	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	61	368	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	104	472	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	92	564	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	57	621	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	93	714	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	75	789	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	111	900	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	136	1036	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	123	1159	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	70	1229	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	102	1331	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	72	1403	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	74	1477	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	32	1509	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	48	1557	W2VYAA	AMMC	VIETNAM		RVN
197010	0	1557	W2VYAA	AMMC	VIETNAM		RVN
197011	0	1557	W2VYAA	AMMC	VIETNAM		RVN
197012	0	1557	W2VYAA	AMMC	VIETNAM		RVN
197101	0	1557	W2VYAA	AMMC	VIETNAM		RVN
197102	50	1607	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197103	65	1672	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197104	68	1740	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197105	52	1792	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197106	65	1857	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197107	59	1916	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197108	25	1961	WFJ5C0	C 159TH ASHB	VIETNAM		RVN

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Build
B547

68-15835

CH-47C

Delivery Date
21 Nov 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [RVN]

Loss Date

15 Feb 1971

Transfer Date

During maintenance test flight A/C went IFR and crashed minutes later in a nose-low, almost inverted position. Thua Thien Province, five fatalities

Accident Summary:

ON 15 FEBRUARY 1971 1955 HOURS US ARMY ^68-15835^ TRANSMITTED A MESSAGE TO ITS OPERATIONS THAT IT HAD JUST PICKED UP TO GO OUT FOR A HOVER CHECK. ACCORDING TO TESTIMONY, US ARMY ^68-1535^ MOVED FROM THE ALPHA COMPANY AREA TO AN OPEN FIELD NEXT TO THE MAINTENANCE AREA WHERE HOVER TESTS ARE NORMALLY PERFORMED. AFTER APPROXIMATELY 15 MINUTES OF HOVERING, THE AIRCRAFT TURNED TO AN APPROXIMATE HEADING OF 090 AND STARTED BACK TOWARD THE ALPHA COMPANY AREA. AT THIS POINT WITNESSES LOST SIGHT OF THE AIRCRAFT AS IT CLIMBED INTO A HEAVY MIST; HOWEVER, THE LANDING LIGHT COULD STILL BE SEEN, THUS PROVIDING THE OBSERVERS A MEANS OF TRACKING THE AIRCRAFT. NOW IN THE HEAVY MIST THE AIRCRAFT WAS OBVIOUSLY IFR. UNDER THESE CONDITIONS, IT TURNED TO A HEADING OF APPROXIMATELY 020 AND MOVED ACROSS THE PHU BAI BURM LINE AT A HIGH RATE OF SPEED. MEN OCCUPYING POSITIONS IN BUNKERS ALONG THE NORTH SIDE OF PHU BAI CLAIM TO HAVE SEEN THE LIGHT, BUT NOT THE AIRCRAFT, AS IT PASSED OVER THEIR POSITIONS HEADED IN A NORTH EASTERLY DIRECTION. WITNESSES SAY THAT IT WAS ONLY A MATTER OF SECONDS FROM THIS TIME, THAT THE AIRCRAFT CAME OUT OF THE MIST AND STRUCK THE GROUND. JUST PRIOR TO IMPACT, WITNESSES CLAIM TO HAVE NOTICED THAT THE LIGHT TUMBLED OR TURNED IN SUCH A MANNER AS TO INDICATE THE AIRCRAFT PLUNGE ITSELF INTO THE GROUND NOSE FIRST. JUDGING FROM THE WRECKAGE THE AIRCRAFT DID STRIKE THE GROUND AT AN EXTREMELY HIGH RATE OF VERTICAL DESCENT, NOSE LOW AND ALMOST COMPLETELY INVERTED.\

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	16	17	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196904	110	127	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196905	64	191	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196906	50	241	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196907	93	334	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
196908	17	351	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196909	51	402	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196910	26	428	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196911	29	457	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
196912	52	509	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197001	37	541	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN

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Build
B548

68-15836

CH-47C

Delivery Date
25 Nov 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Apr 1989

Prev SN

Serial Number
89-00147



Status

Converted to D Model

Loss Date

Transfer Date

Photo: 68-15836 of the Texas Army Guard at NAS Dallas.

RVN Incident Reports Oct 1969-April 1971¹

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	3	3	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	1	4	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	4	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	4	3300	HHD 44 ENG GP	THAILAND		PACIFIC
196904	67	71	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	97	168	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	70	238	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	78	316	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	52	368	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	42	410	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	69	479	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	83	562	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	85	647	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	108	755	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	1	756	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	100	856	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	105	961	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	137	1098	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	54	1152	W2VYAA	AMMC	VIETNAM		RVN
197007	0	1152	W2VYAA	AMMC	VIETNAM		RVN
197008	0	1152	W2VYAA	AMMC	VIETNAM		RVN
197009	0	1152	W2VYAA	AMMC	VIETNAM		RVN
197010	0	1152	W2VYAA	AMMC	VIETNAM		RVN
197011	21	1173	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	31	1204	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	45	1249	WDQLAA	213 ASHC	VIETNAM		RVN
197102	34	1283	WDQLAA	213 ASHC	VIETNAM		RVN
197103	51	1334	WDQLAA	213 ASHC	VIETNAM		RVN
197104	47	1381	WDQLAA	213 ASHC	VIETNAM		RVN
197105	56	1437	WDQLAA	213 ASHC	VIETNAM		RVN
197106	27	1479	WDQLAA	213 ASHC	VIETNAM		RVN

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Build
B549

68-15837

CH-47C

Delivery Date
22 Nov 1968

Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

13 May 1970

I was in 3 Plt. Bravo Co. 2/35 Inf. 4th. Inf. Div. Paul Ramos and myself were good buddies and later we were both Squad leaders, we each had half of the Plt. My squad was the first one out that day. We landed and ran for the truck's. We all got in one and then Paul landed and got his guy's in the other one. They had just got in and Paul was doing a head count, as we watched the Shit hook drift to the right, I grabbed the radio to call to the chopper but there was so much noise and then the dust kicked up and I think the Pilot heard me and gave it the gas, so when it drifted in to the truck it was pushing full power. The wheel caught the truck, and I was calling to Paul on the radio. Paul had the radio in his hand and bang it was over.

Parts of the rotor blade and truck went flying and it settled on top the truck. My self and three others ran to the crash. It was only 25 yards from us, we started pulling guy's out and fuel was leaking and the fire was going pretty good then. We got (so I was told after) 27 guy's out of the wreckage. I did not care about that then, I only wanted to help Paul. That is for the most part the story as I remember it. [Tom Mahon]

THE NUMBER 6815837 WAS DIRECT COMBAT SUPPORT OF A/2/35 AND B/2/35 INFANTRY, 4TH INFANTRY DIVISION. TOTAL FLIGHT TIME FOR THE DAY AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 41/2 HOURS. REFUELING HAD TAKEN PLACE FORTY FIVE MINUTES EARLIER AT 1210 HOURS. AFTER PICKING UP THIRTY ONE TROOPS AT A PZ 20MM WEST OF POLIE DJERANG, THE AIRCRAFT PROCEEDED TO POLIE DIETANG WHERE AN APPROACH WAS INITIATED TO THE EASTERN PORTION OF THE AIRFIELD KNOWN AS THE HOOK PAD. RADIO CONTACT WAS ESTABLISHED WITH NIGHT JUMPER 10, AND INSTRUCTIONS WERE RECEIVED TO LAND TO THE LAND TO THE NORTH ON THE WEST SIDE OF THE AREA. A NORMAL APPROACH WAS INITIATED BY THE PILOT ILT JAMES O MURPHY, AND THE APPROACH WAS TERMINATED AT A 15 FT HOVER. A TURN OF FORTY FIVE DEGREES TO THE LEFT WAS INITIATED AND THE PILOT ATTEMPTED TO SET THE AIRCRAFT ON THE GROUND. EXTREMELY HEAVY DUST ENVELOPED THE AIRCRAFT AND THE RIGHT AFT LANDING GEAR STRUCK THE GROUND. THE AIRCRAFT BOUNCED AND STARTED MOVING TOWARD THE RIGHT, SIDEWAYS IN A NORTHWESTERLY DIRECTION. THE PILOT TRIED TO APPLY POWER FOR A VERTICAL LIFT OFF, BUT DUE TO THE HEAVY DUST, LOST SIGHT OF THE GROUND. THE AIRCRAFT MOVED 35 METERS TO THE RIGHT, WITH A RIGHT SIDE LOW ATTITUDE. THE FORWARD RIGHT GEAR STRUCK THE 5 DEGREE UPSLOPE, AND THE AIRCRAFT ROLLED TO THE RIGHT ANOTHER 15 METERS AND CAME TO REST ON A 2 1/2 TON TRUCK, IN AN INVERTED POSITION, FACING TO THE SOUTH. THE IMPACT WITH THE TRUCK FATALLY WOUNDED FOUR PERSONS IN THE BED OF THE TRUCK, AND INJURED FIVE OTHERS. THE FLIGHT ENGINEER AND LEFT DOOR GUNNER ON BOARD THE AIRCRAFT SUSTAINED MINOR INJURIES, WHILE THE RIGHT DOOR GUNNER RECEIVED MODERATE BURNS AS A RESULT OF THE POST CRASH FIRE. THIS FIRE WAS CAUSED BY FUEL LEAKAGE, AND WAS EXTINGUISHED BY ONE OF THE PASSENGERS ON BOARD. FROM TESTIMONY RECEIVED AND LOCATION OF INDIVIDUALS INVOLVED IN THE ACCIDENT WHO RECEIVED BURNS, THE FIRE OCCURRED ON THE RIGHT SIDE OF THE AIRCRAFT, AT THE RIGHT DOOR GUNNERS POSITION AND AFT WHEN THE AIRCRAFT WAS RESTING ON THE TRUCK. NEITHER THE PILOT OR CO-PILOT WERE INJURED. \\

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	28	29	WC5KAA	179 AVN CO	VIETNAM		RVN
196905	62	91	WC5KAA	179 AVN CO	VIETNAM		RVN
196906	67	158	WC5KAA	179 AVN CO	VIETNAM		RVN
196907	33	191	WC5KAA	179 AVN CO	VIETNAM		RVN
196908	39	230	WC5KAA	179 AVN CO	VIETNAM		RVN
196909	59	289	WC5KAA	179 AVN CO	VIETNAM		RVN
196910	64	353	WC5KAA	179 AVN CO	VIETNAM		RVN
196911	99	452	WC5KAA	179 AVN CO	VIETNAM		RVN
196912	77	529	WC5KAA	179 AVN CO	VIETNAM		RVN
197001	7	536	WC5KAA	179 AVN CO	VIETNAM		RVN
197002	39	575	WC5KAA	179 AVN CO	VIETNAM		RVN
197003	65	640	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197004	95	735	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197005	12	747	WCLNAA	79 TRANS CO	VIETNAM		RVN
197006	0	747	WCLNAA	79 TRANS CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B550

68-15838

CH-47C

Delivery Date
27 Nov 1968

Induction Date
23 Dec 2008
Prev Model

Prev SN

Combat Service



Vietnam

Converted To

MH-47E

Induction Date
11 May 1988

Serial Number
88-00267

Status

Converted to E Model

Loss Date

Transfer Date

68-15838 almost became CH-47D 88-00084 (M3258). While in the production line this aircraft was selected to become the prototype YMH-47E and the tail number became 88-00267. There was no 88-00084 produced. First SOA E model prototype (YMH-47E) then designated "normal" MH-47E after completion of production.

RVN Incident Reports May 1969-Aug 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	63	65	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196905	92	157	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196906	35	192	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196907	23	215	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196908	54	269	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196909	94	363	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196910	81	444	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196911	69	513	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196912	57	570	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
197001	16	586	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197002	74	660	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197003	10	670	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197004	98	768	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197005	72	840	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197006	87	927	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197007	53	980	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197008	77	1057	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197009	87	1144	W2VYAA	AMMC	VIETNAM		RVN
197010	0	1144	W2VYAA	AMMC	VIETNAM		RVN
197011	0	1144	W2VYAA	AMMC	VIETNAM		RVN
197012	0	1144	W2VYAA	AMMC	VIETNAM		RVN
197101	0	1144	W2VYAA	AMMC	VIETNAM		RVN
197102	0	1144	W2VYAA	AMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B551

68-15839

CH-47C

Delivery Date
13 Jan 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Jun 1985

Prev SN

Serial Number
85-24349

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Sep 1970-Jan 1971

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196901	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	6	7	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196905	66	73	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196906	89	162	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196907	64	226	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196908	59	285	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196909	77	362	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196910	87	449	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196911	82	531	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
196912	30	561	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197001	89	650	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197002	21	671	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197003	87	758	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197004	98	856	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197005	103	959	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197006	67	1026	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197007	103	1129	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197008	87	1216	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197009	84	1300	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197010	120	1420	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197011	79	1499	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197012	89	1588	WC06AA 147ASLTSPHELCO	VIETNAM		RVN
197101	68	1656	WC06AA 147 ASHC	VIETNAM		RVN
197102	40	1696	WC06AA 147 ASHC	VIETNAM		RVN
197103	13	1709	W2VYAA AMMC	VIETNAM		RVN
197104	0	1709	W2VYAA AMMC	VIETNAM		RVN
197105	0	1709	W2VYAA AMMC	VIETNAM		RVN
197106	0	1709	W2VYAA AMMC	VIETNAM		RVN
197107	67	1776	W2VYAA AMMC	VIETNAM		RVN
197108	101	1877	W2VYAA AMMC	VIETNAM		RVN
197109	56	1922	W2VYAA C 159TH ASHR	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B552

68-15840

CH-47C

Delivery Date
16 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Jun 1984

Prev SN

Serial Number
84-24173



Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report April 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR	
196901	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	38	39	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196905	125	164	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196906	76	240	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196907	87	327	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196908	95	422	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196909	82	504	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196910	22	526	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196911	23	549	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
196912	20	569	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197001	72	641	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197002	46	687	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197003	55	742	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197004	55	797	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197005	74	871	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197006	0	871	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197007	26	897	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197008	84	981	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197009	90	1071	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197010	82	1153	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197011	21	1174	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197012	40	1214	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197101	57	1271	WFJ5B0	B 159TH ASHB	VIETNAM	RVN	
197102	101	1372	WFJ5B0	B 159TH ASHB	VIETNAM	RVN	
197103	89	1461	WFJ5B0	B 159TH ASHB	VIETNAM	RVN	
197104	58	1519	WFJ5B0	B 159TH ASHB	VIETNAM	RVN	
197105	52	1571	WFJ5B0	B 159TH ASHB	VIETNAM	RVN	
197106	82	1655	WFJ5B0	B 159TH ASHB	VIETNAM	RVN	

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Build
B553

68-15841

CH-47C

Delivery Date
26 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [RVN]

Loss Date

3 Sep 1969

Transfer Date

AT APPROXIMATELY 1630 HOURS, 16 SEPTEMBER 1969 A CH-47C AIRCRAFT SERIAL NUMBER L,-15841, PICKED UP A SLING LOAD AT PZ TWO BITS, COORD. BR 857963. THE LOAD CONSISTED OF ONE (1) 105 HOWITZER AND A "PIGGYBACK" SLING LOAD OF 40 ROUNDS OF 105 MM HOWITZER AMMUNITION. THE FOLLOWING IS A DESCRIPTION OF THE SUSPECTED FLIGHT PATH AND SEQUENCE OF EVENTS UP TO THE TIME OF THE ACCIDENT. UPON TAKEOFF THE AIRCRAFT PROCEED WEST ALONG THE VALLEY FOLLOWING THE SONG LAI GIANY RIVER AND HIGHWAY 514. (SEE TAB 9 MAP) AS THE RIVER AND HIGHWAY TURNED NORTH THE AIRCRAFT STILL FOLLOWED THESE IN A NORTHERLY DIRECTION. AT COORD. BS 751066 THE AIRCRAFT PROCEEDED IN A NORTH EASTERLY DIRECTION FOLLOWING A DRAW TO THE FIRE BASE WHICH WAS THE INTENDED LZ FOR ITS SLING LOAD. (WHEN I QUESTIONED THE BATTERY COMMANDER AS TO THE DIRECTION HE SAW OR HEARD THE AIRCRAFT APPROACHING FROM, HE INDICATED THE DIRECTION OF THIS DRAW.) AS IT WAS APPROACHING THE LZ THE BATTERY COMMANDER HAD RADIO CONTACT WITH THE AIRCRAFT. HE RADIOED TO THE PILOT THAT THE WEATHER WAS GETTING BAD AND THAT HE WOULD HAVE TO HURRY. THE PILOT ROGERED THE RADIO TRANSMISSION. THE NEXT CALL FROM THE BATTERY COMMANDER WAS HIM TELLING THE PILOT HE COULD HEAR THE AIRCRAFT BUT NOT SEE IT. AGAIN THE PILOT ROGERED HIS TRANSMISSION. THE BATTERY COMMANDER SAW THE AIRCRAFT PASS OVERHEAD. HE TOLD THE PILOT THIS BUT THERE WAS NO FURTHER REPLY FROM THE AIRCRAFT. HE DID HOWEVER HEAR THE PILOT KEY HIS MIKE. THE AIRCRAFT BROKE TO THE NORTHEAST IN A DESCENDING RIGHT HAND TURN. APPROXIMATELY 250 METERS FROM THE INTENDED PZ THE SLING LOAD WAS RELEASED. (COORD BS 772089) THE BATTERY COMMANDER SAID WHEN HE HEARD THE CRASH HE RAN TO A HIGH VANTAGE POINT AT HIS FIRE BASE AND LOOKED TOWARD THE SOUND OF THE CRASH. DUE TO THE HEAVY FOG HE COULD NOT SEE THE WRECKAGE. A LRRP TEAM OPERATING IN THE AREA WAS SENT TO THE CRASH SITE BY THE BATTERY COMMANDER. THEY CONFIRMED THERE WERE NO SURVIVORS. A GUNSHIP FROM THE 61ST AVIATION COMPANY WAS THE FIRST ONE TO THE ACCIDENT SITE. CW2 JONES, THE PILOT, ARRIVED ON THE SCENE APPROXIMATELY 3 MINUTES AFTER THE CRASH. BECAUSE OF LOW CEILINGS AND LIMITED VISIBILITY HE HAD TO HOVER HIS AIRCRAFT UP THE HILL TO THE CRASH SITE. UPON HIS ARRIVAL HE FOUND THE AIRCRAFT BURNING WITH NO EVIDENCE OF ANY SURVIVORS. AT THAT TIME THERE WAS ABOUT A 50 FOOT CEILING IN THE AREA. HE THEN HOVERED BACK DOWN THE HILL AND LEFT THE AREA, REPORTING HIS FINDINGS.\\

RVN Incident Reports Aug 1969-Sep 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR	
196901	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	2	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	33	36	WC5LAA	180 AVN CO	10AV VIETNAM		RVN
196905	91	127	WC5LAA	180 AVN CO	10AV VIETNAM		RVN
196906	62	189	WC5LAA	180 AVN CO	10AV VIETNAM		RVN
196907	106	295	WC5LAA	180 AVN CO	10AV VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B554

68-15842

CH-47C

Delivery Date
17 Jan 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
5 Sep 1990

Prev SN

Serial Number
90-00215



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports Sep 1970-Dec 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196901	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196905	25	26	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	67	93	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	65	158	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	83	241	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	41	282	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	79	361	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	80	441	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	73	514	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	45	559	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	69	628	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	57	685	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	97	782	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	93	875	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	88	963	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	104	1067	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	76	1143	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	89	1232	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197010	98	1330	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197011	55	1385	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	67	1452	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197101	69	1521	WC06AA	147 ASHC	VIETNAM		RVN
197102	48	1569	WC06AA	147 ASHC	VIETNAM		RVN
197103	14	1583	W2VYAA	AMMC	VIETNAM		RVN
197104	0	1583	W2VYAA	AMMC	VIETNAM		RVN
197105	0	1583	W2VYAA	AMMC	VIETNAM		RVN
197106	0	1583	W2VYAA	AMMC	VIETNAM		RVN
197107	32	1615	W2VYAA	AMMC	VIETNAM		RVN
197108	58	1673	W2VYAA	AMMC	VIETNAM		RVN
197109	69	1717	W2VYAA	AMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B555

68-15843

CH-47C

Delivery Date
27 Jan 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date

9 Jul 1985

Prev SN

Serial Number

85-24352

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report April 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196901	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196902	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196905	7	8	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	69	77	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	68	145	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	80	225	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	43	268	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	87	355	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	91	446	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	91	537	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	25	562	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	93	655	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	54	709	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	70	779	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	158	937	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	64	1001	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197007	59	1060	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	29	1089	W2VYAA	AMMC	VIETNAM		RVN
197009	0	1089	W2VYAA	AMMC	VIETNAM		RVN
197010	0	1089	W2VYAA	AMMC	VIETNAM		RVN
197011	0	1089	W2VYAA	AMMC	VIETNAM		RVN
197012	0	1089	W2VYAA	AMMC	VIETNAM		RVN
197101	23	1112	WC06AA	147 ASHC	VIETNAM		RVN
197102	23	1135	WC06AA	147 ASHC	VIETNAM		RVN
197103	77	1212	WC06AA	147 ASHC	VIETNAM		RVN
197104	67	1279	WC06AA	147 ASHC	VIETNAM		RVN
197105	52	1331	WC06AA	147 ASHC	VIETNAM		RVN
197106	49	1380	WC06AA	147 ASHC	VIETNAM		RVN
197107	37	1417	WC06AA	AMMC	VIETNAM		RVN
197108	63	1480	WC06AA	AMMC	VIETNAM		RVN
197109	79	1559	WC06AA	AMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B556

68-15844

CH-47C

Delivery Date
20 Nov 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
7 May 1991

Prev SN

Serial Number
91-00251

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	18	19	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196904	98	117	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196905	95	212	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	56	268	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	56	324	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	80	404	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	65	469	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	98	567	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	101	668	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	92	760	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	98	858	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	71	929	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	116	1045	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	92	1137	W2VYAA	AMMC	VIETNAM		RVN
197005	0	1137	W2VYAA	AMMC	VIETNAM		RVN
197006	0	1137	W2VYAA	AMMC	VIETNAM		RVN
197007	0	1137	W2VYAA	AMMC	VIETNAM		RVN
197008	49	1186	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197009	38	1224	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197010	19	1243	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197011	58	1301	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197012	29	1330	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197101	20	1350	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197102	48	1398	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197103	59	1457	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197104	51	1508	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197105	53	1561	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197106	35	1596	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197107	61	1657	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197108	29	1696	WFJ5B0	B 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B557

68-15845

CH-47C

Delivery Date
26 Nov 1968

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [US]

Loss Date

11 Jul 1983

Transfer Date

68--15845 burst into flames as it slammed into a steep, wooded South Fox Island, MI hillside at a speed of about 115mph.

On 11 July 1983, one airframe was lost due to accident when, flying at night under night vision goggle devices (NVG's), the aircraft stuck a small island and crashed:

RVN Incident Reports Jun 1969-May 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196812	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196901	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196903	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196904	65	66	WC5KAA	179 AVN CO	VIETNAM		RVN	
196905	111	177	WC5KAA	179 AVN CO	VIETNAM		RVN	
196906	88	265	WC5KAA	179 AVN CO	VIETNAM		RVN	
196907	65	330	WC5KAA	179 AVN CO	VIETNAM		RVN	
196908	108	438	WC5KAA	179 AVN CO	VIETNAM		RVN	
196909	64	502	WC5KAA	179 AVN CO	VIETNAM		RVN	
196910	93	595	WC5KAA	179 AVN CO	VIETNAM		RVN	
196911	91	686	WC5KAA	179 AVN CO	VIETNAM		RVN	
196912	54	740	WC5KAA	179 AVN CO	VIETNAM		RVN	
197001	65	805	WC5KAA	179 AVN CO	VIETNAM		RVN	
197002	49	854	WC5KAA	179 AVN CO	VIETNAM		RVN	
197003	27	881	WC5KAA	179 AVN CO	VIETNAM		RVN	
197004	0	881	WC5KAA	179 AVN CO	VIETNAM		RVN	
197005	59	940	WC5KAA	179 AVN CO	VIETNAM		RVN	
197006	35	975	WC5KAA	179 AVN CO	VIETNAM		RVN	
197007	13	988	WC5KAA	179 AVN CO	VIETNAM		RVN	
197008	40	1028	WC5KAA	179 AVN CO	VIETNAM		RVN	
197009	40	1068	WC5KAA	179 AVN CO	VIETNAM		RVN	
197010	56	1124	WC5KAA	179 AVN CO	VIETNAM		RVN	
197011	0	1124	WC5CAA	604 TRANS CO	VIETNAM		RVN	
197012	0	1124	WC5CAA	604 TRANS CO	VIETNAM		RVN	
197101	0	1124	WC5CAA	604TH TRANS CO	VIETNAM		RVN	
197102	4	1128	WC5CAA	604TH TRANS CO	VIETNAM		RVN	
197102	25	1212	WF15Δ0	Δ 159TH ΔSHR	VIFTNΔM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B558

68-15846

CH-47C

Delivery Date
25 Nov 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Sep 1988

Prev SN

Serial Number
88-00101

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports June 1969-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196812	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196901	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196902	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196903	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196904	52	54	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196905	73	127	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196906	28	155	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196907	78	233	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196908	36	269	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196909	0	269	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196910	101	370	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196911	111	481	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
196912	88	569	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN	
197001	4	573	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197002	81	654	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197003	40	694	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197004	66	760	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197005	93	853	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197006	0	853	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197007	50	903	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197008	48	951	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197009	90	1041	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197010	72	1113	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197011	25	1138	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197012	0	1138	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN	
197101	40	1178	WC5LAA	180 ASHC	VIETNAM		RVN	
197102	52	1230	WC5LAA	180 ASHC	VIETNAM		RVN	
197103	11	1241	WC5LAA	180 ASHC	VIETNAM		RVN	
197104	70	1311	WC5LAA	180 ASHC	VIETNAM		RVN	
197105	29	1340	WC5LAA	180 ASHC	VIETNAM		RVN	
197106	2	1342	WC5LAA	180 ASHC	VIETNAM		RVN	
197107	67	1409	WC5LAA	180 ASHC	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B559

68-15847

CH-47C

Delivery Date
05 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
29 Jul 1980

Prev SN

Serial Number
88-00095



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports May 1969-August 1969

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196812	8		8	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196901	0		8	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0		8	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0		8	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196904	59	67	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196905	95	162	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196906	95	257	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196907	118	375	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196908	166	541	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196909	36	577	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196910	96	673	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196911	97	770	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
196912	72	842	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN	
197001	29	871	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197002	78	949	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197003	63	1012	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197004	94	1106	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197005	74	1180	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197006	3	1183	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197007	88	1271	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197008	105	1376	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197009	100	1476	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197010	45	1521	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197011	28	1549	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197012	26	1575	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN	
197101	71	1646	WC5LAA 180	ASHC	VIETNAM		RVN	
197102	30	1676	WC5LAA 180	ASHC	VIETNAM		RVN	
197103	0	1676	WC5LAA 180	ASHC	VIETNAM		RVN	
197104	0	1676	WC5LAA 180	ASHC	VIETNAM		RVN	
197105	24	1700	WC5LAA 180	ASHC	VIETNAM		RVN	
197106	66	1766	WC5LAA 180	ASHC	VIETNAM		RVN	
197107	0	1766	W2VYAA	AMMC	VIETNAM		RVN	
197108	0	1766	W2VYAA	AMMC	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B560

68-15848

CH-47C

Delivery Date
10 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
7 Nov 1989

Prev SN

Serial Number
89-00175

Status

Loss Date

Transfer Date

Converted to D Model

Incident Reports Mar 1970-Apr 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196901	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	2	WFJ50	C 158 AHB	VIETNAM		RVN
196904	107	109	WFJ50	C CO 159 ASHB	VIETNAM		RVN
196905	72	181	WFJ50	C CO 159 ASHB	VIETNAM		RVN
196906	23	204	WFJ50	C CO 159 ASHB	VIETNAM		RVN
196907	60	264	WFJ50	C CO 159 ASHB	VIETNAM		RVN
196908	52	316	WFJ50	C CO 159 ASHB	VIETNAM		RVN
196909	23	339	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
196910	33	372	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
196911	12	384	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
196912	22	406	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197001	56	462	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197002	16	478	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197003	34	512	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197004	44	556	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197005	100	656	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197006	57	713	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197007	68	781	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197008	75	856	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197009	56	912	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197010	59	971	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197011	46	1017	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197012	34	1051	WFJ50	C-159ASHB 101AB	VIETNAM		RVN
197101	31	1082	WFJ50	C 159TH ASHB	VIETNAM		RVN
197102	64	1146	WFJ50	C 159TH ASHB	VIETNAM		RVN
197103	75	1221	WFJ50	C 159TH ASHB	VIETNAM		RVN
197104	69	1290	WFJ50	C 159TH ASHB	VIETNAM		RVN
197105	51	1341	WFJ50	C 159TH ASHB	VIETNAM		RVN
197106	50	1391	WFJ50	C 159TH ASHB	VIETNAM		RVN
197107	73	1464	WFJ50	C 159TH ASHB	VIETNAM		RVN
197108	57	1521	WFJ50	C 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B561

68-15849

CH-47C

Delivery Date
16 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Feb 1989

Prev SN

Serial Number
89-00139

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports June 1969-May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	W0Y6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196901	1	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196902	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196903	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196904	18	19	WCL5AA	388	TRANS CO	VIETNAM	RVN
196905	64	83	WC5KAA	179	AVN CO	VIETNAM	RVN
196906	87	170	WC5KAA	179	AVN CO	VIETNAM	RVN
196907	54	224	WC5KAA	179	AVN CO	VIETNAM	RVN
196908	102	326	WC5KAA	179	AVN CO	VIETNAM	RVN
196909	49	375	WC5KAA	179	AVN CO	VIETNAM	RVN
196910	100	475	WC5KAA	179	AVN CO	VIETNAM	RVN
196911	84	559	WC5KAA	179	AVN CO	VIETNAM	RVN
196912	42	601	WC5KAA	179	AVN CO	VIETNAM	RVN
197001	52	653	WC5KAA	179	AVN CO	VIETNAM	RVN
197002	59	712	WC5KAA	179	AVN CO	VIETNAM	RVN
197003	69	781	WC5LAA	180	ASHC 17 AVN	VIETNAM	RVN
197004	60	841	WC5LAA	180	ASHC 17 AVN	VIETNAM	RVN
197005	44	885	WC5LAA	180	ASHC 17 AVN	VIETNAM	RVN
197006	47	932	WC5LAA	180	ASHC 17 AVN	VIETNAM	RVN
197007	64	996	WC5LAA	180	ASHC 17 AVN	VIETNAM	RVN
197008	70	1066	WC5LAA	180	ASHC 17 AVN	VIETNAM	RVN
197009	102	1168	WC5LAA	180	ASHC 17 AVN	VIETNAM	RVN
197010	24	1192	W2VYAA	AMMC	VIETNAM	RVN	RVN
197011	0	1192	W2VYAA	AMMC	VIETNAM	RVN	RVN
197012	0	1192	W2VYAA	AMMC	VIETNAM	RVN	RVN
197101	0	1192	W2VYAA	AMMC	VIETNAM	RVN	RVN
197102	3	1195	W2VYAA	AMMC	VIETNAM	RVN	RVN
197103	131	1326	WC5KAA	179	ASHC	VIETNAM	RVN
197104	50	1376	WC5KAA	179	ASHC	VIETNAM	RVN
197105	77	1453	WC5KAA	179	ASHC	VIETNAM	RVN
197106	22	1475	WC5KAA	179	ASHC	VIETNAM	RVN
197107	0	1475	WC5KAA	179	ASLT SPTHEL	VIETNAM	RVN
197108	19	1494	WC5KAA	179	ASLT SPTHEL	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B562

68-15850

CH-47C

Delivery Date
13 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
3 May 1985

Prev SN

Serial Number
85-24343

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports May 1969-Aug 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	WOY6AA	OS TO CONUS	ITR	CONUS	AVCOMITR
196901	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	46	48	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196905	104	152	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196906	60	212	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196907	66	278	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196908	119	397	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196909	88	485	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196910	78	563	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196911	75	638	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
196912	41	679	WC5LAA	180 AVN CO 10AV	VIETNAM		RVN
197001	84	763	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197002	1	764	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197003	78	842	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197004	12	854	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197005	125	979	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197006	97	1076	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197007	52	1128	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197008	49	1177	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197009	11	1188	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197010	90	1278	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197011	30	1308	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197012	40	1348	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197101	28	1376	WC5LAA	180 ASHC	VIETNAM		RVN
197102	25	1401	WC5LAA	180 ASHC	VIETNAM		RVN
197103	77	1478	WC5LAA	180 ASHC	VIETNAM		RVN
197104	7	1485	WC5LAA	180 ASHC	VIETNAM		RVN
197105	29	1514	WC5LAA	180 ASHC	VIETNAM		RVN
197106	64	1578	WC5LAA	180 ASHC	VIETNAM		RVN
197107	19	1597	WC5LAA	180 ASHC	VIETNAM		RVN
197108	2	1600	WC5LAA	180 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B563

68-15851

CH-47C

Delivery Date
16 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Jul 1988

Prev SN

Serial Number
88-00094

Status

Loss Date

Transfer Date

Converted to D Model

RVN incident report Feb 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196901	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196905	26	27	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196906	72	99	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196907	76	175	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196908	88	263	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196909	38	301	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196910	78	379	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196911	86	465	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
196912	89	554	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197001	27	581	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197002	145	726	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197003	97	823	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197004	80	903	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197005	119	1022	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197006	111	1133	W2VYAA	AMMC	VIETNAM		RVN
197007	0	1133	W2VYAA	AMMC	VIETNAM		RVN
197008	0	1133	W2VYAA	AMMC	VIETNAM		RVN
197009	0	1133	W2VYAA	AMMC	VIETNAM		RVN
197010	0	1133	W2VYAA	AMMC	VIETNAM		RVN
197011	0	1133	W2VYAA	AMMC	VIETNAM		RVN
197012	0	1133	W2VYAA	AMMC	VIETNAM		RVN
197101	92	1225	WC06AA	147 ASHC	VIETNAM		RVN
197102	50	1275	WC06AA	147 ASHC	VIETNAM		RVN
197103	26	1301	WC06AA	147 ASHC	VIETNAM		RVN
197104	64	1365	WC06AA	147 ASHC	VIETNAM		RVN
197105	50	1415	WC06AA	147 ASHC	VIETNAM		RVN
197106	35	1450	WC06AA	147 ASHC	VIETNAM		RVN
197107	36	1486	WC06AA	AMMC	VIETNAM		RVN
197108	57	1528	WC06AA	AMMC	VIETNAM		RVN

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Build
B564

68-15852

CH-47C

Delivery Date
18 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Jun 1989

Prev SN

Serial Number
89-00157

Status

Loss Date

Transfer Date

Converted to D Model

RVN incident reports May 1969-Oct 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR	
196901	4	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	1	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	5	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	14	19	WC5KAA	179 AVN CO	VIETNAM	RVN	
196905	46	65	WC5KAA	179 AVN CO	VIETNAM	RVN	
196906	78	143	WC5KAA	179 AVN CO	VIETNAM	RVN	
196907	35	178	WC5KAA	179 AVN CO	VIETNAM	RVN	
196908	100	278	WC5KAA	179 AVN CO	VIETNAM	RVN	
196909	29	307	WC5KAA	179 AVN CO	VIETNAM	RVN	
196910	79	386	WC5KAA	179 AVN CO	VIETNAM	RVN	
196911	76	462	WC5KAA	179 AVN CO	VIETNAM	RVN	
196912	99	561	WC5KAA	179 AVN CO	VIETNAM	RVN	
197001	16	577	WC5KAA	179 AVN CO	VIETNAM	RVN	
197002	62	639	WC5KAA	179 AVN CO	VIETNAM	RVN	
197003	54	693	WC5KAA	179 AVN CO	VIETNAM	RVN	
197004	49	742	WC5KAA	179 AVN CO	VIETNAM	RVN	
197005	94	836	WC5KAA	179 AVN CO	VIETNAM	RVN	
197006	0	836	WC5KAA	179 AVN CO	VIETNAM	RVN	
197007	0	836	WC5KAA	179 AVN CO	VIETNAM	RVN	
197008	38	874	WC5KAA	179 AVN CO	VIETNAM	RVN	
197009	54	928	WC5KAA	179 AVN CO	VIETNAM	RVN	
197010	40	968	WC5KAA	179 AVN CO	VIETNAM	RVN	
197011	59	1027	WC5KAA	179 AVN CO	VIETNAM	RVN	
197012	41	1068	WC5KAA	179 AVN CO	VIETNAM	RVN	
197101	25	1093	WC5KAA	179 ASHC	VIETNAM	RVN	
197102	32	1125	WC5KAA	179 ASHC	VIETNAM	RVN	
197103	77	1202	WC5KAA	179 ASHC	VIETNAM	RVN	
197104	48	1250	WC5KAA	179 ASHC	VIETNAM	RVN	
197105	49	1299	WC5KAA	179 ASHC	VIETNAM	RVN	
197106	20	1319	WC5KAA	179 ASHC	VIETNAM	RVN	
197107	0	1319	WC5KAA	179 ASLT SPTHEL	VIETNAM	RVN	
197108	75	1394	WC5KAA	179 ASLT SPTHEL	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B565

68-15853

CH-47C

Delivery Date
20 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Jul 1990

Prev SN

Serial Number
90-00210

Status

Loss Date

Transfer Date

Converted to D Model

RVN incident report May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196812	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196901	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196902	1	2	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196903	0	2	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196904	16	18	WC5KAA	179 AVN	CO	VIETNAM	RVN
196905	0	18	WC5KAA	179 AVN	CO	VIETNAM	RVN
196906	2	20	WC5KAA	179 AVN	CO	VIETNAM	RVN
196907	46	66	WC5KAA	179 AVN	CO	VIETNAM	RVN
196908	73	139	WC5KAA	179 AVN	CO	VIETNAM	RVN
196909	76	215	WC5KAA	179 AVN	CO	VIETNAM	RVN
196910	71	286	WC5KAA	179 AVN	CO	VIETNAM	RVN
196911	69	355	WC5KAA	179 AVN	CO	VIETNAM	RVN
196912	36	391	WC5KAA	179 AVN	CO	VIETNAM	RVN
197001	55	446	WC5KAA	179 AVN	CO	VIETNAM	RVN
197002	33	479	WC5KAA	179 AVN	CO	VIETNAM	RVN
197003	87	566	WC5KAA	179 AVN	CO	VIETNAM	RVN
197004	31	597	WC5KAA	179 AVN	CO	VIETNAM	RVN
197005	74	671	WC5KAA	179 AVN	CO	VIETNAM	RVN
197006	93	764	WC5KAA	179 AVN	CO	VIETNAM	RVN
197007	11	775	WC5KAA	179 AVN	CO	VIETNAM	RVN
197008	14	789	WC5KAA	179 AVN	CO	VIETNAM	RVN
197009	84	873	WC5KAA	179 AVN	CO	VIETNAM	RVN
197010	79	952	WC5KAA	179 AVN	CO	VIETNAM	RVN
197011	17	969	WC5KAA	179 AVN	CO	VIETNAM	RVN
197012	31	1000	WC5KAA	179 AVN	CO	VIETNAM	RVN
197101	37	1037	WC5KAA	179 ASHC		VIETNAM	RVN
197102	28	1065	WC5KAA	179 ASHC		VIETNAM	RVN
197103	90	1155	WC5KAA	179 ASHC		VIETNAM	RVN
197104	9	1164	WC5KAA	179 ASHC		VIETNAM	RVN
197105	49	1213	WC5KAA	179 ASHC		VIETNAM	RVN
197106	6	1219	WC5KAA	179 ASHC		VIETNAM	RVN
197107	42	1261	WC5JAA	132 ASLT	SPTHEL	VIETNAM	RVN
197108	77	1333	WC5JAA	132 ASLT	SPTHEL	VIETNAM	RVN

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Build
B566

68-15854

CH-47C

Delivery Date
26 Dec 1968

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Destroyed by Enemy Action [RVN]

24 May 1972

On lift-off was struck in cockpit by an 60mm mortar round. The aircraft impacted ground and crew of five were fatalities. I am writing because after many, many years of searching I found information on your site about a Chinook helicopter loss in Viet Nam in 1972. It's listed under ' Helicopter CH-47 68-15854. I was stunned to read the file. It brought back many memories.

In May 1972, I was an artillery advisor to South Viet Nam units in I Corps. Originally, I was the senior advisor to an ARVN 175mm gun battalion. The unit was not yet combat ready when the Easter Offensive started with North Viet Nam's attack across the DMZ. The unit was ordered north to support the ARVN Third Division. A day later I was ordered to replace the Third Division's artillery advisor. I went to Quang Tri City. Just before it fell, I was rescued by a young WO1 flying an OH-6. He took me to Hue where I worked trying to get the ARVN's I Corps Artillery' Fire Support Center up and running. Sometime later, as an economy of force measure, a decision was made to emplace a personnel radar to cover the approaches to Hue. The plan was to lift a squad of ARVN engineers with construction materiel to a mountain top where they would build a bunker for the US manned radar. After the bunker was completed but before the roof was completed, the radar would be lifted in place.

The support of a Chinook was obtained. I now know it was from the 62nd ASHC. I marshaled the ARVN engineers and materiel on a grassy field along the Perfume River in Hue. I had a US Army sergeant advisor named Brooks and a Viet Nameese sergeant from the engineer unit with me. SFC Brooks had radio contact with the Chinook while the Viet Nameese sergeant had contact with the engineer squad.

All was going according to plan as the Chinook made trip after trip delivering the engineers and the materiel. I decided to get the next trip out to the site but saw an old monument at the far end of the field. As a history buff, I wanted to look at it. So, I told SFC Brooks that I would take the following lift. I walked down to the monument and using my high school French was able to decipher that the monument had been erected in the 1880's by a Foreign Legion penal battalion.

As I was reading the monument's words, I saw SFC Brooks waving me back. I ran down the field and he told me that the Viet Nameese sergeant had received a radio call from the mountain site telling that they were receiving sporadic mortar fire. Most disturbing was that the engineers reported the fire was over, short, left and right of their position. Being artillerymen, SFC Brooks and I instantly realized the enemy's plan. They were getting the range and would fire when the helicopter was on site. I called the helicopter and told them not to go in. I explained I was an artillery officer and knew what would happen. The pilot told me that they would go in. I again told him not to go. He said something about going in and then going back to his base to refuel. It was the last I heard from him. Moments later, the ARVN engineers reported that the helicopter had been hit, crashed and the crew was dead.

A 178th ASHC aircraft that was lost after the Boxcars left Vietnam. The former Boxcar crew was killed on A/C 854 when it was hit by 60mm mortars. They were on short final to an ARVN radar site near Quang Tri. The pilots were CWO James Barefield and Capt Harry Thain. The crew was SP/6 Frank A. Newman, SP/5 Charles W. Gaches and PFC David L. Brooks.

RVN Incident Reports June 1969-May 1972

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Build
B567

68-15855

CH-47C

Delivery Date
13 Jan 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Oct 1986

Prev SN

Serial Number
86-01678

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Aug 1969-Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196901	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	1	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	4	6	WC5KAA	179 AVN CO	VIETNAM		RVN
196905	26	32	WC5KAA	179 AVN CO	VIETNAM		RVN
196906	65	97	WC5KAA	179 AVN CO	VIETNAM		RVN
196907	68	165	WC5KAA	179 AVN CO	VIETNAM		RVN
196908	100	265	WC5KAA	179 AVN CO	VIETNAM		RVN
196909	66	331	WC5KAA	179 AVN CO	VIETNAM		RVN
196910	83	414	WC5KAA	179 AVN CO	VIETNAM		RVN
196911	52	466	WC5CAA	572ND MI DET	VIETNAM		RVN
196912	0	466	WC5CAA	572ND MI DET	VIETNAM		RVN
197001	0	466	WC5CAA	604 TRANS CO	VIETNAM		RVN
197002	0	466	WC5CAA	604 TRANS CO	VIETNAM		RVN
197003	0	466	WC5CAA	604 TRANS CO	VIETNAM		RVN
197004	0	466	WC5CAA	604 TRANS CO	VIETNAM		RVN
197005	0	466	WC5CAA	604 TRANS CO	VIETNAM		RVN
197006	1	467	WCLNAA	79 TRANS CO	VIETNAM		RVN
197007	71	538	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197008	72	610	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197009	103	713	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197010	72	785	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197011	90	875	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197012	72	947	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197101	69	1016	WC06AA	147 ASHC	VIETNAM		RVN
197102	46	1062	WC06AA	147 ASHC	VIETNAM		RVN
197103	57	1119	WC06AA	147 ASHC	VIETNAM		RVN
197104	24	1143	WC06AA	147 ASHC	VIETNAM		RVN
197105	14	1157	WC06AA	147 ASHC	VIETNAM		RVN
197106	11	1168	WC06AA	147 ASHC	VIETNAM		RVN
197107	Δ0	1208	WC06AA	ΔMMMC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B568

68-15856

CH-47C

Delivery Date
15 Jan 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Jul 1990

Prev SN

Serial Number
90-00212

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report May 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196901	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196902	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196903	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196904	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196905	0	1	3300	HHD 44 ENG GP	THAILAND	PACIFIC	
196906	71	72	WC5KAA	179 AVN CO	VIETNAM	RVN	
196907	32	104	WC5KAA	179 AVN CO	VIETNAM	RVN	
196908	70	174	WC5KAA	179 AVN CO	VIETNAM	RVN	
196909	92	266	WC5KAA	179 AVN CO	VIETNAM	RVN	
196910	70	336	WC5KAA	179 AVN CO	VIETNAM	RVN	
196911	79	415	WC5KAA	179 AVN CO	VIETNAM	RVN	
196912	60	475	WC5KAA	179 AVN CO	VIETNAM	RVN	
197001	58	533	WC5KAA	179 AVN CO	VIETNAM	RVN	
197002	42	575	WC5KAA	179 AVN CO	VIETNAM	RVN	
197003	39	614	WC5KAA	179 AVN CO	VIETNAM	RVN	
197004	61	675	WC5KAA	179 AVN CO	VIETNAM	RVN	
197005	80	755	WC5KAA	179 AVN CO	VIETNAM	RVN	
197006	19	774	WC5KAA	179 AVN CO	VIETNAM	RVN	
197007	55	829	WC5KAA	179 AVN CO	VIETNAM	RVN	
197008	17	846	WC5KAA	179 AVN CO	VIETNAM	RVN	
197009	54	900	WC5KAA	179 AVN CO	VIETNAM	RVN	
197010	54	954	WC5KAA	179 AVN CO	VIETNAM	RVN	
197011	44	998	WC5KAA	179 AVN CO	VIETNAM	RVN	
197012	39	1037	WC5KAA	179 AVN CO	VIETNAM	RVN	
197101	31	1068	WC5KAA	179 ASHC	VIETNAM	RVN	
197102	76	1144	WC5KAA	179 ASHC	VIETNAM	RVN	
197103	17	1161	WC5KAA	179 ASHC	VIETNAM	RVN	
197104	72	1233	WC5KAA	179 ASHC	VIETNAM	RVN	
197105	4	1237	WC5KAA	179 ASHC	VIETNAM	RVN	
197106	65	1302	WC5KAA	179 ASHC	VIETNAM	RVN	
197107	3	1305	WC5KAA	179 ASLT SPTHEL	VIETNAM	RVN	
197108	21	1326	WC5KAA	608 TC DS	VIETNAM	RVN	
197109	53	1379	WC5KAA	180 ASHC	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B569

68-15857

CH-47C

Delivery Date
27 Jan 1969

Combat Service



Vietnam & Laos



Induction Date

Converted To

CH-47D

Prev Model

Induction Date

3 Oct 1990

Prev SN

Serial Number

90-00219



Status

Converted to D Model

Loss Date

Transfer Date

Transferred to Air America in Laos in Oct/Nov 1972 as "857"

Service history: flown by the Air America crew of Messrs. Weitz, Arnesen, Crowell, and Dodds from Udorn (T-08) to Vang Vieng (L-16) on 7 January 73 on a Peppergrinder mission (Udorn daily flight schedule of 7 Jan. 73, in: UTD/Severson/B1F7); on 26 January 73, "857" was flown by the Air America crew of Messrs. Kanach, Olson, Crowell, and Emarat on a AID-439-713 mission out of Udorn (Udorn daily flight schedule of 26 Jan. 73, in: UTD/Severson/B1F7); on 29 January 73, the rotors of Air America CH-47s "992" and "857" touched each other, while taxiing at the refueling area of Vang Vieng (L-16), Laos (XOXO of 29 Jan. 73, in: UTD/Hickler/B25F12); repaired; used for local training at Udorn (T-08) on 2 March 73, involving the Air America crew of Messrs. Spearman, Andrews, Bulkley, and J. Myers (Udorn daily flight schedule of 2 March 73, in: UTD/Bonansinga); a photo is preserved in: UTD/LaShomb/B6F10; assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14).

Fate: returned to the US Army on 20 September 73 (Flight Operations Circular of 1 November 73, in: UTD/Hickler/B8F7C); converted to CH-47D in 1990 and re-serialled as 90-0219.

NOTE: THE GOLDBOOK DATA BELOW DOES NOT CORRESPOND TO THE CIA DOCUMENTATION FOR THE AIRCRAFT DURING THE PERIOD NOV 1972 to SEP 1973.

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196901	0	0	W0Y6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196902	0	0	W0Y6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196903	2	2	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196904	0	2	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196905	0	2	3300	HHD 44	ENG GP	THAILAND	PACIFIC
196906	57	59	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196907	37	96	WFJ5C0	C CO 159	ASHB	VIETNAM	RVN
196908	97	193	WE4HAA	142 TC	DS	VIETNAM	RVN
196909	76	269	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
196910	64	333	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
196911	27	360	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
196912	28	388	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197001	31	419	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197002	46	465	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197003	46	511	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197004	55	566	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197005	92	658	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN
197006	63	721	WFJ5C0	C-159	ASHB 101AB	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B570

68-15858

CH-47C

Delivery Date
30 Apr 1969

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
10 Oct 1990

Serial Number
90-00220

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B571

68-15859

CH-47C

Delivery Date
28 Apr 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
9 Mar 1990

Prev SN

Serial Number
90-00193

Status

Loss Date

Transfer Date

Converted to D Model

Note single month of service in Vietnam indicated below

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196904	0	0	W043AA	OS TO CONUS	ITR CONUS	AVCOMITR	
196905	21	21	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196906	0	21	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196907	0	21	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196908	0	21	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196909	0	21	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196910	20	41	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196911	18	59	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
196912	7	66	W043AA	USA AVN TS ACT	6TH ARMY	EDWARDS AFB	AVSCOM
197001	15	81	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197002	16	97	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197003	19	116	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197004	24	140	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197005	0	140	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197006	18	158	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197007	0	158	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197008	16	174	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197009	15	189	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197010	2	191	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197011	0	191	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197012	6	197	W043AA	USA AVN TS ACTV	6TH ARMY	EDWARDS AFB	AVSCOM
197101	5	202	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197102	7	209	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197103	16	225	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197104	5	230	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197105	19	249	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197106	3	252	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197107	7	259	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197108	20	279	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197109	2	281	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197110	12	293	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197111	15	308	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM
197112	13	321	W043AA	AVN SYS TEST	6TH ARMY	EDWARDS AFB	AVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B572

68-15860

CH-47C

Delivery Date
23 Apr 1969

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
9 Jun 1989

Serial Number
89-00156

Status

Loss Date

Transfer Date

Converted to D Model

first true production C?? (as opposed to C(-)

No Goldbook record of RVN service on VHPA site

Build
B573

68-15861

CH-47C

Delivery Date
28 Apr 1969

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
30 Jul 1985

Serial Number
85-24355



Status

Loss Date

Transfer Date

Converted to D Model

No Goldbook record of RVN service on VHPA site

Build
B574

68-15862

CH-47C

Delivery Date
30 Apr 1969

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
18 May 1989

Serial Number
89-00153

Status

Loss Date

Transfer Date

Converted to D Model

NO RECORD OF SERVICE IN VIETNAM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B575

68-15863

CH-47C

Delivery Date
30 Apr 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
13 Apr 1989

Prev SN

Serial Number
89-00148



Status

Loss Date

Transfer Date

Converted to D Model

Photo shows 68-15863 lifting 66-19049

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196904	0	0	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR	
196905	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196906	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196907	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	2	WCLNAA	79 TRANS CO	VIETNAM	RVN	
196912	0	2	WCLNAA	79 TRANS CO	VIETNAM	RVN	
197001	0	2	WE4DAA	303 TRANS CO GS	VIETNAM	RVN	
197002	23	25	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197003	5	30	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN	
197004	86	116	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197005	56	172	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197006	10	182	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197007	44	226	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197008	67	293	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197009	5	298	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197010	3	301	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197011	39	340	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197012	31	371	WFJ5A0	A 159 ASHB101AC	VIETNAM	RVN	
197101	33	404	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197102	26	430	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197103	88	518	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197104	52	570	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197105	31	601	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197106	66	667	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197107	34	701	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197108	27	728	WFJ5A0	A 159TH ASHB	VIETNAM	RVN	
197109	45	773	WFJ5A0	AMMC	VIETNAM	RVN	
197110	10	783	WFJ5A0	AMMC	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B576

68-15864

CH-47C

Delivery Date
30 Apr 1969

Combat Service



Vietnam & Laos



Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Mar 1990

Prev SN

Serial Number
90-00195

Status

Loss Date

Transfer Date

Converted to D Model

Transferred to Air America in Laos Oct/Nov 1972 as "864"

Service history: a photo of "864" can be found in the A. Cates collection preserved at TTU (no. VA024831); on 2 December 72, the forward main rotor blade was struck by a wind shield brace, while "864" was at the Air America ramp at Vientiane, but as there was no damage, the aircraft resumed normal operation; flew Udorn (T-08) - Vientiane (L-08) on 14 December 72 (Crew member duty report of H .F. Miller, in: UTD/ Miller/B4F6; type not given); used for local training at Udorn on 7 January 73, involving the Air America crew of Messrs. Kanach, Hutchison, Wade, and Yamskulna (Udorn daily flight schedule of 7 Jan. 73, in: UTD/Severson/B1F7); on 26

January 73, "864" was used for local training at Udorn involving the Air America crew of Messrs. Spearman, Egecrone, Stewart, and Yamskulna (Udorn daily flight schedule of 26 Jan. 73, in: UTD/Severson/B1F7); assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/ B1F14).

Fate: returned to the US Army on 20 September 73 (Flight Operations Circular of 1 November 73, in: UTD/Hickler/B8F7C); converted to CH-47D in 1990 and reserialled as 90-0195.

Eight US Army CH-47C aircraft were "loaned" in 1972 to Air America in Southeast Asia under the "Project Black Horse" designation. [68-15828, 68-15857, 68-15864, 68-15992, 68-15998, 68-16016, 68-16019, and 69-17103]

NOTE THAT DURING THE PERIOD THAT THIS AIRCRAFT WAS OPERATED BY THE CIA, IT WAS SHOWN IN GOLDBOOK AS ASSIGNED TO VARIOUS UNITS, NONE OF WHICH WERE CORRECT

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196904	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196905	3	3	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196906	0	3	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196907	0	3	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196908	0	3	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196909	0	3	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196910	23	26	WC5KAA	179 AVN	CO	VIETNAM	RVN
196911	71	97	WC5KAA	179 AVN	CO	VIETNAM	RVN
196912	63	160	WC5KAA	179 AVN	CO	VIETNAM	RVN
197001	37	197	WC5KAA	179 AVN	CO	VIETNAM	RVN
197002	61	258	WC5KAA	179 AVN	CO	VIETNAM	RVN
197003	60	318	WC5KAA	179 AVN	CO	VIETNAM	RVN
197004	34	352	WC5KAA	179 AVN	CO	VIETNAM	RVN
197005	79	431	WC5KAA	179 AVN	CO	VIETNAM	RVN
197006	61	495	WC5KAA	179 AVN	CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B577

68-15865

CH-47C

Delivery Date
30 Apr 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Sep 1988

Prev SN

Serial Number
88-00099



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Report May 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196904	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196905	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196906	3	3	8210	HHD 44	ENG GP	THAILAND	PACIFIC
196907	0	3	WDFHAA	HHC 520T	BN34GP	VIETNAM	RVN
196908	0	3	WDFHAA	HHC 520T	BN34GP	VIETNAM	RVN
196909	1	4	WDFHAA	HHC 520T	BN34GP	VIETNAM	RVN
196910	0	4	WDFHAA	HHC 520T	BN34GP	VIETNAM	RVN
196911	40	44	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
196912	40	84	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197001	6	90	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197002	50	140	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197003	49	189	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197004	138	327	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197005	17	344	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197006	0	344	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197007	3	347	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197008	53	400	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197009	24	424	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197010	0	424	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197011	26	450	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197012	48	498	WFJ5B0	B 159ASHB	101AC	VIETNAM	RVN
197101	48	546	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197102	25	571	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197103	75	646	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197104	61	707	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197105	32	739	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197106	21	760	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197107	74	834	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197108	60	894	WFJ5B0	B 159TH	ASHB	VIETNAM	RVN
197109	53	947	WFJ5B0	AMMC	VIETNAM	VIETNAM	RVN
197110	19	966	WFJ5B0	AMMC	VIETNAM	VIETNAM	RVN
197111	26	992	WFJ5B0	AMMC	VIETNAM	VIETNAM	RVN
197112	1	992	WFJ5B0	AMMC	VIETNAM	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B578

68-15866

CH-47C

Delivery Date
07 May 1969

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

28 Nov 1971

RVN Incident Reports Jul 1970-Nov 1971

Worst helicopter accident (US fatalities) in Vietnam - 5 crew 29 passengers

A/C declared emergency and was later found in a creek bed approx 650' up the side of a mountain. It had hit a 50 degree slope with great impact causing the fuel cells to rupture and a flash fire resulted. 34 fatalities

AT 1230 HOURS ON 28 NOV 71 PLAYTEX 866 WITH A CREW OF FIVE DEPARTED LIFTMASTER HELIPORT FOR LZ 401 AT DA NANG TO BEGIN THE MISSION. THE ORIGINAL PZ TIME FOR THE MISSION HAD BEEN 1200 HOURS BUT DUE TO BAD WEATHER THE MISSION WAS PUT ON A HOLD STATUS. AT APPROXIMATELY 1220 HOURS THE BATTALION FLIGHT OPERATIONS OFFICER, ^CPT ROBBINS^ INSTRUCTED ^"C" COMPANY^ OPERATIONS TO LAUNCH THEIR AIRCRAFT AND ATTEMPT THE DT-2 MISSION. \\ THE WEATHER AT 1235 HOURS BETWEEN PHU BAI AND DA NANG WAS OBSERVED TO BE CEILING 600 BROKEN, VISIBILITY FIVE MILES IN LIGHT RAIN AND FOG. THE WEATHER FOR PHU BAI HAD BEEN FORECAST TO BE INTERMITTENTLY 300 SCATTERED, 800 OVERCAST IN LIGHT RAIN, FOG AND DRIZZLE.\\ LOAD OF 29 PAX AND DEPARTED AND FOR CORREGIDOR AT 1310 HOURS. AT 1328 HOURS 28 NOVEMBER 1971 HUE APPROACH CONTROL RECIEVED A CALLED FROM ^PLAYTEX 866^ STATING THAT HE WAS DECLARING AN EMERGENCY AND THAT THEY WERE ON THE LKS 130 BEARING. ATTEMPTS BY HUE APPROACH CONTROL TO REESTABLISH CONTACT WERE UNSUCCESSFUL.\\ GP WAS NOTIFIED BY THE 159TH BOC OF THE EMERGENCY CALL FROM ^PLAYTEX 866^ AND AT 1350 HOURS THE 101ST DIVISION WAS NOTIFIED. AT 1410 HOURS 28 NOVE 71 A RAMP CHECK WAS INITIATED FOR THE AIRCRAFT IN THE PHU BAI AND DA NANG AREAS. RESULTS OF THE RAMP CHECKS WERE NEGATIVE. THE ^159TH AVN BN^ DISPATCHED ON OH-6 AT 1340 HOURS TO BEGIN SEARCHING FOR THE AIRCRAFT. AT 1436 HOURS, 28 NOV 71, THE 196TH LIB AT DA NANG DISPATCHED TWO AIRCRAFT TO BEGIN THE SEARCH AND AT 1440 HOURS THE 11TH CAG WAS NOTIFIED AND PUT TWO AIRCRAFT ON STANDBY. AT 1545 HOURS RECOVERY CONTROL CENTER AT MONKEY MOUNTAIN, DA NANG, REPORTED NEGATIVE CONTACT WITH THE LOST AIRCRAFT.\\ THE COASTAL SURVEILLANCE CENTER AT DA NANG WAS NOTIFIED AT 1600 HOURS AND AT 1620 'OURS 28 NOV 71 RF/PF UNITS BETWEEN THE HAI VAN PASS AND PHU BAI WERE INSTRUCTED TO BE ON THE LOOK OUT FOR ^PLAYTEX 866^. THE USS EPPERSON (DD -170 DESTROYER) WAS DIRECTED TO PROCEED TO THE AREA OF THE DOWNED AIRCRAFT AT 1920 HOURS AND ASSUME SEARCH PATTERN. TWO VN NAVY JUNKS AND TWO VN NAVY COASTAL CRAFT ALSO ASSISTED IN THE SEARCH AND RESCUE EFFORT.\\ SEARCH AND RESCUE EFFORTS WERE HAMPERED FOR THE NEXT FOUR DAYS BY LOW VISIBILITY CLOUD COVER, HIGH WINDS, AND ROUGH SEAS.\\ AT 0840 HOURS, 2 DEC 71 AN OH-6 PILOT FROM THE 2ND BDE AVIATION SECTION REPORTED SIGHTING WRECKAGE AT COORDINATES ZD 009-003 THAT APPEARED TO BE THE LOST CH-47 AIRCRAFT. SEARCH ELEMENTS WERE NOTIFIED TO DISCONTINUE SEARCH AT 1200 'OURS AND RESCUE OPERATIONS CONTINUED TO BE HAMPERED BY BAD WEATHER. THE ELEVATION OF THE CRASH SITE WAS APPROXIMATELY 650 FEET AND THROUGHOUT THE SEARCH AND RESCUE APERATION THE CRASH SITE WAS SHROUDED BY CLOUDS.\\ AT 1650 (OURS 2 DEC 71, D CO 2/502 WAS AIRLIFTED FROM CAMP EAGLE TO A POSITION APPROXIMATELY 2500 METERS EAST OF THE CRASH SITE. AT 1030 HOURS THE ACCIDENT INVESTIGATION BOARD WITH GRAVES REGISTRATION AND EOD PROCEEDED TO THE VICINITY OF THE CRASH SITE BY VEHICLE AND LOCKED UP WITH D 2/502 AT 1300 HOURS 2500 METERS EAST OF THE CRASH SITE. THE RESCUE PARTY CUT THEIR WAY THROIGH THE MOUNTAINOUS HINGIF TERRAIN AND ARRIVED AT THE CRASH SITE AT 0830 HOURS 5 DEC 71 THE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B579

68-15867

CH-47C

Delivery Date
13 May 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
19 Sep 1988

Prev SN

Serial Number
88-00100



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Reports April 1970-May 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196905	1	1	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196906	11	12	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196907	0	12	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	12	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	12	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	12	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	12	WCLNAA 79 TRANS CO	VIETNAM		RVN
196912	3	15	WC5KAA 179 AVN CO	VIETNAM		RVN
197001	38	53	WC5KAA 179 AVN CO	VIETNAM		RVN
197002	39	92	WC5KAA 179 AVN CO	VIETNAM		RVN
197003	72	164	WC5KAA 179 AVN CO	VIETNAM		RVN
197004	48	212	WC5KAA 179 AVN CO	VIETNAM		RVN
197005	56	268	WC5KAA 179 AVN CO	VIETNAM		RVN
197006	96	364	WC5KAA 179 AVN CO	VIETNAM		RVN
197007	34	398	WC5KAA 179 AVN CO	VIETNAM		RVN
197008	52	450	WC5KAA 179 AVN CO	VIETNAM		RVN
197009	60	510	WC5KAA 179 AVN CO	VIETNAM		RVN
197010	0	510	WC5KAA 179 AVN CO	VIETNAM		RVN
197011	14	524	WC5KAA 179 AVN CO	VIETNAM		RVN
197012	33	557	WC5KAA 179 AVN CO	VIETNAM		RVN
197101	9	566	WC5KAA 179 ASHC	VIETNAM		RVN
197102	63	629	WC5KAA 179 ASHC	VIETNAM		RVN
197103	69	698	WC5KAA 179 ASHC	VIETNAM		RVN
197104	48	746	WC5KAA 179 ASHC	VIETNAM		RVN
197105	12	758	WC5KAA 179 ASHC	VIETNAM		RVN
197106	57	815	WC5KAA 179 ASHC	VIETNAM		RVN
197107	18	833	WC5KAA 179 ASLT SPTHEL	VIETNAM		RVN
197108	2	835	WC5KAA 608 TC DS	VIETNAM		RVN
197109	65	900	WC5KAA 180 ASHC	VIETNAM		RVN
197110	32	932	WC5KAA 180 ASHC	VIETNAM		RVN
197111	1	933	WC5KAA 180 ASHC	VIETNAM		RVN
197112	36	969	WC5KAA 180 ASHC	VIETNAM		RVN
197701	21	1010	WC51AΔ 178 ΔSI T ΔPTHEI	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B580

68-15868

CH-47C

Delivery Date
14 May 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
15 Jul 1988

Prev SN

Serial Number
88-00093



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Report Jul 1970

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
196905	1	1	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196906	3	4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196907	0	4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	4	WOMAAA DIR SUP / TRAN	IN MAINT	NEW CUMBERLAND	AD	AVCOM
196912	0	4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	4	3300 7 CORPS SPT COM	GERMANY		EUROPE	
197003	59	63	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197004	22	85	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197005	123	208	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197006	78	286	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197007	59	345	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197008	77	422	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197009	2	424	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197010	0	424	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197011	7	431	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197012	9	440	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN	
197101	13	453	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197102	45	498	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197103	26	524	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197104	80	604	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197105	42	646	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197106	77	723	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197107	58	781	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197108	42	823	WFJ5B0 B 159TH ASHB	VIETNAM		RVN	
197109	31	854	WFJ5B0 AMMC	VIETNAM		RVN	
197110	45	899	WFJ5B0 AMMC	VIETNAM		RVN	
197111	22	921	WFJ5B0 AMMC	VIETNAM		RVN	
197112	0	921	WFJ5B0 AMMC	VIETNAM		RVN	
197701	25	956	WFJ5B0 R 159TH ASHB	VIETNAM		RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B581

68-15869

CH-47C

Delivery Date
15 May 1969

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [RVN]

Loss Date

30 Jan 1971

Transfer Date

RVN Incident Reports Nov 1969-Jan 1971

AT APPROXIMATELY 2100, 29 JAN, BIG WINDY 869 AND 81M WERE ALERTED FOR A COMBAT ESSENTIAL MISSION. AT 0400, 30 JAN, BIG WINDY 869 DEPARTED SOUTH BEACH WITH AN INTERNAL LOAD OF TENT PEGS AND GARBAGE CAN WEIGHTING 700 LBS AND A SLING LOAD WEIGHING APPROXIMATELY 9200 LBS. BIG WINDY 817 DEPARTED SEVERAL MINUTES LATER ALSO CARRYING A SLING LOAD. RADIO COMMUNICATIONS DIFFICULTIES WITH RADAR CONTROL WERE EXPERIENCED. DURING THE FLIGHT, COMMUNICATIONS WERE SPASMODIC. THE TWO AIRCRAFT WERE VECTORED ON NUMEROUS HEADINGS AND ALTITUDE CHANGES FROM 1700 FT TO 6500 FT. AT 0521, RADAR CONTROL INFORMED BIG WINDY 869 THAT TUY HOA WAS 16 MILES AT 12 O'CLOCK POSITION. BIG WINDY 869 WAS CLEARED TO DESCEND TO 4000. AT 0524, BIG WINDY 817 REPORTED TUY HOA IN SIGHT AND CANCELLED RADAR SERVICE. AT THIS TIME 869 CALLED TO ASK THEIR POSITION FROM THE COAST. RADAR REPORTED 11 MILES SSE OF TUY HOA. 869 MADE SEVERAL GARBLED TRANSMISSIONS AT 0526. 869 REPORTED AT 2800 FT NEGATIVE VISUAL CONTACT AND REQUESTED ADVICE ON WHEN NEAR THE COAST OR RADAR CONTACT LOST. THIS WAS THE LAST TRANSMISSION BETWEEN 869 AND RADAR CONTROL. 817 OVER FM. 817 ADVISED 869 TO TURN EAST BECAUSE OF MOUNTAINS. AT THIS TIME 817 WAS AT 2500 FT. OF THE EXTERNAL LOAD AND SUSPECTED VERTIGO. THE CONTROLS WERE EXCHANGED BETWEEN THE PILOTS SEVERAL TIMES. AT TIMES, BOTH WERE ON THE CONTROLS. WHILE ATTEMPTING TO TURN RIGHT BACK TO TUY HOA, THE SLING LOAD STRUCK A MOUNTAIN AND THEN THE AIRCRAFT STRUCK THE MOUNTAIN AND ROLLED ON ITS LEFT SIDE. 3 killed 2 injured

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196905	3	3	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196906	3	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196907	0	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196908	0	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196909	0	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196910	0	6	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
196911	23	29	WC5LAA	180 AVN CO 10AV	VIETNAM			RVN
196912	34	63	WC5LAA	180 AVN CO 10AV	VIETNAM			RVN
197001	98	161	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197002	79	240	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197003	26	266	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197004	96	362	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197005	77	439	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197006	0	439	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197007	37	476	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197008	87	563	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN
197009	21	604	WC5LAA	180 ASHC 17 AVN	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B582

68-15990

CH-47C

Delivery Date
15 May 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Feb 1989

Prev SN

Serial Number
89-00140

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Jul 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196905	4		4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196906	0		4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196907	0		4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196908	0		4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196909	0		4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196910	0		4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196911	0		4	WCLNAA 79 TRANS CO	VIETNAM		RVN
196912	35		39	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197001	77		116	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197002	49		165	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197003	36		201	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197004	27		228	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197005	79		307	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197006	30		337	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197007	90		427	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197008	45		472	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197009	25		497	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197010	0		497	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197011	18		515	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197012	30		545	WFJ5C0 C-159ASHB 101AB	VIETNAM		RVN
197101	43		588	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197102	57		645	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197103	84		729	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197104	14		743	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197105	57		800	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197106	38		838	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197107	32		870	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197108	17		887	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197109	56		943	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197110	13		956	WFJ5C0 C 159TH ASHB	VIETNAM		RVN
197111	27		983	WFJ5C0 B 159TH ASHB	VIETNAM		RVN
197112	9		992	WFJ5C0 B 159TH ASHB	VIETNAM		RVN
197701	28		1020	WC2FAD 68 ΔHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B583

68-15991

CH-47C

Delivery Date
19 May 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Jan 1984

Prev SN

Serial Number
84-24152

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jan 1970-Apr 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196905	0	0	WOY6AA	OS TO CONUS	ITR CONUS	AVCOMITR	
196906	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196907	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	WCLNAA	79 TRANS CO	VIETNAM	RVN	
196911	0	1	WCLNAA	79 TRANS CO	VIETNAM	RVN	
196912	34	35	WC5KAA	179 AVN CO	VIETNAM	RVN	
197001	32	67	WC5KAA	179 AVN CO	VIETNAM	RVN	
197002	77	144	WC5KAA	179 AVN CO	VIETNAM	RVN	
197003	41	185	WC5KAA	179 AVN CO	VIETNAM	RVN	
197004	76	261	WC5KAA	179 AVN CO	VIETNAM	RVN	
197005	63	324	WC5KAA	179 AVN CO	VIETNAM	RVN	
197006	44	368	WC5KAA	179 AVN CO	VIETNAM	RVN	
197007	6	374	WC5KAA	179 AVN CO	VIETNAM	RVN	
197008	30	404	WC5KAA	179 AVN CO	VIETNAM	RVN	
197009	18	422	WC5KAA	179 AVN CO	VIETNAM	RVN	
197010	0	422	WC5KAA	179 AVN CO	VIETNAM	RVN	
197011	14	436	WC5KAA	179 AVN CO	VIETNAM	RVN	
197012	50	486	WC5KAA	179 AVN CO	VIETNAM	RVN	
197101	29	515	WC5KAA	179 ASHC	VIETNAM	RVN	
197102	24	539	WC5KAA	179 ASHC	VIETNAM	RVN	
197103	88	627	WC5KAA	179 ASHC	VIETNAM	RVN	
197104	70	697	WC5KAA	179 ASHC	VIETNAM	RVN	
197105	26	723	WC5KAA	179 ASHC	VIETNAM	RVN	
197106	46	769	WC5KAA	179 ASHC	VIETNAM	RVN	
197107	71	840	WC5KAA	179 ASLT SPTHEL	VIETNAM	RVN	
197108	29	869	WC5KAA	608 TC DS	VIETNAM	RVN	
197109	5	874	WC5KAA	180 ASHC	VIETNAM	RVN	
197110	38	912	WC5KAA	180 ASHC	VIETNAM	RVN	
197111	33	945	WC5KAA	180 ASHC	VIETNAM	RVN	
197112	20	965	WC5KAA	180 ASHC	VIETNAM	RVN	
197701	0	965	WC51ΔΔ	178 ΔSIT ΔPTHEI	VIETNAM	RVN	

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B584

68-15992

CH-47C

Delivery Date
19 May 1969

Combat Service



Vietnam & Laos



Induction Date

Prev Model

Prev SN

Converted To

CH-47D

Induction Date

28 Aug 1990

Serial Number

90-00214

Status

Loss Date

Transfer Date

Converted to D Model

Transferred to Air America at Udorn, Thailand in Oct/Nov 1972

Service history: used for local training at Udorn on 7 January 73, involving the Air America crew of Messrs. Kanach, Hutchison, Wade, and Yamskulna (Udorn daily flight schedule of 7 Jan. 73, in: UTD/Severson/B1F7); on 26 January 73, "992" was flown by the Air America crew of Messrs. Reid, Bengtson, Davis, and Sangduen on a AID-439-713/Peppergrinder mission out of Udorn (Udorn daily flight schedule of 26 Jan. 73, in: UTD/Severson/B1F7); on 29 January 73, the rotors of Air America CH-47s "992" and "857" touched each other, while taxiing at the refueling area of Vang Vieng (L-16), Laos (XOXO of 29 Jan. 73, in: UTD/Hickler/B25F12); repaired; also flown by Preston S. Myers on several occasions (Interview with P.S. Myers in March 96); assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still so 1-30 November 73; in flyable storage at Udorn 1-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: returned to the US Army in June 74 (?); converted to CH-47D in 1990 and reserialled as 90-0214.

Eight US Army CH-47C aircraft were "loaned" in 1972 to Air America in Southeast Asia under the "Project Black Horse" designation. [68-15828, 68-15857, 68-15864, 68-15992, 68-15998, 68-16016, 68-16019, and 69-17103]

NOTE THAT DURING THE PERIOD THAT THIS AIRCRAFT WAS OPERATED BY THE CIA, IT WAS SHOWN IN GOLDBOOK AS ASSIGNED TO NASA LANGLEY RESEARCH CENTER

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196905	0	0	W0Y6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196906	1	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196907	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196908	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196909	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196910	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196911	0	1	W0MAAA	DIR SUP /	TRAN	IN MAINT	NEW CUMBRLND AD AVCOM
196912	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197001	0	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197002	1	2	WCLNAA	79 TRANS	CO	VIETNAM	RVN
197003	55	57	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197004	66	123	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197005	59	182	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197006	24	206	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197007	51	257	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197008	41	298	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B585

68-15993

CH-47C

Delivery Date
21 May 1969

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Germany]

25 Feb 1980

No RVN Incident Reports

In May 1969, 68-15993 was at the New Cumberland Army Depot (NCAD), near Harrisburg, Pennsylvania. In November 1969, 68-15993 was assigned to the 79th Transportation Company in the Republic of Vietnam (RVN). In December 1969, 68-15993 was assigned to the 330th Transportation Company, in the RVN. In May 1970, 68-15993 was assigned to the 213th Assault Support Helicopter Company (ASHC) - "Black Cats", in the RVN. In March 1972, 68-15993 was en route to the Continental United States (CONUS). In July 1972, 68-15993 was assigned to (ARADMAC), Corpus Christi, Texas. In August 1972, 68-15993 was assigned to NCAD. In October 1974, 68-15993 was assigned to the 180th Assault Support Helicopter Company (ASHC) - "Big Windy", 11th Aviation Group, United States Army Europe (USAREUR), located at Schwabisch Hall in the Federal Republic of Germany (FRG) (West Germany). On 6 September 1977, 68-15993 was involved in a Class E accident. While in the vicinity of Augsburg, cruising at 200 feet above ground level (AGL) and at 130 knots, pilots felt lateral vibrations that continued to increase in intensity. The aircraft was landed and shut down for inspection. The forward rotor head was too hot to touch. The horizontal hinge pin bearing on yellow blade had failed. The horizontal hinge pin and bearing on forward rotor head overheated. On 23 September 1977, 68-15993 was involved in a Class C accident. While in the vicinity of Augsburg, and after landing and rolling an internal load off the aircraft, the pilot attempted to taxi the aircraft forward, upslope, to clear the load from the ramp. The aircraft came to a low hover and the ramp extensions were driven into the sod forcing floor of ramp upward and ripping the ramp at the ramp hinge point. On 25 February 1980 was lost due to an accident near Schwabisch Hall. 68-15993 was on a maintenance test flight for installation of the number one engine. At approximately 500 feet, while conducting the turbine engine analysis check (TEAC), the combining transmission phasing mechanism decoupled, resulting in rotor system meshing. The forward and aft transmissions, and rotor systems separated in flight. The aircraft subsequently crashed into a pine forest and was totally destroyed. All 5 occupants sustained fatal injuries during the impact.

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196905	0	0	W0Y6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196906	3	3	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND
196907	0	3	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND
196908	0	3	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND
196909	0	3	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND
196910	0	3	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND
196911	1	4	WCLNAA	79 TRANS	CO	VIETNAM	RVN
196912	16	20	WCLBAA	330 TRANS	CO	VIETNAM	RVN
197001	5	25	WCLBAA	330 TRANS	CO	VIETNAM	RVN
197002	0	25	WCLBAA	330 TRANS	CO	VIETNAM	RVN
197003	0	29	WCLBAA	330 TRANS	CO	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B586

68-15994

CH-47C

Delivery Date
26 May 1969

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [RVN]

31 Aug 1970

RVN Incident Reports Jun 1970-Aug 1970

AT APPROXIMATELY 1000 HOURS, AFTER A NORMAL PRE-FLIGHT WITHOUT ANY DISCREPANCIES NOTED, ^CPT ALLEN^ AND ^CPT DODGE^ STARTED ENGINES. #1 ENGINE STARTED NORMALLY, #2 ENGINE STARTED SLOW, #2 ENGINE N1 STARTED TO HANG UP AT 20 AND 150-200 C EGT. THE EGT THEN ROSE QUICKLY TO ABOUT 620 C WITH THE N1 PASSING THROUGH 35% SHORTLY THEREAFTER. NO EGT LIMITATIONS WERE EXCEEDED AND #2 ENGINE WAS ADVANCED TO FLIGHT. AT THIS TIME, APPROXIMATELY 1030 HOURS, ALL ENGINE INSTRUMENTS READ NORMALLY. EGT ON #1 ENGINE WAS 560 C AND #2 ENGINE WAS 580 C. THE AIRCRAFT THEN TOOK OFF WITH A FULL LOAD FOR LZ ENGLISH. THE AIRCRAFT MADE ONE STOP, WITHOUT SHUTTING DOWN, AT ANOTHER AIRFIELD AND THEN CONTINUED TOWARDS LZ ENGLISH WITH ^CPT ALLEN^ AT THE CONTROLS. WHILE THE AIRCRAFT WAS CLIMBING TO ALTITUDE IT WAS NOTED THAT 50% TORQUE WAS BEING USED AT ABOUT 92% N1. #1 ENGINE EGT WAS 600 C AND #2 ENGINE WAS 680 C. THE AIRCRAFT WAS LEVELED OFF AT 2500 FT AND ^CPT DODGE^ TOOK OVER THE CONTROLS. ^CPT DODGE^ ACCELERATED TO 130 KNOTS AND NOTED THAT 52% TORQUE AND 93-94% N1 WAS NEEDED TO FLY AT 130 KNOTS. #1 ENGINE EGT WAS 600 C AND #2 WAS NEAR 690 C. ^CPT DODGE^ THEN REDUCED POWER TO 45% AND #1 ENGINE EGT WAS 600 C AND REDUCED POWER TO 45% AND #1 ENGINE EGT WENT TO 590 C AND #2 ENGINE EGT WENT TO 600-610 C. ^CPT ALLEN^ AND ^CPT DODGE^ DECIDED TO CONTINUE THE FLIGHT AT 110 KNOTS AT THIS TIME BOTH ENGINES WERE APPROXIMATELY MATCHED AT 600 C. DURING THE FLIGHT ^CPT DODGE^ NOTICED THAT WITH AN INCREASE OF THRUST #2 ENGINE EGT WOULD RISE BUT NEVER WENT OVER 700 C. THE AIRCRAFT ARRIVED AT LZ ENGLISH AT 1115 HOURS AND WAS SHUTDOWN TO PERMIT THE CREW TO EAT LUNCH. DURING LUNCH ^CPT ALLEN^ AND ^CPT DODGE^ DECIDED THAT IF THE EGT ON #2 ENGINE WENT OVER 700 C ON THEIR FIRST EXTERNAL LOAD THEY WOULD BRING THE AIRCRAFT BACK TO PHU HIEP. AT 1230 HOURS ^CPT ALLEN^ AND ^CPT DODGE^ STARTED THE AIRCRAFT AND BOTH ENGINES STARTED NORMALLY AND BOTH EGT'S WERE STABILIZED AT APPROXIMATELY 550 C. IT WAS NOTED THAT THE AIRCRAFT HAD 5200 LBS OF FUEL ON BOARD. ALL PRE-TAKEOFF CHECKS WERE COMPLETED AND ^CPT ALLEN^ BROUGHT THE CH-47 TO A TEN FT HOVER. AT A 10 FT HOVER BOTH ENGINE EGT'S STABILIZED AT ABOUT 580 C. ^CPT ALLEN^ THEN ACCELERATED THE AIRCRAFT FORWARD AND WITHOUT ANY PRIOR WARNING THE #2 ENGINE EXPLODED. THE AIRCRAFT WAS APPROXIMATELY 100 FT ABOVE THE GROUND AT THIS TIME. THE EXPLOSION CAUSED THE AIRCRAFT TO YAW RIGHT. IMMEDIATELY AFTER THE EXPLOSION THE ACTIONS AND REACTIONS OF THE CREW WERE AS STATED IN TAB D. THE CREW CHIEF WHO WAS CLEARING THE AIRCRAFT LOOKED BACK AT THE #2 ENGINE AND SAW A FLASH BY THE ENGINE AND SAW SHRAPNEL COMING OUT FROM BEHIND THE SHIP. WITHIN 15 MINUTES THE WHOLE AIRCRAFT HAD BEEN CONSUMED BY FIRE. THE CRASH CREW HAD BEEN ALERTED AND WHEN THEY CAME ON THE SCENE THEY HOSED THE AREA DOWN WITH WATER AND BECAUSE THEY COULDN'T PUT OUT A MAGNESIUM FIRE BURNING TO THE LEFT REAR OF THE AIRCRAFT, THE CRASH CREW COVERED THE AFT TRANSMISSION AND #1 ENGINE WITH DIRT UTILIZING A BULLDOZER. THE ^173RD AIRBORNE BRIGADE^ THEN SECURED THE AREA WITH ARMED GUARDS. NOTE: ALTHOUGH ^CPT DODGE^ INSTINCTIVELY WENT FOR THE CONTROLS AFTER THE EXPLOSION, HE RELEASED THEM TO ^CPT ALLEN^ WHO HAD FULL CONTROL OF THE AIRCRAFT PRIOR TO LANDING. THE LANDING WAS MADE WITH PARTIAL POWER AND THE CONTROLS APPEARED TO FUNCTION NORMALLY.\\

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B587

68-15995

CH-47C

Delivery Date
26 May 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
24 Oct 1988

Prev SN

Serial Number
88-00105

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Feb 1970-Feb 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
196905	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR	
196906	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196907	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196908	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196909	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM	
196910	0	1	WCLNAA	79 TRANS	CO	VIETNAM	RVN	
196911	65	66	WC5KAA	179 AVN	CO	VIETNAM	RVN	
196912	38	104	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197001	29	133	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197002	47	180	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197003	0	180	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197004	64	244	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197005	54	298	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197006	45	343	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197007	67	410	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197008	18	428	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197009	0	428	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197010	0	428	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197011	15	443	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197012	40	483	WC5KAA	179 AVN	CO	VIETNAM	RVN	
197101	21	504	WC5KAA	179 ASHC		VIETNAM	RVN	
197102	31	535	WC5KAA	179 ASHC		VIETNAM	RVN	
197103	59	594	WC5KAA	179 ASHC		VIETNAM	RVN	
197104	40	634	WC5KAA	179 ASHC		VIETNAM	RVN	
197105	66	700	WC5KAA	179 ASHC		VIETNAM	RVN	
197106	28	728	WC5KAA	179 ASHC		VIETNAM	RVN	
197107	5	733	WC5KAA	179 ASLT	SPTHEL	VIETNAM	RVN	
197108	2	735	WC5KAA	608 TC	DS	VIETNAM	RVN	
197109	22	757	WC5KAA	180 ASHC		VIETNAM	RVN	
197110	45	802	WC5KAA	180 ASHC		VIETNAM	RVN	
197111	24	826	WC5KAA	180 ASHC		VIETNAM	RVN	
197112	18	844	WC5KAA	180 ASHC		VIETNAM	RVN	
197701	61	908	WC51	ΔΔ	180	ΔSHC	VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B588

68-15996

CH-47C

Delivery Date
02 Jun 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 May 1983

Prev SN

Serial Number
83-24116

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Aug 1970-Feb 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196906	5		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196907	0		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196908	0		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196909	0		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196910	0		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196911	24	29	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN
196912	70	99	WC5LAA 180	AVN CO 10AV	VIETNAM		RVN
197001	32	131	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197002	45	176	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197003	0	176	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197004	23	199	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197005	69	268	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197006	80	348	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197007	0	348	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197008	77	425	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197009	22	447	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197010	10	457	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197011	81	538	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197012	25	563	WC5LAA 180	ASHC 17 AVN	VIETNAM		RVN
197101	73	636	WC5LAA 180	ASHC VIETNAM			RVN
197102	27	663	WC5LAA 180	ASHC VIETNAM			RVN
197103	39	702	WC5LAA 180	ASHC VIETNAM			RVN
197104	45	747	WC5LAA 180	ASHC VIETNAM			RVN
197105	4	751	WC5LAA 180	ASHC VIETNAM			RVN
197106	45	796	WC5LAA 180	ASHC VIETNAM			RVN
197107	51	847	WC5LAA 180	ASHC VIETNAM			RVN
197108	66	913	WC5LAA 608	TC DS VIETNAM			RVN
197109	32	945	WC5LAA 608	TC DS VIETNAM			RVN
197110	60	1005	WC5LAA	AMMC VIETNAM			RVN
197111	36	1041	WC5LAA	AMMC VIETNAM			RVN
197112	0	1041	WC5LAA	AMMC VIETNAM			RVN
197201	0	1041	WC5LAA 180	ASHC VIETNAM			RVN
197202	58	1099	WC5LAA	ASHC VIETNAM			RVN

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Build
B589

68-15997

CH-47C

Delivery Date
12 Jun 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
3 Oct 1988

Prev SN

Serial Number
88-00102



Status

Converted to D Model

Loss Date

Transfer Date

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196906	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196907	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRND AD	AVCOM
196912	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	1	2	WC5KAA	179 AVN CO	VIETNAM		RVN
197003	69	71	WC5KAA	179 AVN CO	VIETNAM		RVN
197004	56	127	WC5KAA	179 AVN CO	VIETNAM		RVN
197005	48	175	WC5KAA	179 AVN CO	VIETNAM		RVN
197006	70	245	WC5KAA	179 AVN CO	VIETNAM		RVN
197007	30	275	WC5KAA	179 AVN CO	VIETNAM		RVN
197008	53	328	WC5KAA	179 AVN CO	VIETNAM		RVN
197009	16	344	WC5KAA	179 AVN CO	VIETNAM		RVN
197010	2	346	WC5KAA	179 AVN CO	VIETNAM		RVN
197011	39	385	WC5KAA	179 AVN CO	VIETNAM		RVN
197012	33	418	WC5KAA	179 AVN CO	VIETNAM		RVN
197101	27	445	WC5KAA	179 ASHC	VIETNAM		RVN
197102	40	485	WC5KAA	179 ASHC	VIETNAM		RVN
197103	104	589	WC5KAA	179 ASHC	VIETNAM		RVN
197104	70	659	WC5KAA	179 ASHC	VIETNAM		RVN
197105	22	681	WC5KAA	179 ASHC	VIETNAM		RVN
197106	61	742	WC5KAA	179 ASHC	VIETNAM		RVN
197107	25	767	WC5KAA	179 ASLT SPTHEL	VIETNAM		RVN
197108	12	779	WC5KAA	608 TC DS	VIETNAM		RVN
197109	88	867	WC5KAA	180 ASHC	VIETNAM		RVN
197110	45	912	WC5KAA	180 ASHC	VIETNAM		RVN
197111	0	912	WC5KAA	180 ASHC	VIETNAM		RVN
197112	0	912	WC5KAA	180 ASHC	VIETNAM		RVN
197201	0	912	WC5JAA	178 ASLT SPTHEL	VIETNAM		RVN
197202	0	912	WC5JAA	178 ASLT SPTHEL	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B590

68-15998

CH-47C

Delivery Date
11 Jun 1969

Combat Service



Vietnam & Laos



Induction Date

Converted To

CH-47D

Prev Model

Induction Date

19 Sep 1990

Prev SN

Serial Number

90-00217



Status

Converted to D Model

Loss Date

Transfer Date

Transferred to Air America in Laos in Oct/Nov 1972

Service history: used for local training at Udorn on 7 January 73, involving the Air America crew of Messrs. Spearman, Collard, Higgings, Sickler, and J. Myers (Udorn daily flight schedule of 7 Jan. 73, in: UTD/Severson/B1F7); on 26 January 73, "998" was flown by the Air America crew of Messrs. R. Davis, Collard, Dodds, and Disonrutana on a Requirements Office/Peppergrinder mission out of Udorn (Udorn daily flight schedule of 26 Jan. 73, in: UTD/Severson/B1F7); flown by the Air America crew of Messrs. Collard, Bengtson, Crowell, and Disonrutana from Udorn (T-08) to Vang Vieng (L-16) under contract AID-439-713 on 2 March 73 (Udorn daily flight schedule of 2 March 73, in: UTD/Bonansinga); photos can be found in: UTD/Abadie/B1; UTD/Landry/B1F2; the A. Cates collection preserved at TTU (no. VA024826); Love, Wings of Air America, p. 69; and Conboy, War in Laos, p. 60; assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still so 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: returned to the US Army in June 74 (?); converted to CH-47D in 1990 and reserialled as 90-0217. Used in Afghanistan in 2002, where it experienced an engine failure in the summer of 2003, loaded with troops, and crashed; no one was killed, but the aircraft was a total loss (e-mail dated 4 Nov. 2004, sent by Rob Devlin to Dr. Erik Carlson, who kindly forwarded it to the author).

Eight US Army CH-47C aircraft were "loaned" in 1972 to Air America in Southeast Asia under the "Project Black Horse" designation. [68-15828, 68-15857, 68-15864, 68-15992, 68-15998, 68-16016, 68-16019, and 69-17103]

NOTE THAT DURING THE PERIOD THAT THIS AIRCRAFT WAS OPERATED BY THE CIA, IT WAS SHOWN IN GOLDBOOK AS ASSIGNED TO NASA LANGLEY RESEARCH CENTER

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196906	1	1	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196907	0	1	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196908	0	1	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196909	0	1	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196910	0	1	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196911	1	2	WC5LAA 180 AVN CO 10AV		VIETNAM	RVN
196912	77	79	WC5LAA 180 AVN CO 10AV		VIETNAM	RVN
197001	87	166	WC5LAA 180 ASHC 17 AVN		VIETNAM	RVN
197002	59	225	WC5LAA 180 ASHC 17 AVN		VIETNAM	RVN
197003	36	261	WC5LAA 180 ASHC 17 AVN		VIETNAM	RVN
197004	40	301	WC5LAA 180 ASHC 17 AVN		VIETNAM	RVN
197005	0	301	WC5LAA 180 ASHC 17 AVN		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B591

68-15999

CH-47C

Delivery Date
10 Jun 1969

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Destroyed by Enemy Action [RVN]

Loss Date

19 May 1972

Transfer Date

RVN Incident Reports May 1970-May 1972

One airframe was lost, when following hits by hostile fire and having landed, was deliberately destroyed by air strike to prevent capture by the enemy:

War Story:

Hit by hostile fire in forward and aft transmissions. Was flown four minutes without oil pressure to L.Z. where crew abandoned ship to advancing NVA. Deliberately destroyed by air strike

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196906	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196907	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM
196912	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	1	WCLNAA	79 TRANS CO	VIETNAM		RVN
197003	35	36	WDU1AA	196 ASH CO	VIETNAM		RVN
197004	35	71	WDU1AA	196 ASH CO	VIETNAM		RVN
197005	79	150	WDU1AA	196 ASH CO	VIETNAM		RVN
197006	79	229	WDU1AA	196 ASH CO	VIETNAM		RVN
197007	43	272	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197008	77	349	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197009	24	373	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197010	1	374	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197011	54	428	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197012	41	469	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197101	34	503	WC5LAA	180 ASHC	VIETNAM		RVN
197102	69	572	WC5LAA	180 ASHC	VIETNAM		RVN
197103	42	614	WC5LAA	180 ASHC	VIETNAM		RVN
197104	57	671	WC5LAA	180 ASHC	VIETNAM		RVN
197105	45	716	WC5LAA	180 ASHC	VIETNAM		RVN
197106	54	770	WC5LAA	180 ASHC	VIETNAM		RVN
197107	84	854	WC5LAA	180 ASHC	VIETNAM		RVN
197108	55	909	WC5LAA	180 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B592

68-16000

CH-47C

Delivery Date
02 Jul 1969

Induction Date

Prev Model

Prev SN



Combat Service



Vietnam & Cambodia

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [Cambodia]

Loss Date

10 Dec 1971

Transfer Date

CH-47C 68-16000 was assigned to the 213th Assault Support Helicopter Co, BlackCats, based in Phu Loi, Republic of Viet Nam Aircraft #6000 was shot down in Cambodia while supporting an ARVN Tank Battalion and a Company of ARVN Rangers on December 10, 1971, around 1745 hours. (This was one of the infamous "Add On's")(An "add on" is a mission which is "added on" to your flight schedule after all other scheduled missions have been completed. It usually happens while on your way home and thinking about that beer) The ARVN had pressed into Cambodia on the highway going northwest from Tay Ninh. The North Vietnamese Army (NVA) allowed them to move up the highway then proceeded to block their retreat prior to engagement. After engagement the ARVN were running out of ammunition, diesel fuel and ideas pretty much all at the same time. Aircraft 6000, carrying 14,000 lbs of POL (petroleum, oil & lubricants (diesel fuel)) was engaged by .51 cal machine guns while on approach to their LZ. The aircraft sustained multiple hits in the aft transmission area shooting out the utility hydraulic system and igniting the hydraulic fluid.

The approach was initiated from 5000 ft at an airspeed of 100kts and with a 20 degree sideslip to "get out of the sky fast" (muy riki tiki). After sustaining the hits the aircraft commanders mind was momentarily distracted which caused the approach angle to become too high. A 360 degree turn around the LZ at 300 ft was initiated. The aircraft commander had attempted to release the load during the decent by pushing the "pickle" button with his pinkie but was unsuccessful (no utility hydraulics). During the 360 degree turn, the flight engineer noticed the load was still attached while stepping over the hole as he was moving forward to station 120 to retrieve the second cabin fire extinguisher. He had exhausted the first fire extinguisher, located in the ramp area, on the "very large" fire without results. After noticing the load was still attached the flight engineer pulled the "D" ring on the cargo hook and as the aircraft lurched, the load fell away. He then continued forward. While reaching for the forward fire extinguisher.....see below!

During the final approach phase the aircraft commander determined he would have to come to a hover instead of the planned running landing. There were just enough trees in the LZ to prevent the running landing as the blades would have hit trees on both sides. As power was applied to bring the aircraft to a hover, the fire weakened magnesium transmission mounts failed and the aft transmission and rotor exited the aircraft. The aircraft commander estimates the nose high attitude generated by this event was between 75 and 85 degree's and the altitude of the aircraft to be 50 feet when the ramp area impacted the ground thus preventing the aircraft from flipping onto its back (the fuselage is 58 feet long). Instead, the estimated 30kts of forward airspeed allowed the aircraft to continue forward after ground contact, slamming the sky facing fuselage down onto the ground. The aircraft bounced several feet back into the air. During the bounce the still spinning forward rotor inertia caused the cockpit area to rotate 120 degree's clockwise at the manufacturers splice located at station 120. The aircraft commander, sitting in the left seat, found himself (after saying adios to the world during the spin) hanging upside down on the right side of the aircraft and still conscious (look who's still alive, ME!). The cockpit emergency exit doors had popped off on impact and the aircraft commander and pilot exited through the aircraft commander's exit door. The pilot's door was blocked by dirt (Cambodia). The degree of structural intrusion from the right side of the cockpit is unknown. It is known that the pilot's windshield was intact as the pilot attempted to exit through it several times to no avail. Finally the pilot responded to the shouts of the aircraft commander who was already out of the aircraft and leaning back in through the exit door opening. As the pilot attempted to climb up and out, the aircraft commander grabbed his arm and "yanked" him out of the aircraft. The pilot was about 5' 7" tall and 99 lbs soaking wet. He literally 'flew' out of the door opening and landed on

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Build
B593

68-16001

CH-47C

Delivery Date
30 Jun 1969

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Sep 1983

Serial Number
83-24122

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B594

68-16002

CH-47C

Delivery Date
18 Jul 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Jun 1982

Prev SN

Serial Number
82-23773



CH47 68-16002 Geronimo Soesterberg 150776 GerritvdVeen

Status

Converted to D Model

Loss Date

Transfer Date

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196907	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196908	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196909	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	2	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRND AD	AVCOM
196912	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	2	WCLNAA	79 TRANS CO	VIETNAM		RVN
197003	23	25	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197004	0	25	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197005	67	92	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197006	81	173	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197007	100	273	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197008	24	297	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197009	16	313	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197010	0	313	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197011	30	343	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197012	30	373	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197101	50	423	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197102	56	479	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197103	66	545	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197104	64	609	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197105	42	651	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197106	48	699	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197107	75	774	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197108	61	835	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197109	39	874	WFJ5B0	AMMC	VIETNAM		RVN
197110	50	924	WFJ5B0	AMMC	VIETNAM		RVN
197111	68	992	WFJ5B0	AMMC	VIETNAM		RVN
197112	27	1019	WFJ5B0	AMMC	VIETNAM		RVN
197201	17	1036	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197202	0	1036	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197203	0	1036	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM

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Build
B595

68-16003

CH-47C

Delivery Date
25 Aug 1969

Combat Service



Vietnam

Induction Date

Converted To

MH-47E

Prev Model

Induction Date
31 Jul 1990

Prev SN

Serial Number
90-00414

Status

Loss Date

Transfer Date

Converted to E Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196908	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196909	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
196910	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196911	24	24	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
196912	41	65	WC5LAA	180 AVN	CO 10AV	VIETNAM	RVN
197001	63	128	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197002	125	253	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197003	12	265	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197004	60	325	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197005	81	406	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197006	113	519	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197007	52	571	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197008	51	622	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197009	49	671	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197010	3	674	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197011	37	711	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197012	44	755	WC5LAA	180 ASHC	17 AVN	VIETNAM	RVN
197101	21	776	WC5LAA	180 ASHC		VIETNAM	RVN
197102	37	813	WC5LAA	180 ASHC		VIETNAM	RVN
197103	50	863	WC5LAA	180 ASHC		VIETNAM	RVN
197104	57	920	WC5LAA	180 ASHC		VIETNAM	RVN
197105	39	959	WC5LAA	180 ASHC		VIETNAM	RVN
197106	25	984	WC5LAA	180 ASHC		VIETNAM	RVN
197107	75	1059	WC5LAA	180 ASHC		VIETNAM	RVN
197108	56	1115	WC5LAA	608 TC	DS	VIETNAM	RVN
197109	42	1157	WC5LAA	608 TC	DS	VIETNAM	RVN
197110	40	1197	WC5LAA	AMMC		VIETNAM	RVN
197111	48	1245	WC5LAA	AMMC		VIETNAM	RVN
197112	10	1255	WC5LAA	AMMC		VIETNAM	RVN
197201	79	1334	WC5LAA	180 ASHC		VIETNAM	RVN
197202	56	1390	WC5LAA	180 ASHC		VIETNAM	RVN
197203	62	1452	WC5LAA	180 ASHC		VIETNAM	RVN
197704	0	1452	WC5LAA	180 ASHC		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B596

68-16004

CH-47C

Delivery Date
05 Sep 1969

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
18 May 1990

Serial Number
90-00203

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN Service

Build
B597

68-16005

CH-47C

Delivery Date
29 Aug 1969

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date

4 Oct 1991

Serial Number

91-00499

Status

Loss Date

Transfer Date

Converted to E Model

No record of RVN service

Build
B598

68-16006

CH-47C

Delivery Date
02 Sep 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Oct 1988

Prev SN

Serial Number
88-00103

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report May 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196909	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRND AD	AVCOM
196912	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	4	5	WC5KAA	179 AVN CO	VIETNAM		RVN
197003	62	67	WC5KAA	179 AVN CO	VIETNAM		RVN
197004	72	139	WC5KAA	179 AVN CO	VIETNAM		RVN
197005	53	192	WC5KAA	179 AVN CO	VIETNAM		RVN
197006	57	249	WC5KAA	179 AVN CO	VIETNAM		RVN
197007	20	269	WC5KAA	179 AVN CO	VIETNAM		RVN
197008	0	269	WC5KAA	179 AVN CO	VIETNAM		RVN
197009	36	305	WC5KAA	179 AVN CO	VIETNAM		RVN
197010	0	305	WC5KAA	179 AVN CO	VIETNAM		RVN
197011	42	347	WC5KAA	179 AVN CO	VIETNAM		RVN
197012	23	370	WC5KAA	179 AVN CO	VIETNAM		RVN
197101	25	395	WC5KAA	179 ASHC	VIETNAM		RVN
197102	41	436	WC5KAA	179 ASHC	VIETNAM		RVN
197103	29	465	WC5KAA	179 ASHC	VIETNAM		RVN
197104	58	523	WC5KAA	179 ASHC	VIETNAM		RVN
197105	39	562	WC5KAA	179 ASHC	VIETNAM		RVN
197106	0	562	WC5KAA	179 ASHC	VIETNAM		RVN
197107	3	565	WC5KAA	179 ASLT SPTHEL	VIETNAM		RVN
197108	97	662	WC5KAA	608 TC DS	VIETNAM		RVN
197109	22	684	WC5KAA	180 ASHC	VIETNAM		RVN
197110	53	737	WC5KAA	180 ASHC	VIETNAM		RVN
197111	25	762	WC5KAA	180 ASHC	VIETNAM		RVN
197112	3	765	WC5KAA	180 ASHC	VIETNAM		RVN
197201	19	784	WC5JAA	178 ASLT SPTHEL	VIETNAM		RVN
197202	36	820	WC5JAA	62 AVN CO	VIETNAM		RVN
197203	0	820	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	820	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	820	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM

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Build
B599

68-16007

CH-47C

Delivery Date
16 Sep 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
17 Oct 1990

Prev SN

Serial Number
90-00221

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Jun 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196909	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM
196912	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	21	22	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	70	92	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	68	160	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197005	104	264	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN
197006	64	328	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	38	366	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	71	437	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	33	470	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197010	0	470	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197011	25	495	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	20	515	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	51	566	WDQLAA	213 ASHC	VIETNAM		RVN
197102	47	613	WDQLAA	213 ASHC	VIETNAM		RVN
197103	43	656	WDQLAA	213 ASHC	VIETNAM		RVN
197104	65	721	WDQLAA	213 ASHC	VIETNAM		RVN
197105	45	766	WDQLAA	213 ASHC	VIETNAM		RVN
197106	50	816	WDQLAA	213 ASHC	VIETNAM		RVN
197107	50	866	WDQLAA	213 ASHC	VIETNAM		RVN
197108	20	886	WDQLAA	213 ASHC	VIETNAM		RVN
197109	86	972	WDQLAA	213 ASHC	VIETNAM		RVN
197110	93	1065	WDQLAA	213 ASHC	VIETNAM		RVN
197111	64	1129	WDQLAA	213 ASHC	VIETNAM		RVN
197112	35	1164	WDQLAA	213 ASHC	VIETNAM		RVN
197201	38	1202	WDQLAA	213 ASHC	VIETNAM		RVN
197202	63	1265	WDQLAA	213 ASHC	VIETNAM		RVN
197203	0	1265	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	1265	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	1265	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM

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Build
B600

68-16008

CH-47C

Delivery Date
11 Sep 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
16 Mar 1989

Prev SN

Serial Number
89-00144

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Mar 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196909	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRND AD	AVCOM
196912	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	1	WCLNAA	79 TRANS CO	VIETNAM		RVN
197003	38	39	WDU1AA	196 ASH CO	VIETNAM		RVN
197004	24	63	WDU1AA	196 ASH CO	VIETNAM		RVN
197005	66	129	WDU1AA	196 ASH CO	VIETNAM		RVN
197006	38	167	WDU1AA	196 ASH CO	VIETNAM		RVN
197007	74	241	WDU1AA	196 ASH CO	VIETNAM		RVN
197008	1	242	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197009	26	268	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197010	11	279	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197011	32	311	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197012	32	343	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197101	24	367	WC5LAA	180 ASHC	VIETNAM		RVN
197102	76	443	WC5LAA	180 ASHC	VIETNAM		RVN
197103	61	504	WC5LAA	180 ASHC	VIETNAM		RVN
197104	57	561	WC5LAA	180 ASHC	VIETNAM		RVN
197105	0	561	WC5LAA	180 ASHC	VIETNAM		RVN
197106	10	571	WC5LAA	180 ASHC	VIETNAM		RVN
197107	39	610	WC5LAA	180 ASHC	VIETNAM		RVN
197108	22	632	WC5LAA	608 TC DS	VIETNAM		RVN
197109	51	683	WC5LAA	608 TC DS	VIETNAM		RVN
197110	90	773	WC5LAA	AMMC	VIETNAM		RVN
197111	63	836	WC5LAA	AMMC	VIETNAM		RVN
197112	26	862	WC5LAA	AMMC	VIETNAM		RVN
197701	38	900	WC5LAA	180 ASHC	VIETNAM		RVN

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Build
B601

68-16009

CH-47C

Delivery Date
23 Sep 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Jul 1982

Prev SN

Serial Number
82-23779



Status

Converted to D Model

Loss Date

Transfer Date

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196909	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	8	9	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRND AD	AVCOM
196912	0	9	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	9	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	9	WCLNAA	79 TRANS CO	VIETNAM		RVN
197003	18	27	WDU1AA	196 ASH CO	VIETNAM		RVN
197004	5	32	WDU1AA	196 ASH CO	VIETNAM		RVN
197005	0	32	WCLNAA	79 TRANS CO	VIETNAM		RVN
197006	0	32	WCLNAA	79 TRANS CO	VIETNAM		RVN
197007	0	32	WCLNAA	79 TRANS CO	VIETNAM		RVN
197008	0	32	WCLNAA	79 TRANS CO	VIETNAM		RVN
197009	9	41	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197010	0	41	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197011	67	108	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197012	9	117	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197101	26	143	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197102	81	224	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197103	71	295	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197104	48	343	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197105	50	393	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197106	68	461	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197107	52	513	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197108	75	588	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197109	53	641	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197110	41	682	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197111	55	737	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197112	5	742	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197201	27	769	WC3FAA	68 AHC	VIETNAM		RVN
197202	58	827	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN
197203	1	828	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN
197204	95	923	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN
197205	0	923	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B602

68-16010

CH-47C

Delivery Date
29 Sep 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
8 Feb 1985

Prev SN

Serial Number
85-24331

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196909	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196910	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM
196912	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	1	WCLNAA	79 TRANS CO	VIETNAM		RVN
197003	0	1	WCLNAA	79 TRANS CO	VIETNAM		RVN
197004	2	3	WCLNAA	79 TRANS CO	VIETNAM		RVN
197005	123	126	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN
197006	77	203	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	54	257	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	62	319	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	37	356	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197010	0	356	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197011	82	438	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	35	473	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	53	526	WDQLAA	213 ASHC	VIETNAM		RVN
197102	28	554	WDQLAA	213 ASHC	VIETNAM		RVN
197103	73	627	WDQLAA	213 ASHC	VIETNAM		RVN
197104	20	647	WDQLAA	213 ASHC	VIETNAM		RVN
197105	64	711	WDQLAA	213 ASHC	VIETNAM		RVN
197106	32	743	WDQLAA	213 ASHC	VIETNAM		RVN
197107	9	752	WDQLAA	213 ASHC	VIETNAM		RVN
197108	39	791	WDQLAA	213 ASHC	VIETNAM		RVN
197109	52	843	WDQLAA	213 ASHC	VIETNAM		RVN
197110	95	938	WDQLAA	213 ASHC	VIETNAM		RVN
197111	24	962	WDQLAA	213 ASHC	VIETNAM		RVN
197112	76	1038	WDQLAA	213 ASHC	VIETNAM		RVN
197201	52	1090	WDQLAA	213 ASHC	VIETNAM		RVN
197202	19	1109	WDQLAA	213 ASHC	VIETNAM		RVN
197203	0	1109	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	1109	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	1109	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B603

68-16011

CH-47C

Delivery Date
01 Jul 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Jun 1989

Prev SN

Serial Number
89-00155

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196907	0	0	WOY6AA	OS TO CONUS		ITR CONUS	AVCOMITR
196908	0	0	WOY6AA	OS TO CONUS		ITR CONUS	AVCOMITR
196909	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
196910	0	0	WOY6AA	OS TO CONUS		ITR CONUS	AVCOMITR
196911	0	0	WOY6AA	OS TO CONUS		ITR CONUS	AVCOMITR
196912	0	0	WOY6AA	OS TO CONUS		ITR CONUS	AVCOMITR
197001	0	0	WOY6AA	OS TO CONUS		ITR CONUS	AVCOMITR
197002	0	0	3300	7 CORPS SPT COM	GERMANY		EUROPE
197003	56	56	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197004	65	121	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197005	0	121	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197006	63	184	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197007	63	247	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197008	0	247	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197009	31	278	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197010	0	278	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197011	40	318	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197012	30	348	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197101	39	387	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197102	99	486	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197103	89	575	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197104	63	638	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197105	49	687	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197106	24	711	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197107	38	749	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197108	73	822	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197109	49	871	WFJ5B0	AMMC	VIETNAM		RVN
197110	22	893	WFJ5B0	AMMC	VIETNAM		RVN
197111	28	921	WFJ5B0	AMMC	VIETNAM		RVN
197112	0	921	WFJ5B0	AMMC	VIETNAM		RVN
197201	45	966	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197202	0	966	WOY6AA	OS TO CONUS		ITR CONUS	AVSCOM
197203	0	966	WOY6AA	OS TO CONUS		ITR CONUS	AVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B604

68-16012

CH-47C

Delivery Date
10 Jul 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
26 Sep 1989

Prev SN

Serial Number
89-00169

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports April 1970-Feb 1972

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY
196907	3	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196908	0	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196909	0	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	3	WOMAAA DIR SUP / TRAN	IN MAINT	NEW CUMBRND AD	AVCOM
196912	0	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	3	WOMAAA DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	12	15	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197003	58	73	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197004	95	168	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197005	102	270	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197006	94	364	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197007	73	437	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197008	33	470	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197009	45	515	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197010	23	538	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197011	33	571	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197012	31	602	WFJ5B0 B 159ASHB 101AC	VIETNAM		RVN
197101	52	654	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197102	66	720	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197103	51	771	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197104	35	806	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197105	65	871	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197106	63	934	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197107	39	973	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197108	45	1018	WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197109	21	1039	WFJ5B0 AMMC	VIETNAM		RVN
197110	26	1065	WFJ5B0 AMMC	VIETNAM		RVN
197111	107	1172	WFJ5B0 AMMC	VIETNAM		RVN
197112	6	1178	WFJ5B0 AMMC	VIETNAM		RVN
197201	3	1181	WC3FAA 68 AHC	VIETNAM		RVN
197202	61	1242	WC3FAA 362 ASLT SPT CO	VIETNAM		RVN
197203	0	1242	WC3FAA 362 ASLT SPT CO	VIETNAM		AVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B605

68-16013

CH-47C

Delivery Date
16 Jul 1969

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
16 Oct 1985

Serial Number
85-24364

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B606

68-16014

CH-47C

Delivery Date
18 Jul 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
22 Aug 1983

Prev SN

Serial Number
83-24119

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196907	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196908	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196909	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	2	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM
196912	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197003	0	2	WHB1AA	166 TRANS CO	VIETNAM		RVN
197004	9	11	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197005	59	70	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197006	86	156	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197007	46	202	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197008	55	257	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	34	291	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197010	0	291	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197011	17	308	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197012	26	334	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197101	24	358	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197102	101	459	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197103	64	523	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197104	63	586	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197105	73	659	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197106	71	730	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197107	31	761	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197108	45	806	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197109	51	857	WFJ5A0	AMMC	VIETNAM		RVN
197110	1	858	WFJ5A0	AMMC	VIETNAM		RVN
197111	41	899	WFJ5A0	AMMC	VIETNAM		RVN
197112	29	928	WFJ5A0	AMMC	VIETNAM		RVN
197201	27	955	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197202	0	955	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197203	0	955	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B607

68-16015

CH-47C

Delivery Date
27 Aug 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Sep 1990

Prev SN

Serial Number
90-00216

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196908	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196909	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196910	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	1	W0MAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRLND AD	AVCOM
196912	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	1	WCLNAA	79 TRANS CO	VIETNAM		RVN
197003	65	66	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	100	166	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197005	84	250	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN
197006	16	266	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	24	290	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	63	353	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	63	416	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197010	45	461	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197011	47	508	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	29	537	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	43	580	WDQLAA	213 ASHC	VIETNAM		RVN
197102	38	618	WDQLAA	213 ASHC	VIETNAM		RVN
197103	19	637	WDQLAA	213 ASHC	VIETNAM		RVN
197104	28	665	WDQLAA	213 ASHC	VIETNAM		RVN
197105	26	691	WDQLAA	213 ASHC	VIETNAM		RVN
197106	48	739	WDQLAA	213 ASHC	VIETNAM		RVN
197107	25	764	WDQLAA	213 ASHC	VIETNAM		RVN
197108	36	800	WDQLAA	213 ASHC	VIETNAM		RVN
197109	83	883	WDQLAA	213 ASHC	VIETNAM		RVN
197110	78	961	WDQLAA	213 ASHC	VIETNAM		RVN
197111	48	1009	WDQLAA	213 ASHC	VIETNAM		RVN
197112	47	1056	WDQLAA	213 ASHC	VIETNAM		RVN
197201	32	1088	WDQLAA	213 ASHC	VIETNAM		RVN
197202	32	1120	WDQLAA	213 ASHC	VIETNAM		RVN
197203	35	1155	WDQLAA	120 AHC	VIETNAM		RVN
197704	18	1173	W0N01	ΔΔ 120 ΔHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B608

68-16016

CH-47C

Delivery Date
29 Aug 1969

Combat Service



Vietnam & Laos



Induction Date

Converted To

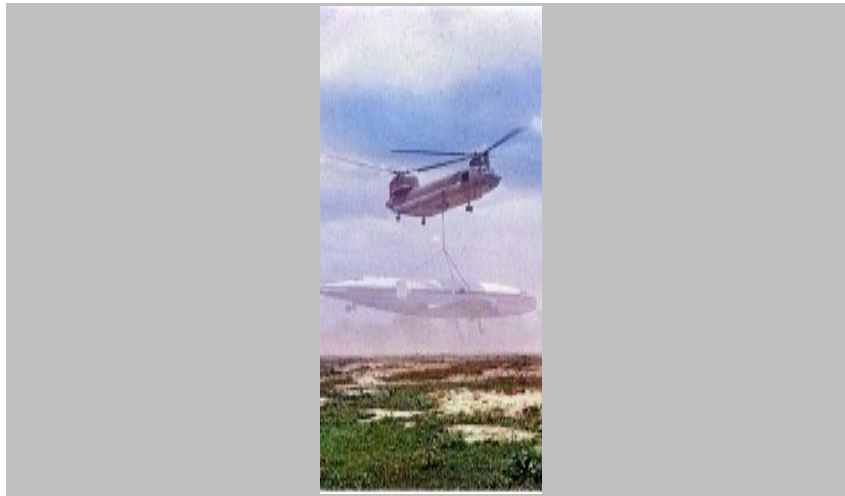
CH-47D

Prev Model

Induction Date
19 Aug 1988

Prev SN

Serial Number
88-00096



Status

Loss Date

Transfer Date

Converted to D Model

Transferred to Air America in Laos Oct/Nov 1972 as "016"

Service history: photos were published in: Air America Log, vol. VII, no. 8, 1973 Service history: photos were published in: Air America Log, vol. VII, no. 8, 1973 p.3; another photo can be found in the A. Cates collection preserved at TTU (no. VA024827); based at Udorn in 73; also flown by Preston S. Myers on several occasions (Interview with P. S. Myers in March 96); assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still so 1 November-31 December 73; in 1973, "016", crewed by Captain W. R. Hutchison, First Officer T. H. Olson, and Flight Mechanics S. G. Sickler and D. R. Crowell, airlifted two C-46 fuselages from Air America's Udorn base to the Royal Thai Army compound and to the Royal Thai Border Police Camp, where they were to be used for training; Air America's Chief Flight Mechanic G. Eiler performed the rigging chores on the pick-up end and Assistant Chief Flight Mechanic C. Brigham was the rigging specialist at the delivery end (E. W. Knight, "Udorn-based CH-47 lifts stripped C-46s"); in flyable storage at Udorn 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); airlifted Air America DHC-6 N389EX, which had crashed at Sala Phou Koum (LS-260), Laos, on 28 April 74, back to Udorn in April 74 (a photo is preserved in: UTD/Maxwell/B1F5).

Fate: returned to the US Army in June 74 (?); converted to CH-47D in 1988 and reserialled as 88-00096.

Photo: Air America Chinook "016" airlifts a C-46 fuselage at Udorn in 1973

Eight US Army CH-47C aircraft were "loaned" in 1972 to Air America in Southeast Asia under the "Project Black Horse" designation. [68-15828, 68-15857, 68-15864, 68-15992, 68-15998, 68-16016, 68-16019, and 69-17103]

NOTE THAT DURING THE PERIOD THAT THIS AIRCRAFT WAS OPERATED BY THE CIA, IT WAS SHOWN IN GOLDBOOK AS ASSIGNED TO NASA LANGLEY RESEARCH CENTER

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196908	0	0	W0Y6AA	OS TO CONUS		ITR CONUS	AVCOMITR
196909	1	1	W0MAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196910	0	1	W0MAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196911	0	1	W0MAAA	DIR SUP / TRAN		IN MAINT	NEW CUMBRLND AD AVCOM
196912	0	1	W0MAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197001	0	1	W0MAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197002	6	7	W0U1AA	196 ASH CO		VIETNAM	RVN
197003	4	11	W0LNAA	79 TRANS CO		VIETNAM	RVN
197004	4	15	W0LNAA	79 TRANS CO		VIETNAM	RVN
197005	0	15	W0LNAA	79 TRANS CO		VIETNAM	RVN
197006	1	16	W0LNAA	79 TRANS CO		VIETNAM	RVN
197007	29	55	W0F15R0R	15992SHR 101AC		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B609

68-16017

CH-47C

Delivery Date
15 Dec 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Nov 1988

Prev SN

Serial Number
89-00130

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Jul 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196912	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	1	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
197003	0	1	WHB1AA	166 TRANS CO	VIETNAM		RVN
197004	37	38	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197005	67	105	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197006	59	164	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197007	34	198	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197008	19	217	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197009	5	222	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197010	0	222	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197011	1	223	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197012	11	234	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197101	32	266	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197102	48	314	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197103	78	392	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197104	46	438	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197105	44	482	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197106	39	521	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197107	65	586	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197108	52	638	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197109	41	679	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197110	20	699	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197111	40	739	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197112	6	745	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197201	16	761	WC3FAA	68 AHC	VIETNAM		RVN
197202	35	796	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN
197203	41	837	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN
197204	58	895	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN
197205	87	982	WC3FAA	388 TC CO	VIETNAM		RVN
197206	38	1020	WC3FAA	362 ASLT SPT CO	VIETNAM		RVN
197207	31	1051	WC3FAA	180 ASHC	VIETNAM		RVN
197208	81	1127	WC3FAA	180 ASHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B610

68-16018

CH-47C

Delivery Date
09 Sep 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
23 Apr 1991

Prev SN

Serial Number
91-00249



Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196909	4		4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196910	10		14	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
196911	0		14	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRND AD AVCOM
196912	0		14	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197001	0		14	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197002	0		14	WCLNAA	79 TRANS CO	VIETNAM	RVN
197003	5		19	WCLNAA	79 TRANS CO	VIETNAM	RVN
197004	0		19	WCLNAA	79 TRANS CO	VIETNAM	RVN
197005	74		93	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197006	65		158	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197007	71		229	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197008	57		286	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197009	63		349	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197010	0		349	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197011	16		365	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197012	59		424	WFJ5B0	B 159ASHB 101AC	VIETNAM	RVN
197101	27		451	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197102	96		547	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197103	65		612	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197104	38		650	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197105	53		703	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197106	56		759	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197107	69		828	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197108	49		877	WFJ5B0	B 159TH ASHB	VIETNAM	RVN
197109	73		950	WFJ5B0	AMMC	VIETNAM	RVN
197110	52		1002	WFJ5B0	AMMC	VIETNAM	RVN
197111	44		1046	WFJ5B0	AMMC	VIETNAM	RVN
197112	3		1049	WFJ5B0	AMMC	VIETNAM	RVN
197201	25		1074	WFJ5A0	A 159TH ASHB	VIETNAM	RVN
197202	0		1074	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM
197203	0		1074	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM
197204	0		1074	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM
197205	0		1074	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B611

68-16019

CH-47C

Delivery Date
11 Sep 1969

Combat Service



Vietnam & Laos



Induction Date

Prev Model

Prev SN



Converted To

CH-47D

Induction Date
21 Dec 1990

Serial Number
91-00233

Status

Loss Date

Transfer Date

Converted to D Model

RVN incident report Mar 1970

Transferred to Air America in Laos Oct/Nov 1972 as "019"

Service history: a photo can be found in: Air America Log, vol. VII, no. 5, 1973, p. 8, and in: UTD/Landry/B1F2; used for local training at Udorn on 7 January 73, involving the Air America crew of Messrs. Brand, Moher, Gehring, R. Stewart, and Sivasilchai (Udorn daily flight schedule of 7 Jan. 73, in: UTD/Severson/B1F7); on 26 April 73, Air America UH-34D H-45 suffered an engine failure and made a forced landing at coordinates TF 6799, about 6 nautical miles northeast of Ban Xon (LS-272); as an engine change was required, Air America Chinook "019" picked up H-45 and returned it to Udorn (XOXO of 26 April 73, in: UTD/Hickler/B25F12); assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still so 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: returned to the US Army in June 74 (?); converted to CH-47D in 1991 and reserialled as 91-0233.

NOTE THAT DURING THE TIME THE AIRCRAFT WAS ON LOAN TO THE CIA, IT IS SHOWN BELOW AS ASSIGNED TO NASA!

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196909	4		4	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196910	1		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196911	0		5	WOMAAA DIR SUP / TRAN		IN MAINT	NEW CUMBRND AD AVCOM
196912	0		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197001	0		5	WOMAAA DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197002	0		5	WCLNAA 79 TRANS CO	VIETNAM		RVN
197003	0		5	WCLNAA 79 TRANS CO	VIETNAM		RVN
197004	0		5	WCLNAA 79 TRANS CO	VIETNAM		RVN
197005	0		5	WCLNAA 79 TRANS CO	VIETNAM		RVN
197006	58	63	WC5LAA 180 ASHC 17 AVN	VIETNAM			RVN
197007	74	137	WC5LAA 180 ASHC 17 AVN	VIETNAM			RVN
197008	34	171	WC5LAA 180 ASHC 17 AVN	VIETNAM			RVN
197009	58	229	WC5LAA 180 ASHC 17 AVN	VIETNAM			RVN
197010	24	253	WC5LAA 180 ASHC 17 AVN	VIETNAM			RVN
197011	47	300	WC5LAA 180 ASHC 17 AVN	VIETNAM			RVN
197012	48	348	WC5LAA 180 ASHC 17 AVN	VIETNAM			RVN
197101	92	441	WC5I ΔΔ 180 ΔSHC	VIETNAM			RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B612

68-16020

CH-47C

Delivery Date
10 Oct 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Sep 1984

Prev SN

Serial Number
84-24187

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Jan 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196910	4	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
196911	0	4	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBRND	AD AVCOM
196912	0	4	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
197001	64	68	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197002	80	148	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197003	53	201	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197004	44	245	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197005	56	301	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197006	34	335	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197007	66	401	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197008	19	420	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197009	29	449	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197010	0	449	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197011	11	460	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197012	30	490	WFJ5C0	C-159ASHB 101AB	VIETNAM		RVN
197101	33	523	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197102	82	605	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197103	90	695	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197104	58	753	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197105	45	798	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197106	57	855	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197107	41	896	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197108	43	939	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197109	59	998	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197110	39	1037	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197111	17	1054	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197112	3	1057	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197201	8	1065	WC5JAA	178 ASLT SPTHEL	VIETNAM		RVN
197202	0	1065	WC5JAA	62 AVN CO	VIETNAM		RVN
197203	0	1065	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	1065	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	1065	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197206	0	1065	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B613

68-16021

CH-47C

Delivery Date
15 Oct 1969

Combat Service



Vietnam

Induction Date

Converted To

MH-47D

Prev Model

Induction Date
25 Sep 1985

Prev SN

Serial Number
85-24361

Status

Loss Date

Transfer Date

Converted to MH-47D

Converted to MH-47D

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196910	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
196911	0	1	WOMAAA	DIR SUP / TRAN	IN MAINT		NEW CUMBRND AD AVCOM
196912	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197001	0	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197002	1	2	WC5KAA	179 AVN CO	VIETNAM		RVN
197003	56	58	WC5KAA	179 AVN CO	VIETNAM		RVN
197004	7	65	WC5KAA	179 AVN CO	VIETNAM		RVN
197005	74	139	WC5KAA	179 AVN CO	VIETNAM		RVN
197006	62	201	WC5KAA	179 AVN CO	VIETNAM		RVN
197007	62	263	WC5KAA	179 AVN CO	VIETNAM		RVN
197008	105	368	WC5KAA	179 AVN CO	VIETNAM		RVN
197009	25	393	WC5KAA	179 AVN CO	VIETNAM		RVN
197010	0	393	WC5KAA	179 AVN CO	VIETNAM		RVN
197011	32	425	WC5KAA	179 AVN CO	VIETNAM		RVN
197012	29	454	WC5KAA	179 AVN CO	VIETNAM		RVN
197101	54	508	WC5KAA	179 ASHC	VIETNAM		RVN
197102	37	545	WC5KAA	179 ASHC	VIETNAM		RVN
197103	46	591	WC5KAA	179 ASHC	VIETNAM		RVN
197104	22	613	WC5KAA	179 ASHC	VIETNAM		RVN
197105	68	681	WC5KAA	179 ASHC	VIETNAM		RVN
197106	20	701	WC5KAA	179 ASHC	VIETNAM		RVN
197107	5	706	WC5KAA	179 ASLT SPTHEL	VIETNAM		RVN
197108	4	710	WC5KAA	608 TC DS	VIETNAM		RVN
197109	0	710	WOY6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM
197110	0	710	WOY6AA	BEL HEL	BAILMENT	FT WORTH	AVSCOM
197111	0	710	WOY6AA	BEL HEL	BAILMENT	FT WORTH	AVSCOM
197112	1	711	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197201	0	711	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197202	0	711	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197203	0	711	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197204	2	713	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197205	0	713	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197206	0	713	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B614

68-16022

CH-47C

Delivery Date
30 Oct 1969

Combat Service



Vietnam & Cambodia

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [Cambodia]

Loss Date

25 Jun 1970

Transfer Date

RVN Incident reports April 1970-Jun 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196910	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
196911	1	1	WOMAAA	DIR SUP /	TRAN	IN MAINT	NEW CUMBR LND AD AVCOM
196912	0	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197001	1	2	WDFHAA	HHC 520T	BN34GP	VIETNAM	RVN
197002	90	92	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
197003	75	167	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
197004	55	222	WDQLAA	213 ASLT	HEL CO	VIETNAM	RVN
197005	69	291	WDLQAA	213 ASLT	HEL CO	VIETNAM	RVN

Aircraft was lost as a result of an accident in Cambodia. No further details can be found. Photo is wreckage with partial tail number showing.

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Build
B615

69-17100

CH-47C

Delivery Date
03 Nov 1969

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Accident/Destroyed [RVN]

Loss Date

16 Sep 1970

Transfer Date

A/C was on a routine combat resupply mission with cement sling load. At approx 1000' AGL, A/C leveled off and began shallow right turn. A muffled explosion was heard from the right rear and flames were immediately observed inside A/C. Sling load was dropped as an emergency descent was initiated. During flare, control was lost and A/C assumed an extreme nose high attitude. A/C consumed by fire. FE was killed and 4 other crewmembers injured

THE FLIGHT WAS A ROUTINE COMBAT RESUPPLY MISSION WHICH ORIGINATED AT PHU LOI, RVN. AT PHU LOI, RVN. AT APPROXIMATELY 1100 HOURS THE AIRCRAFT PICKED UP A 14,000 POUND EXTERNAL LOAD OF CEMENT AT TAY NINH EAST AIRFIELD. AFTER THE LOAD WAS HOOKED UP, THE AIRCRAFT COMMANDER BROUGHT THE AIRCRAFT TO A HOVEASIZED TO ALL CREWMEMBERS.\\ R, CHECKED THE TORQUE AND ALL SYSTEMS WERE IN THE GREEN, AND BEGAN A TAKE OFF. AS THE AIRCRAFT REACHED ABOUT 1000 FEET AGL THE AIRCRAFT COMMANDER LEVELED OFF AND BEGAN A SHALLOW RIGHT TURN. AT THIS TIME A MUFFELED EXPLOSION WAS HEARD FROM THE RIGHT REAR OF THE AIRCRAFT AND FLAMES WERE IMMEDIATELY OBSERVED INSIDE THE AIRCRAFT, IN THE AFT PYLON SECTION. THE FLIGHT ENGINEER RELEASED THE LOAD AND THE AIRCRAFT COMMANDER INITIATED AN EMERGENCY DESCENT TOWARD AN OPEN AREA. ALMOST IMMEDIATELY THE HEAT WAS SO INTENSE AND THE SMOKE SO DENSE IN THE COCKPIT THAT ALL INSTRUMENT AND RADIO PANELS WERE OBSCURED. THE AIRCRAFT COMMANDER EXECUTED A LEFT DECENDING TURN WITH HIS HEAD OUT THE LEFT WINDOW IN ORDER TO BREATHE. FULL CONTROL WAS MAINTAINED THROUGHOUT THE DESCENDING TURN AND ON THE INITIAL APPROACH. AS THE AIRCRAFT COMMANDER FLARED TO SET THE AIRCRAFT DOWN, CONTROL WAS LOST AND THE AIRCRAFT ASSUMED AN EXTREME NOSE HIGH ATTITUDE. THE AIRCRAFT WAS CONSUMED BY FIRE.\\

RVN Incident Report Sep 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196911	8	8	WOMAAA	DIR SUP / TRAN	IN MAINT	NEW CUMBR	LAND AD AVCOM
196912	1	9	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBER	LAND AVCOM
197001	0	9	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
197002	16	25	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197003	100	125	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197004	67	192	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197005	111	303	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN
197006	85	388	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	69	457	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	49	506	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B616

69-17101

CH-47C

Delivery Date
09 Dec 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Jun 1991

Prev SN

Serial Number
91-00256

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Sep 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196912	4	4	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	6	10	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	0	10	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
197003	0	10	WHB1AA	166 TRANS CO	VIETNAM		RVN
197004	0	10	WHB1AA	166 TRANS CO	VIETNAM		RVN
197005	74	84	WDLQAA	213 ASLT HEL CO	VIETNAM		RVN
197006	88	172	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197007	41	213	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197008	51	264	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197009	16	280	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197010	5	285	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197011	37	322	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197012	44	366	WDQLAA	213 ASLT HEL CO	VIETNAM		RVN
197101	57	423	WDQLAA	213 ASHC	VIETNAM		RVN
197102	30	453	WDQLAA	213 ASHC	VIETNAM		RVN
197103	29	482	WDQLAA	213 ASHC	VIETNAM		RVN
197104	48	530	WDQLAA	213 ASHC	VIETNAM		RVN
197105	23	553	WDQLAA	213 ASHC	VIETNAM		RVN
197106	25	578	WDQLAA	213 ASHC	VIETNAM		RVN
197107	35	613	WDQLAA	213 ASHC	VIETNAM		RVN
197108	21	634	WDQLAA	213 ASHC	VIETNAM		RVN
197109	3	637	WDQLAA	213 ASHC	VIETNAM		RVN
197110	86	723	WDQLAA	213 ASHC	VIETNAM		RVN
197111	53	776	WDQLAA	213 ASHC	VIETNAM		RVN
197112	29	805	WDQLAA	213 ASHC	VIETNAM		RVN
197201	71	876	WDQLAA	213 ASHC	VIETNAM		RVN
197202	21	897	WDQLAA	213 ASHC	VIETNAM		RVN
197203	25	922	WDQLAA	120 AHC	VIETNAM		RVN
197204	33	955	WDQLAA	120 AHC	VIETNAM		RVN
197205	17	972	WDQLAA	120 AHC	VIETNAM		RVN
197206	46	1018	WDQLAA	120 AHC	VIETNAM		RVN
197207	26	1044	WDQLAA	120 AHC	VIETNAM		RVN
197208	7	1046	WDQLAA	120 AHC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B617

69-17102

CH-47C

Delivery Date
07 Nov 1969

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
10 Jan 1983

Prev SN

Serial Number
83-24106

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
196911	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
196912	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197001	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197002	1	1	WDFHAA	HHC 520T BN34GP	VIETNAM		RVN
197003	51	52	WC5KAA	179 AVN CO	VIETNAM		RVN
197004	8	60	WC5KAA	179 AVN CO	VIETNAM		RVN
197005	82	142	WC5KAA	179 AVN CO	VIETNAM		RVN
197006	38	180	WC5KAA	179 AVN CO	VIETNAM		RVN
197007	33	213	WC5KAA	179 AVN CO	VIETNAM		RVN
197008	55	268	WC5KAA	179 AVN CO	VIETNAM		RVN
197009	20	288	WC5KAA	179 AVN CO	VIETNAM		RVN
197010	0	288	WC5KAA	179 AVN CO	VIETNAM		RVN
197011	56	344	WC5KAA	179 AVN CO	VIETNAM		RVN
197012	33	377	WC5KAA	179 AVN CO	VIETNAM		RVN
197101	8	385	WC5KAA	179 ASHC	VIETNAM		RVN
197102	51	436	WC5KAA	179 ASHC	VIETNAM		RVN
197103	95	531	WC5KAA	179 ASHC	VIETNAM		RVN
197104	51	582	WC5KAA	179 ASHC	VIETNAM		RVN
197105	17	599	WC5KAA	179 ASHC	VIETNAM		RVN
197106	70	669	WC5KAA	179 ASHC	VIETNAM		RVN
197107	7	676	WC5KAA	179 ASLT SPTHEL	VIETNAM		RVN
197108	25	701	WC5KAA	608 TC DS	VIETNAM		RVN
197109	74	775	WC5KAA	180 ASHC	VIETNAM		RVN
197110	41	816	WC5KAA	180 ASHC	VIETNAM		RVN
197111	54	870	WC5KAA	180 ASHC	VIETNAM		RVN
197112	4	874	WC5KAA	180 ASHC	VIETNAM		RVN
197201	17	891	WC5JAA	178 ASLT SPTHEL	VIETNAM		RVN
197202	30	921	WC5JAA	62 AVN CO	VIETNAM		RVN
197203	0	921	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	921	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	921	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197206	0	921	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197707	0	921	W0Y6AA	ΔRΔDΜΔC	IN ΜΔINT ΝΔVΔI ΔIR STN		ΔVSCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B618

69-17103

CH-47C

Delivery Date
14 Jan 1970

Combat Service



Vietnam & Laos



Induction Date

Converted To

CH-47D

Induction Date

3 Jul 1991

Serial Number

91-00259

Prev Model

Prev SN

Status

Converted to D Model

Loss Date

Transfer Date

Transferred to Air America in Laos in Oct/Nov 1972 as "103"

Service history: flew Udorn (T-08) - Long Tieng (LS-20A) on 2 February 74 (Crew member duty report of H .F. Miller, in: UTD/Miller/B4F6; type not given); assigned to contract F04606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still so 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: returned to the US Army in June 74 (?); converted to CH-47D in 1991 and reserialled as 91-0259.

At some time, 69-17103 was grounded as GCH-47C for use in engineering training

Eight US Army CH-47C aircraft were "loaned" in 1972 to Air America in Southeast Asia under the "Project Black Horse" designation. [68-15828, 68-15857, 68-15864, 68-15992, 68-15998, 68-16016, 68-16019, and 69-17103]

NOTE THAT DURING THE PERIOD THAT THIS AIRCRAFT WAS OPERATED BY THE CIA, IT WAS SHOWN IN GOLDBOOK AS ASSIGNED TO NASA LANGLEY RESEARCH CENTER

RVN Incident Reports Jul 1970-Aug 1970

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197001	0	0	W0Y6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197002	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197003	7	8	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197004	0	8	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197005	0	8	WCLNAA	79 TRANS CO	VIETNAM		RVN
197006	3	11	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197007	9	20	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197008	60	80	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197009	39	119	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197010	0	119	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197011	44	163	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197012	55	218	WFJ5B0	B 159ASHB 101AC	VIETNAM		RVN
197101	43	261	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197102	42	303	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197103	78	381	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197104	166	547	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197105	61	608	WFJ5B0	R 159TH ASHB	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B619

69-17104

CH-47C

Delivery Date
31 Jan 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
28 Jul 1982

Prev SN

Serial Number
82-23778

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197001	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197002	0	0	8210	7 CORPS SPT COM	GERMANY		EUROPE
197003	0	0	8210	7 CORPS SPT COM	GERMANY		EUROPE
197004	0	0	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197005	14	14	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197006	0	14	3300	AVN SEC EBD	6TH ARMY	FORT ORD	CBTDVCOM
197007	11	25	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197008	59	84	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197009	25	109	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197010	0	109	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197011	31	140	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197012	103	243	WC06AA	147ASLTSPTHELCO	VIETNAM		RVN
197101	48	291	WC06AA	147 ASHC	VIETNAM		RVN
197102	46	337	WC06AA	147 ASHC	VIETNAM		RVN
197103	49	386	WC06AA	147 ASHC	VIETNAM		RVN
197104	32	418	WC06AA	147 ASHC	VIETNAM		RVN
197105	51	469	WC06AA	147 ASHC	VIETNAM		RVN
197106	70	539	WC06AA	147 ASHC	VIETNAM		RVN
197107	39	578	WC06AA	AMMC	VIETNAM		RVN
197108	39	617	WC06AA	AMMC	VIETNAM		RVN
197109	76	693	WC06AA	AMMC	VIETNAM		RVN
197110	76	769	WC06AA	AMMC	VIETNAM		RVN
197111	88	857	WC06AA	147 ASHC	VIETNAM		RVN
197112	9	866	WC06AA	147 ASHC	VIETNAM		RVN
197201	0	866	WC06AA	147 ASHC	VIETNAM		RVN
197202	15	881	WC06AA	147 ASHC	VIETNAM		RVN
197203	0	881	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	881	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	881	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197206	0	881	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197207	0	881	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197208	0	881	WC06AA	147TH AVN CO	HAWAII		HAWAII
197209	0	881	WC06AA	147TH AVN CO	HAWAII		HAWAII

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B620

69-17105

CH-47C

Delivery Date
17 Feb 1970

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

12 Jul 1979

On 12 July 1979, one airframe was lost in Alaska due to an accident when, after landing, a parachute was pulled into the aft rotor system causing the rotor systems to dephase:

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197002	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197003	9	10	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197004	0	10	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197005	0	10	3300	7 CORPS SPT COM	GERMANY		EUROPE
197006	44	54	WCLBAA	330 TRANS CO	VIETNAM		RVN
197007	41	95	WCLBAA	330 TRANS CO	VIETNAM		RVN
197008	30	125	WCLBAA	330 TRANS CO	VIETNAM		RVN
197009	18	143	WCLBAA	330 TRANS CO	VIETNAM		RVN
197010	0	143	WCLBAA	330 TRANS CO	VIETNAM		RVN
197011	15	158	WCLBAA	330 TRANS CO	VIETNAM		RVN
197012	37	195	WCLBAA	330 TRANS CO	VIETNAM		RVN
197101	0	195	WCLBAA	330 TC GS	VIETNAM		RVN
197102	81	276	WCLBAA	330 TC GS	VIETNAM		RVN
197103	0	276	WCLBAA	388 TC DS	VIETNAM		RVN
197104	0	276	WCLBAA	48 AHC	VIETNAM		RVN
197105	31	307	WC06AA	147 ASHC	VIETNAM		RVN
197106	8	315	WC06AA	147 ASHC	VIETNAM		RVN
197107	50	365	WC06AA	AMMC	VIETNAM		RVN
197108	59	424	WC06AA	AMMC	VIETNAM		RVN
197109	62	486	WC06AA	AMMC	VIETNAM		RVN
197110	87	573	WC06AA	AMMC	VIETNAM		RVN
197111	70	643	WC06AA	147 ASHC	VIETNAM		RVN
197112	41	684	WC06AA	147 ASHC	VIETNAM		RVN
197201	76	760	WC06AA	147 ASHC	VIETNAM		RVN
197202	12	772	WC06AA	147 ASHC	VIETNAM		RVN
197203	0	772	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	772	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	772	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197206	0	772	W0Y6AA	OS TO CONUS	ITR CONUS		AVSCOM
197207	0	772	W0Y6AA	DIR STN	AVSCOM		AVSCOM

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Build
B621

69-17106

CH-47C

Delivery Date
25 Feb 1970

Combat Service



Vietnam

Converted To

MH-47D

Induction Date
7 Dec 1988

Serial Number
89-00131



69-17106 | Copyright by Peter Michonius | 2007-07-08 | SIA | Airport-Data.com

Status

Converted to MH-47D

Loss Date

Transfer Date

No	RVN Incident	Reports	DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197002	0	0	W0Y6AA	OS	TO	CONUS	ITR CONUS		AVCOM	ITR
197003	1	1	W0MAAA	DIR	FOR	MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
197004	13	14	W0MAAA	DIR	FOR	MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM	
197005	0	14	WCLNAA	79	TRANS	CO	VIETNAM		RVN	
197006	28	42	WFJ5A0	A	159	ASHB101AC	VIETNAM		RVN	
197007	96	138	WFJ5A0	A	159	ASHB101AC	VIETNAM		RVN	
197008	33	171	WFJ5A0	A	159	ASHB101AC	VIETNAM		RVN	
197009	16	187	WFJ5A0	A	159	ASHB101AC	VIETNAM		RVN	
197010	0	187	WFJ5A0	A	159	ASHB101AC	VIETNAM		RVN	
197011	55	242	WFJ5A0	A	159	ASHB101AC	VIETNAM		RVN	
197012	37	279	WFJ5A0	A	159	ASHB101AC	VIETNAM		RVN	
197101	54	333	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197102	66	399	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197103	47	446	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197104	66	512	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197105	45	557	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197106	25	582	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197107	0	582	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197108	0	582	WFJ5A0	A	159TH	ASHB	VIETNAM		RVN	
197109	0	582	WFJ5A0	AMMC			VIETNAM		RVN	
197110	0	582	WFJ5A0	AMMC			VIETNAM		RVN	
197111	0	582	WFJ5A0	AMMC			VIETNAM		RVN	
197112	0	582	WFJ5A0	AMMC			VIETNAM		RVN	
197201	0	582	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197202	0	582	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197203	0	582	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197204	0	582	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197205	0	582	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197206	0	582	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197207	0	582	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197208	4	586	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197209	7	593	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197210	10	603	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197211	1	604	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	
197212	25	629	W0MAAA	DIR	MAINT		1ST ARMY	NEW CUMBERLAND	AMC	

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Build
B622

69-17107

CH-47C

Delivery Date
26 Mar 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
30 Mar 1990

Prev SN

Serial Number
90-00196

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197003	0	0	WOY6AA	INTRANSIT		IN TRANSIT	AVCOMCTR
197004	1	1	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197005	2	3	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197006	2	5	WOMAAA	DIR FOR MAINT		1ST ARMY	NEW CUMBERLAND AVCOM
197007	0	5	WHB1AA	166 TRANS CO		VIETNAM	RVN
197008	32	37	WFJ5C0	C-159ASHB 101AB		VIETNAM	RVN
197009	18	55	WFJ5C0	C-159ASHB 101AB		VIETNAM	RVN
197010	7	62	WFJ5C0	C-159ASHB 101AB		VIETNAM	RVN
197011	20	82	WFJ5C0	C-159ASHB 101AB		VIETNAM	RVN
197012	33	115	WFJ5C0	C-159ASHB 101AB		VIETNAM	RVN
197101	58	173	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197102	75	248	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197103	70	318	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197104	46	364	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197105	52	416	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197106	78	494	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197107	65	559	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197108	77	636	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197109	50	686	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197110	35	721	WFJ5C0	C 159TH ASHB		VIETNAM	RVN
197111	44	765	WFJ5C0	B 159TH ASHB		VIETNAM	RVN
197112	0	765	WFJ5C0	B 159TH ASHB		VIETNAM	RVN
197201	22	787	WFJ5B0	B 159TH ASHB		VIETNAM	RVN
197202	0	787	WOY6AA	OS TO CONUS		ITR CONUS	AVSCOM
197203	0	787	WOY6AA	OS TO CONUS		ITR CONUS	AVSCOM
197204	0	787	WOY6AA	OS TO CONUS		ITR CONUS	AVSCOM
197205	0	787	WOY6AA	OS TO CONUS		ITR CONUS	AVSCOM
197206	0	787	WOY6AA	OS TO CONUS		ITR CONUS	AVSCOM
197207	0	787	WOY6AA	ARADMAC		IN MAINT	NAVAL AIR STN AVSCOM
197208	0	787	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197209	0	787	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197210	0	787	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC
197211	0	787	WOMAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B623

69-17108

CH-47C

Delivery Date
25 Mar 1970

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

5 Aug 1976

CONTENT OF MESSAGE TO AVSCOM REGARDING CH-47 ACCIDENT

August 5, 1976 9:45 A~

Bradshaw Army Air Field -Hawaii

"C"69-17108

147th Aviation Co.-Aircraft on the ground engines running awaiting taxi. Holding until Huey took off ahead of them Torquemeter started fluctuating

High frequency vibration in rear At recognition of high frequency crew Chief told pilot to shutdown Pilot reached for #2 condition lever But A/C started hopping 1 -2 feet into air with violence sufficient to prevent reaching lever

Bouncing stopped (fwd and aft Xmsn departed A/C)

Pilot reached for boost pumps but the overhead panel was gone

Fwd and aft heads gone

Fire in area of missing aft transmission

Crew exited A/C

MISHAP REPORT

August 6, 1976

147th AVIATION CO.

A/c 69-17108 CH47C

Barbers Point, Hawaii /

5 August 1976

Preliminary Report

Aircraft had completed refueling and was taxiing when pilots

reported a high frequency vibration o The aircraft then broke up and a fire erupted and destroyed the aircraft

None of the crew were reported injured.

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197003	0	0	WOY6AA	INTRANSIT	IN TRANSIT		AVCOMCTR
197004	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197005	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197006	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197007	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197008	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197009	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B624

69-17109

CH-47C

Delivery Date
27 Apr 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Aug 1983

Prev SN

Serial Number
83-24124

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197004	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197005	2	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197006	15	17	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197007	1	18	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197008	0	18	WCLNAA	79 TRANS CO	VIETNAM		RVN
197009	3	21	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197010	0	21	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197011	27	48	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197012	42	90	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197101	49	139	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197102	74	213	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197103	86	299	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197104	88	387	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197105	9	396	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197106	82	478	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197107	26	504	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197108	69	573	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197109	40	613	WFJ5A0	AMMC	VIETNAM		RVN
197110	51	664	WFJ5A0	AMMC	VIETNAM		RVN
197111	45	709	WFJ5A0	AMMC	VIETNAM		RVN
197112	44	753	WFJ5A0	AMMC	VIETNAM		RVN
197201	7	760	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197202	0	760	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197203	0	760	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	760	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	760	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197206	0	760	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197207	0	760	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197208	0	760	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197209	0	760	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197210	0	760	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197211	0	760	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197212	0	760	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B625

69-17110

CH-47C

Delivery Date
30 Apr 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
2 Apr 1991

Prev SN

Serial Number
91-00246

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Reports Jul 1970-Jun 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197004	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
197005	1	1	WOMAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND AVCOM
197006	0	1	WHB1AA	166 TRANS	CO	VIETNAM	RVN
197007	20	21	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197008	57	78	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197009	20	98	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197010	35	133	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197011	58	191	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197012	19	210	WFJ5C0	C-159ASHB	101AB	VIETNAM	RVN
197101	34	244	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197102	100	344	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197103	50	394	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197104	52	446	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197105	50	496	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197106	48	544	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197107	68	612	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197108	79	691	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197109	65	756	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197110	20	776	WFJ5C0	C 159TH	ASHB	VIETNAM	RVN
197111	29	805	WFJ5C0	B 159TH	ASHB	VIETNAM	RVN
197112	12	817	WFJ5C0	B 159TH	ASHB	VIETNAM	RVN
197201	61	878	WC3FAA	68 AHC		VIETNAM	RVN
197202	13	891	WC3FAA	362 ASLT	SPT CO	VIETNAM	RVN
197203	3	894	WC3FAA	362 ASLT	SPT CO	VIETNAM	RVN
197204	32	926	WC3FAA	362 ASLT	SPT CO	VIETNAM	RVN
197205	72	998	WC3FAA	388 TC	CO	VIETNAM	RVN
197206	70	1068	WC3FAA	362 ASLT	SPT CO	VIETNAM	RVN
197207	25	1093	WC3FAA	180 ASHC		VIETNAM	RVN
197208	0	1093	WC5LAA	180 ASHC		VIETNAM	RVN
197209	0	1093	WC5LAA	180 ASHC		VIETNAM	RVN
197210	7	1100	WC5LAA	180 ASHC		VIETNAM	RVN
197211	80	1180	WC5LAA	180 ASHC		VIETNAM	RVN
197212	11	1191	WC5LAA	180 ASHC		VIETNAM	RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B626

69-17111

CH-47C

Delivery Date
28 May 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 Jan 1985

Prev SN

Serial Number
85-24328



Status

Loss Date

Transfer Date

Converted to D Model

No RVN incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197005	0	0	W0Y6AA	OS TO CONUS	ITR CONUS	AVCOMITR	
197006	1	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197007	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197008	0	1	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197009	1	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197010	0	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197011	0	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197012	0	2	W0MAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197101	0	2	W0MAAA	DIR DIST TRANS	IN MAINT	NEW CUMBRLND AD	AVSCOM
197102	0	2	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197103	0	2	WHB1AA	166 TRANS CO	VIETNAM		RVN
197104	89	91	WHB1AA	243 ASHC	VIETNAM		RVN
197105	46	137	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197106	79	216	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197107	64	280	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197108	73	353	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197109	65	418	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197110	16	434	WFJ5C0	C 159TH ASHB	VIETNAM		RVN
197111	38	472	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197112	26	498	WFJ5C0	B 159TH ASHB	VIETNAM		RVN
197201	30	528	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197202	0	528	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM	
197203	0	528	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM	
197204	0	528	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM	
197205	0	528	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM	
197206	0	528	W0Y6AA	OS TO CONUS	ITR CONUS	AVSCOM	
197207	0	528	W0Y6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197208	0	528	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197209	0	528	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197210	0	528	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197211	0	528	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197212	0	528	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197201	0	528	W0MΔΔΔ	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B627

69-17112

CH-47C

Delivery Date
28 May 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
1 Mar 1985

Prev SN

Serial Number
85-24334

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Jan 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197005	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197006	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197007	1	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197008	0	2	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197009	2	4	WCLNAA	79 TRANS CO	VIETNAM		RVN
197010	0	4	WCLNAA	79 TRANS CO	VIETNAM		RVN
197011	0	4	WCLNAA	79 TRANS CO	VIETNAM		RVN
197012	47	51	WC06AA	147ASLTSPHELCO	VIETNAM		RVN
197101	70	121	WC06AA	147 ASHC	VIETNAM		RVN
197102	56	177	WC06AA	147 ASHC	VIETNAM		RVN
197103	71	248	WC06AA	147 ASHC	VIETNAM		RVN
197104	71	319	WC06AA	147 ASHC	VIETNAM		RVN
197105	40	359	WC06AA	147 ASHC	VIETNAM		RVN
197106	35	394	WC06AA	147 ASHC	VIETNAM		RVN
197107	33	427	WC06AA	AMMC	VIETNAM		RVN
197108	40	467	WC06AA	AMMC	VIETNAM		RVN
197109	78	545	WC06AA	AMMC	VIETNAM		RVN
197110	36	581	WC06AA	AMMC	VIETNAM		RVN
197111	28	609	WC06AA	147 ASHC	VIETNAM		RVN
197112	51	660	WC06AA	147 ASHC	VIETNAM		RVN
197201	33	693	WC06AA	147 ASHC	VIETNAM		RVN
197202	0	693	WC06AA	147 ASHC	VIETNAM		RVN
197203	26	719	WC06AA	166 TRANS CO	VIETNAM		RVN
197204	83	802	WC06AA	AMMC	VIETNAM		RVN
197205	29	831	WC06AA	AMMC	VIETNAM		RVN
197206	26	857	WC06AA	HHC 34TH GSG	VIETNAM		RVN
197207	0	857	WC06AA	120 AHC	VIETNAM		RVN
197208	78	935	WAYNAA	18 CAC	VIETNAM		RVN
197209	15	950	WAYNAA	18 CAC	VIETNAM		RVN
197210	40	990	WAYNAA	18 CAC	VIETNAM		RVN
197211	44	1034	WAYNAA	18 CAC	VIETNAM		RVN
197212	0	1034	WAYNAA	18 CAC	VIETNAM		RVN
197201	10	1044	WAYNAA	18 CAC	VIETNAM		RVN

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B628

69-17113

CH-47C

Delivery Date
15 Jun 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 Jul 1984

Prev SN

Serial Number
84-24175

Status

Loss Date

Transfer Date

Converted to D Model

RVN incident report Aug 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197006	1	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197007	0	1	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197008	15	16	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197009	36	52	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197010	0	52	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197011	5	57	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197012	45	102	WFJ5A0	A 159 ASHB101AC	VIETNAM		RVN
197101	66	168	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197102	84	252	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197103	70	322	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197104	80	402	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197105	36	438	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197106	46	484	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197107	61	545	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197108	20	565	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197109	0	565	WFJ5A0	AMMC	VIETNAM		RVN
197110	0	565	WFJ5A0	AMMC	VIETNAM		RVN
197111	0	565	WFJ5A0	AMMC	VIETNAM		RVN
197112	0	565	WFJ5A0	AMMC	VIETNAM		RVN
197201	0	565	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197202	0	565	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197203	0	565	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197204	0	565	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197205	0	565	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197206	0	565	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197207	0	565	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197208	1	566	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197209	2	568	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197210	25	593	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197211	15	608	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197212	12	620	WDU6AA	205TH AVN CO	3RD ARMY	FORT BENNING	3RD ARMY
197301	11	631	WDU6AA	205TH AVN CO	3RD ARMY	FORT BENNING	3RD ARMY
197307	29	660	WDU6AA	205TH AVN CO	3RD ARMY	FORT BENNING	3RD ARMY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B629

69-17114

CH-47C

Delivery Date
30 Jun 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
14 Nov 1988

Prev SN

Serial Number
88-00108



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Report Mar 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197006	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197007	20	20	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197008	2	22	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197009	0	22	WCLNAA	79 TRANS CO	VIETNAM		RVN
197010	2	24	WCLNAA	79 TRANS CO	VIETNAM		RVN
197011	18	42	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197012	45	87	WC5LAA	180 ASHC 17 AVN	VIETNAM		RVN
197101	61	148	WC5LAA	180 ASHC	VIETNAM		RVN
197102	52	200	WC5LAA	180 ASHC	VIETNAM		RVN
197103	62	262	WC5LAA	180 ASHC	VIETNAM		RVN
197104	39	301	WC5LAA	180 ASHC	VIETNAM		RVN
197105	55	356	WC5LAA	180 ASHC	VIETNAM		RVN
197106	33	389	WC5LAA	180 ASHC	VIETNAM		RVN
197107	28	417	WC5LAA	180 ASHC	VIETNAM		RVN
197108	64	481	WC5LAA	608 TC DS	VIETNAM		RVN
197109	70	551	WC5LAA	608 TC DS	VIETNAM		RVN
197110	26	577	WC5LAA	AMMC	VIETNAM		RVN
197111	63	640	WC5LAA	AMMC	VIETNAM		RVN
197112	37	677	WC5LAA	AMMC	VIETNAM		RVN
197201	65	742	WC5LAA	180 ASHC	VIETNAM		RVN
197202	35	777	WC5LAA	180 ASHC	VIETNAM		RVN
197203	32	809	WC5LAA	180 ASHC	VIETNAM		RVN
197204	67	876	WC5LAA	180 ASHC	VIETNAM		RVN
197205	26	902	WC5LAA	180 ASHC	VIETNAM		RVN
197206	74	976	WC5LAA	180 ASHC	VIETNAM		RVN
197207	10	986	WC5LAA	180 ASHC	VIETNAM		RVN
197208	74	1060	WC5LAA	180 ASHC	VIETNAM		RVN
197209	3	1063	WC5LAA	180 ASHC	VIETNAM		RVN
197210	0	1063	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197211	0	1063	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197212	0	1063	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197301	0	1063	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197302	0	1063	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B630

69-17115

CH-47C

Delivery Date
28 Jul 1970

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
31 Oct 1990

Serial Number
90-00223

Status

Loss Date

Transfer Date

Converted to D Model

No RVN service report

Build
B631

69-17116

CH-47C

Delivery Date
31 Jul 1970

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date

2 Sep 1988

Serial Number

88-00098

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B632

69-17117

CH-47C

Delivery Date
20 Aug 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
6 Apr 1990

Prev SN

Serial Number
90-00197

Status

Loss Date

Transfer Date

Converted to D Model

No RVN incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197008	0	0	8210	AVN SEC EBD	6TH ARMY	FORT ORD	CBTDVCOM
197009	0	0	8210	AVN SEC EBD	6TH ARMY	FORT ORD	CBTDVCOM
197010	0	0	8210	AVN SEC EBD	6TH ARMY	FORT ORD	CBTDVCOM
197011	0	0	8210	AVN SEC EBD	6TH ARMY	FORT ORD	CBTDVCOM
197012	0	0	8210	NAT&GUARD		NAT GDZI	
197101	28	28	8210	NAT&GUARD		NAT GDZI	
197102	0	28		NAT&GUARD		NAT GDZI	
197103	0	28		NAT&GUARD		NAT GDZI	
197104	35	63		NAT GUARD		NAT GDZI	
197105	0	63		108TH DIV TNG	3RD ARMY	CHARLOTTE	RESV
197106	0	63		108TH DIV TNG	3RD ARMY	CHARLOTTE	RESV
197107	0	63		108TH DIV TNG	3RD ARMY	CHARLOTTE	RESV
197108	0	63		108TH DIV TNG	3RD ARMY	CHARLOTTE	RESV
197109	78	141		108TH DIV TNG	3RD ARMY	CHARLOTTE	RESV
197110	55	196		WFJ5A0 AMMC	VIETNAM		RVN
197111	38	234		WFJ5B0 AMMC	VIETNAM		RVN
197112	23	257		WFJ5B0 AMMC	VIETNAM		RVN
197201	19	276		WFJ5B0 B 159TH ASHB	VIETNAM		RVN
197202	0	276		W0Y6AA OS TO CONUS	ITR CONUS		AVSCOM
197203	0	276		W0Y6AA OS TO CONUS	ITR CONUS		AVSCOM
197204	0	276		W0Y6AA OS TO CONUS	ITR CONUS		AVSCOM
197205	0	276		W0Y6AA OS TO CONUS	ITR CONUS		AVSCOM
197206	0	276		W0Y6AA OS TO CONUS	ITR CONUS		AVSCOM
197207	0	276		W0Y6AA ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197208	0	276		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197209	0	276		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197210	0	276		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197211	0	276		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197212	0	276		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197301	0	276		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197302	4	280		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197303	0	280		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197304	0	280		W0MAAA DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC

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Build
B633

69-17118

CH-47C

Delivery Date
24 Aug 1970

Combat Service



Vietnam

Induction Date

Converted To

MH-47E

Prev Model

Induction Date
15 Jun 1992

Prev SN

Serial Number
92-00471

Status

Loss Date

Transfer Date

Converted to E Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197008	0	0	WOY6AA	OS TO CONUS	ITR CONUS		AVCOMITR
197009	3	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197010	0	3	WOMAAA	DIR FOR MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197011	0	3	WHB1AA	166 TRANS CO	VIETNAM		RVN
197012	0	3	WHB1AA	166 TRANS CO	VIETNAM		RVN
197101	1	4	WHB1AA	166 TRANS CO	VIETNAM		RVN
197102	38	42	WC06AA	147 ASHC	VIETNAM		RVN
197103	52	94	WC06AA	147 ASHC	VIETNAM		RVN
197104	45	139	WC06AA	147 ASHC	VIETNAM		RVN
197105	75	214	WC06AA	147 ASHC	VIETNAM		RVN
197106	59	273	WC06AA	147 ASHC	VIETNAM		RVN
197107	73	346	WC06AA	AMMC	VIETNAM		RVN
197108	46	392	WC06AA	AMMC	VIETNAM		RVN
197109	128	520	WC06AA	AMMC	VIETNAM		RVN
197110	70	590	WC06AA	AMMC	VIETNAM		RVN
197111	40	630	WC06AA	147 ASHC	VIETNAM		RVN
197112	58	688	WC06AA	147 ASHC	VIETNAM		RVN
197201	45	733	WC06AA	147 ASHC	VIETNAM		RVN
197202	54	787	WC06AA	147 ASHC	VIETNAM		RVN
197203	0	787	WC06AA	166 TRANS CO	VIETNAM		RVN
197204	27	814	WC06AA	AMMC	VIETNAM		RVN
197205	54	868	WC06AA	AMMC	VIETNAM		RVN
197206	19	887	WC06AA	HHC 34TH GSG	VIETNAM		RVN
197207	75	962	WC06AA	120 AHC	VIETNAM		RVN
197208	9	971	WAYNAA	18 CAC	VIETNAM		RVN
197209	22	993	WAYNAA	18 CAC	VIETNAM		RVN
197210	53	1046	WAYNAA	18 CAC	VIETNAM		RVN
197211	18	1064	WAYNAA	18 CAC	VIETNAM		RVN
197212	9	1073	WAYNAA	18 CAC	VIETNAM		RVN
197301	36	1109	WAYNAA	18 CAC	VIETNAM		RVN
197302	0	1109	WAYNAA	18 CAC	VIETNAM		RVN
197303	0	1109	WOY6AA	AVSCOM PROJECT	LOAN	ST LOUIS	AVSCOM
197304	0	1109	WOY6AA	NASA	IONAN	LANGLEY RSH CTR	AVSCOM

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Build
B634

69-17119

CH-47C

Delivery Date
28 Sep 1970

Combat Service



Yes

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number



Status

Destroyed by Enemy Action [RVN]

Loss Date

31 Oct 1972

Transfer Date

At some point, 69-17119 was assigned to 18th Combat Aviation Company (CAC) in the Republic of Vietnam (RVN), where it remained until it was lost due to enemy action on 31 October 1972. While operating in the Dinh Tuong Province with a crew of five and 17 passengers on board, 69-17119 was struck in flight by a SA-7 "Strella" shoulder launched heat seeking missile and was destroyed. There were no survivors.

News Release:

SAIGON (AP) - A big U.S. helicopter crashed in a flooded rice field in the Mekong Delta southwest of Saigon Tuesday killing all 22 Americans aboard, field reports said today. The U.S. command said nine bodies had been recovered by dusk. Officers in the field said they believed the helicopter - a CH47 Chinook - was shot down. One report said it was believed to have been hit by a heat-seeking Soviet Strela missile, a portable infantryman's weapon. The U.S. Command said the cause of the crash had not been determined and an investigation was under way. Field reports said all or most of those aboard were believed to be military personnel. Some officials said there may have been a few civilian employees of the military aboard. Spokesmen said the helicopter was on a courier run from Saigon to CanTho in the delta and crashed west of My Tho about 35 miles southwest of Saigon. The area of the crash has been the scene of heavy fighting between South Vietnamese and Communist forces in recent weeks. U.S. officers said South Vietnamese troops were providing ground security for the recovery operation. The crash was the worst American air loss since last May 20 when 32 American soldiers were killed in another Army Chinook 20 miles northeast of Saigon.

RVN Incident Report Oct 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197009	0	0	WOY6AA	OS TO	CONUS	ITR CONUS	AVCOMITR
197010	0	0	WOY6AA	USA FLT	OPN OFC	5TH ARMY	ST LOUIS AMC
197011	0	0	WOY6AA	USA FLT	OPN OFC	5TH ARMY	ST LOUIS AMC
197012	0	0	WOY6AA	USA FLT	OPN OFC	5TH ARMY	ST LOUIS AMC
197101	0	0	WOY6AA	AVSCOM	FLT DET	5TH ARMY	ST LOUIS AVSCOM
197102	1	1	WOMAAA	DIR	MAINT	1ST ARMY	NEW CUMBERLAND AMC
197103	3	4	WOMAAA	DIR	MAINT	1ST ARMY	NEW CUMBERLAND AMC
197104	0	4	WOMAAA	DIR	MAINT	1ST ARMY	NEW CUMBERLAND AMC
197105	0	4		108TH DIV	TNG	3RD ARMY	CHARLOTTE RESV
197106	24	28		108TH DIV	TNG	3RD ARMY	CHARLOTTE RESV
197107	44	72	WC06AA	AMMC		VIETNAM	RVN
197108	85	157	WC06AA	AMMC		VIETNAM	RVN
197109	132	289	WC06AA	AMMC		VIETNAM	RVN
197110	08	287	WC06AA	AMMC		VIETNAM	RVN

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Build
B635

69-17120

CH-47C

Delivery Date
28 Sep 1970

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [RVN]

Loss Date

21 Jul 1971

Transfer Date

178th ASHC Near LZ Professional the aircraft experienced a power loss in both engines causing a severe yawing actino . Of the 40 hearvily armed ARVNs sitting in the rear, some were able to hold on or decided to try their luck jumping when they were close to the ground. About 6 ARVNs were killed. No Americans were killed but the flight engineer was hurt bad enough to be medically discharged.

At some point, 69-17120 was assigned to the 178th Assault Support Helicopter Company (ASHC) - "Boxcars" in the Republic of Vietnam (RVN) and remained there until it was lost due to an accident. Near FSB Mary Ann, the aircraft experienced a power loss in both engines causing a severe yawing action. Of the 40 heavily armed soldiers of the Army of the Republic of Vietnam (ARVN) sitting in the rear, some were unable to hold on, or decided to try their luck jumping when they were close to the ground.

Gary R. Englert
Sp5, NCOIC, Aviation Safety Section, Sep-70 to Aug-71
14th Combat Aviation Battalion

Disclaimer

While memory fades after 30 years, it has always been my distinct recollection that this particular accident occurred at FSB Mary Ann, not at LZ Professional, as indicated in the 178th ASHC aircraft loss log. These locales were relatively close together, not more than fifteen kilometers apart. Notwithstanding, I would gladly stand corrected, should anyone's memory or information be more accurate than mine.

AIRCRAFT ^69-17120^ DEPARTED FROM THE ^178TH ASHC^ RAMP AT CHU LAI EAST AIRFIELD AT 0540 HOURS 21 JULY 1971, TO WORK MISSIONS IN THE SOUTHERN PORTION OF THE 23D INFANTRY DIVISION A.O. ARRIVAL TIME BACK AT CHU LAI WAS 1100 HOURS. AT 1215 HOURS AFTER REFUELING AND EATING LUNCH, THEY DEPARTED CHU LAI EAST FOR TIEN PHUOC. ARRIVING AT TIEN PHUOC AT 1230 HOURS, FIFTY-TWO (52) PASSENGERS WERE LOADED FOR LZ MARY ANN. A HOVER CHECK WAS COMPLETED PRIOR TO DEPARTURE FROM TIEN PHUOC. ARRIVING AT LZ MARY ANN, THE AIRCRAFT BEGAN A NORMAL APPROACH TO THE PAD. A GO-AROUND WAS INITIATED WHEN THE PILOT REPORTEDTHE AIRCRAFT DID NOT "FEEL RIGHT" ON SHORT FINAL. THE AIRCRAFT COMMANDER TOOK THE CONTROLS AT THIS POINT. THE AC MADE A CLIMBING LEFT TURN TO AN ALTITUDE OF APPROXIMATELY 300 FEET ABOVE THE LZ, AND SET UP ANOTHER APPROACH. THE LANDING DIRECTION WAS AGAIN INTO THE WIND. ONCE AGAIN THE AIRCRAFT DID NOT RESPOND PROPERLY WHEN POWER WAS APPLIED AND ANOTHER GO-AROUND WAS MADE. APPROXIMATELY THE SAME FLIGHT PATH WAS FOLLOWED. THE THIRD AND FINAL APPROACH WAS BEGUN TO THE LZ. WHILE ON SHORT FINAL THE AIRCRAFT COMMANDER NOTED MAXIMUM POWER AVAILABLE WAS 700 POUNDS OF TORQUE AND ROTOR RPM WAS DECAYING THROUGH 230. IN AN ATTEMPT TO FLY THE AIRCRAFT OFF THE LZ HE TURNED TO THE LEFT, SELECTING A ROUTE WHICH OFFERED THE BEST FLIGHT PATH OVER THE TREES. ROTOR RPM CONTINUED TO DECAY. APPROXIMATELY 500 METERS DOWN THE SOUTHERN SLOPE OF THE HILL FROM LZ MARY ANN, ROTOR RPM HAD DECAYED TO THE POINT THAT COTINUED FLIGHT WAS NO LONGER POSSIBLE. THE SAS MFCCHANISM DRORPDED OFF THE IINE THE AIRCRAFT REGAN A VIQI ENIT YAWING TO THE I EFT AND THE NOSE OF THE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B636

69-17121

CH-47C

Delivery Date
28 Oct 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
12 Apr 1985

Prev SN

Serial Number
85-24340

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
197010	0	0	WOY6AA	USA FLT OPN OFC	5TH ARMY	ST LOUIS	AMC	
197011	0	0	WOY6AA	USA FLT OPN OFC	5TH ARMY	ST LOUIS	AMC	
197012	0	0	WOY6AA	USA FLT OPN OFC	5TH ARMY	ST LOUIS	AMC	
197101	0	0	WOY6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM	
197102	0	0	WOY6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM	
197103	1	1	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197104	1	2	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197105	32	34	WC5LAA	180 ASHC	VIETNAM		RVN	
197106	55	89	WC5LAA	180 ASHC	VIETNAM		RVN	
197107	66	155	WC5LAA	180 ASHC	VIETNAM		RVN	
197108	81	236	WC5LAA	608 TC DS	VIETNAM		RVN	
197109	69	305	WC5LAA	608 TC DS	VIETNAM		RVN	
197110	88	393	WC5LAA	AMMC	VIETNAM		RVN	
197111	56	449	WC5LAA	AMMC	VIETNAM		RVN	
197112	23	472	WC5LAA	AMMC	VIETNAM		RVN	
197201	36	508	WC5LAA	180 ASHC	VIETNAM		RVN	
197202	82	590	WC5LAA	180 ASHC	VIETNAM		RVN	
197203	43	633	WC5LAA	180 ASHC	VIETNAM		RVN	
197204	58	691	WC5LAA	180 ASHC	VIETNAM		RVN	
197205	86	777	WC5LAA	180 ASHC	VIETNAM		RVN	
197206	12	789	WC5LAA	180 ASHC	VIETNAM		RVN	
197207	0	789	WC5LAA	180 ASHC	VIETNAM		RVN	
197208	67	856	WAYNAA	18 CAC	VIETNAM		RVN	
197209	2	858	WAYNAA	18 CAC	VIETNAM		RVN	
197210	67	925	WAYNAA	18 CAC	VIETNAM		RVN	
197211	23	948	WAYNAA	18 CAC	VIETNAM		RVN	
197212	8	956	WAYNAA	18 CAC	VIETNAM		RVN	
197301	31	987	WAYNAA	18 CAC	VIETNAM		RVN	
197302	17	1004	WAYNAA	18 CAC	VIETNAM		RVN	
197303	0	1004	WOY6AA	AVSCOM PROJECT	LOAN	ST LOUIS	AVSCOM	
197304	0	1004	WOY6AA	NASA	LOAN	LANGLEY RSH CTR	AVSCOM	
197305	0	1004	WCMFAA	HHT 3/4CAV 25ID	HAWAII		HAWAII	
197306	0	1004	WCMFAA	HHT 3/4CAV 25ID	HAWAII		HAWAII	

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Build
B637

69-17122

CH-47C

Delivery Date
28 Oct 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
25 Jun 1990

Prev SN

Serial Number
90-00208

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
197010	0	0	WOY6AA	USA FLT OPN OFC	5TH ARMY	ST LOUIS	AMC	
197011	0	0	WOY6AA	USA FLT OPN OFC	5TH ARMY	ST LOUIS	AMC	
197012	0	0	WOY6AA	USA FLT OPN OFC	5TH ARMY	ST LOUIS	AMC	
197101	0	0	WOY6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM	
197102	0	0	WOY6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM	
197103	1	1	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197104	1	2	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197105	0	2	WHB1AA	166 TRANS CO	VIETNAM		RVN	
197106	56	58	WHB1AA	1 1 CAV D TRP	VIETNAM		RVN	
197107	64	122	WFJ5A0	A 159TH ASHB	VIETNAM		RVN	
197108	68	190	WFJ5A0	A 159TH ASHB	VIETNAM		RVN	
197109	97	287	WFJ5A0	AMMC	VIETNAM		RVN	
197110	55	342	WFJ5A0	AMMC	VIETNAM		RVN	
197111	27	369	WFJ5A0	AMMC	VIETNAM		RVN	
197112	22	391	WFJ5A0	AMMC	VIETNAM		RVN	
197201	24	415	WFJ5B0	B 159TH ASHB	VIETNAM		RVN	
197202	0	415	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM	
197203	0	415	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM	
197204	0	415	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM	
197205	0	415	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM	
197206	0	415	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM	
197207	0	415	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM	
197208	0	415	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197209	0	415	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197210	0	415	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197211	0	415	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197212	0	415	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197301	0	415	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197302	4	419	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197303	3	422	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197304	0	422	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197305	0	422	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	
197306	1	423	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC	

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Build
B638

69-17123

CH-47C

Delivery Date
21 Nov 1970

Combat Service



Vietnam

Converted To

CH-47D

Induction Date
21 Nov 1988

Serial Number
88-00109



Induction Date

Prev Model

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

A view of 69-17123 while sitting on the ramp at Panama City Airport (Bay County International [Fannin Field - KPFN]) in May of 1988. This was one aircraft in a flight of four that stopped to take on fuel at Bay Aviation.

No RVN Incident Reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY	
197011	0	0	W0Y6AA	USA FLT	OPN OFC	5TH ARMY	ST LOUIS	AMC
197012	1	1	W0MAAA	DIR FOR	MAINT	1ST ARMY	NEW CUMBERLAND	AVCOM
197101	3	4	W0MAAA	DIR DIST	TRANS IN	MAINT	NEW CUMBRND	AD AVSCOM
197102	0	4	WHB1AA	166 TRANS	CO	VIETNAM		RVN
197103	1	5	WHB1AA	166 TRANS	CO	VIETNAM		RVN
197104	0	5	WHB1AA	243 ASHC		VIETNAM		RVN
197105	17	22	WCLBAA	330 TC	GS	VIETNAM		RVN
197106	77	99	WCLBAA	330 TC	GS	VIETNAM		RVN
197107	91	190	WFJ5C0	C 159TH	ASHB	VIETNAM		RVN
197108	39	229	WFJ5C0	C 159TH	ASHB	VIETNAM		RVN
197109	46	275	WFJ5C0	C 159TH	ASHB	VIETNAM		RVN
197110	31	306	WFJ5C0	C 159TH	ASHB	VIETNAM		RVN
197111	44	350	WFJ5C0	B 159TH	ASHB	VIETNAM		RVN
197112	17	367	WFJ5C0	B 159TH	ASHB	VIETNAM		RVN
197201	25	392	WFJ5B0	B 159TH	ASHB	VIETNAM		RVN
197202	0	392	W0Y6AA	OS TO	CONUS	ITR CONUS		AVSCOM
197203	0	392	W0Y6AA	OS TO	CONUS	ITR CONUS		AVSCOM
197204	0	392	W0Y6AA	OS TO	CONUS	ITR CONUS		AVSCOM
197205	0	392	W0Y6AA	OS TO	CONUS	ITR CONUS		AVSCOM
197206	0	392	W0Y6AA	OS TO	CONUS	ITR CONUS		AVSCOM
197207	0	392	W0Y6AA	ARADMAC		IN MAINT	NAVAL AIR STN	AVSCOM
197208	0	392	W0MAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197209	0	392	W0MAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197210	0	392	W0MAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197211	0	392	W0MAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197212	0	392	W0MAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197301	2	394	W0MAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197302	0	394	W0MAAA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC
197303	2	396	W0MADA	DIR MAINT		1ST ARMY	NEW CUMBERLAND	AMC

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Build
B639

69-17124

CH-47C

Delivery Date
25 Nov 1970

Combat Service



Vietnam

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Accident/Destroyed [Germany]

Loss Date

15 Jul 1977

Transfer Date

On 15 July 1977, one airframe was lost due to a mechanical failure on the ground during a maintenance operational check (MOC) when the rotor system de-phased:

GOEING VEInOI
NO.

8-5300--1028 DATtO AUGUST
12,1977

RE AIC 124, 295TH AVIATION CO. INCIDENT EXAMINATION THUS FAR OF INITIAL COMPONENTS SENT TO A MECHANISM THAT WOULD INDUCE CIRCUMSTANCES OF AIC CORPUS DID REPORT. THIS NOT DISCLOSE IS WHY ADDITIONAL COMPONENTS ARE BEING REQUESTED.

WE HAVE REQUESTED CORPUS LIST BE SUPPLEMENTED AND THIS IS IN PROCESS OF BEING TRANSMITTED. IN ADDITION, THE FOLLOWING MISHAP REPORT HAS BEEN TRANSMITTED TO ALL CUSTOMERS. AIRCRAFT NO. 69-17118, (8633), 271ST AVIATION CO. KOREA. AIRCRAFT HAD COMPLETED MOC (MAINTENANCE OPERATION CHECK) FLIGHT AND WAS SITTING ON END OF RUNWAY. PILOTS WERE CONDUCTING ENGINE CHECK, AND WERE LIGHT ON THE GEAR, WHEN TWO THUMPS WERE HEARD AND IMMEDIATELY THE AIRCRAFT WENT INTO A SHUFFLE. THE PILOTS SHUT DOWN AND PULLED BOTH FIRE HANDLES.

THE AFT PYLON WAS FOUND TO BE DISPLACED FROM ITS NORMAL POSITION ON THE AIRFRAME BUT HAD NOT COMPLETELY SEPARATED. THERE WAS EVIDENCE OF ROTOR BLADE INTERMESHING. THERE WERE NO REPORTS OF ANY INJURIES. AIRCRAFT MAY BE CONSIDERED A STRIKE AT THIS TIME. BOB ORR DISPATCHED TO PARTICIPATE IN INVESTIGATION.

/ MI SHAP J:LIPO R'J.'

CH47C 69-17121 (B639)
295th Aviation Company
West Germany

15 July 1977 (1605 Hours)

Accident -Major (Strike)

Aircraft was being run-up on a seven day maintenance run when a loud popping/cracking noise was heard.

The aft pylon separated from the aircraft and the aft rotor blades severed the fuselage.

Of the 4 crewmen on board one (1) flight engineer was killed and the crew chief sustained injuries. The pilot and copilot were not injured.

Teams from Boeing USAI-IAVS and JNSCOM were dispatched to assist the U.S. Army Investigation Board. A number of components are being forwarded to Aracmac for tear down. The field team has returned home.

The aircraft is considered a strike.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B640

69-17125

CH-47C

Delivery Date
28 Dec 1970

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
4 Jun 1990

Prev SN

Serial Number
90-00205

Status

Loss Date

Transfer Date

Converted to D Model

No RVN incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197012	0	0	WOY6AA	USA FLT OPN OFC	5TH ARMY	ST LOUIS	AMC
197101	8	8	WOMAAA	DIR DIST TRANS	IN MAINT	NEW CUMBR	AVSCOM
197102	0	8	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197103	0	8	WC5EAA	608 TC DS	VIETNAM		RVN
197104	62	70	WC5EAA	A BTRY 4 77 ART	VIETNAM		RVN
197105	100	170	WDQLAA	213 ASHC	VIETNAM		RVN
197106	49	219	WDQLAA	213 ASHC	VIETNAM		RVN
197107	55	274	WDQLAA	213 ASHC	VIETNAM		RVN
197108	44	318	WDQLAA	213 ASHC	VIETNAM		RVN
197109	122	440	WDQLAA	213 ASHC	VIETNAM		RVN
197110	96	536	WDQLAA	213 ASHC	VIETNAM		RVN
197111	80	616	WDQLAA	213 ASHC	VIETNAM		RVN
197112	74	690	WDQLAA	213 ASHC	VIETNAM		RVN
197201	61	751	WDQLAA	213 ASHC	VIETNAM		RVN
197202	9	760	WDQLAA	213 ASHC	VIETNAM		RVN
197203	21	781	WDQLAA	120 AHC	VIETNAM		RVN
197204	52	833	WDQLAA	120 AHC	VIETNAM		RVN
197205	20	853	WDQLAA	120 AHC	VIETNAM		RVN
197206	26	879	WDQLAA	120 AHC	VIETNAM		RVN
197207	28	907	WDQLAA	120 AHC	VIETNAM		RVN
197208	14	921	WAYBAA	120 AHC	VIETNAM		RVN
197209	49	970	WAYBAA	120 AHC	VIETNAM		RVN
197210	4	974	WAYBAA	62 AVN CO	VIETNAM		RVN
197211	3	977	WAYBAA	62 AVN CO	VIETNAM		RVN
197212	0	977	WCLSAA	C TRP 16TH ACV	VIETNAM		RVN
197301	0	977	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197302	0	977	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197303	0	977	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197304	0	977	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197305	0	977	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197306	2	979	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197307	3	982	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197308	17	994	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B641

69-17126

CH-47C

Delivery Date
28 Dec 1970

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
9 Dec 1982

Serial Number
83-24103

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B642

70-15000

CH-47C

Delivery Date
28 Jan 1971

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
18 Jun 1990

Prev SN

Serial Number
90-00207

Status

Loss Date

Transfer Date

Converted to D Model

RVN Incident Report Oct 1972

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197101	0	0	W0Y6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM
197102	1	1	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197103	1	2	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197104	16	18		NAT GUARD		NAT GDZI	
197105	61	79	WDQLAA	213 ASHC	VIETNAM		RVN
197106	71	150	WDQLAA	213 ASHC	VIETNAM		RVN
197107	60	210	WDQLAA	213 ASHC	VIETNAM		RVN
197108	76	286	WDQLAA	213 ASHC	VIETNAM		RVN
197109	83	369	WDQLAA	213 ASHC	VIETNAM		RVN
197110	121	490	WDQLAA	213 ASHC	VIETNAM		RVN
197111	84	574	WDQLAA	213 ASHC	VIETNAM		RVN
197112	33	607	WDQLAA	213 ASHC	VIETNAM		RVN
197201	40	647	WDQLAA	213 ASHC	VIETNAM		RVN
197202	24	671	WDQLAA	213 ASHC	VIETNAM		RVN
197203	27	698	WDQLAA	120 AHC	VIETNAM		RVN
197204	52	750	WDQLAA	120 AHC	VIETNAM		RVN
197205	23	773	WDQLAA	120 AHC	VIETNAM		RVN
197206	17	790	WDQLAA	120 AHC	VIETNAM		RVN
197207	40	830	WDQLAA	120 AHC	VIETNAM		RVN
197208	36	866	WAYBAA	120 AHC	VIETNAM		RVN
197209	18	884	WAYBAA	120 AHC	VIETNAM		RVN
197210	37	921	WAYBAA	62 AVN CO	VIETNAM		RVN
197211	61	982	WAYBAA	62 AVN CO	VIETNAM		RVN
197212	6	988	WAYNAA	18 CAC	VIETNAM		RVN
197301	20	1008	WAYNAA	18 CAC	VIETNAM		RVN
197302	26	1034	WAYNAA	18 CAC	VIETNAM		RVN
197303	0	1034	W0Y6AA	AVSCOM PROJECT	LOAN	ST LOUIS	AVSCOM
197304	0	1034	W0Y6AA	NASA	LOAN	LANGLEY RSH CTR	AVSCOM
197305	0	1034	WCMFAA	HHT 3/4CAV 25ID	HAWAII		HAWAII
197306	0	1034	WCMFAA	HHT 3/4CAV 25ID	HAWAII		HAWAII
197307	9	1043	WC06AA	147TH AVN CO	HAWAII		HAWAII
197308	12	1055	WC06AA	147TH AVN CO	HAWAII		HAWAII
197309	20	1075	WC06AA	147TH AVN CO	HAWAII		HAWAII

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B643

70-15001

CH-47C

Delivery Date
28 Jan 1971

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
31 May 1984

Prev SN

Serial Number
84-24170

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Incident reports

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197101	0	0	WOY6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM
197102	1	1	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197103	0	1	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197104	2	3	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197105	5	8	WC5KAA	179 ASHC	VIETNAM		RVN
197106	86	94	WC5KAA	179 ASHC	VIETNAM		RVN
197107	50	144	WC5KAA	179 ASLT SPTHEL	VIETNAM		RVN
197108	60	204	WC5KAA	608 TC DS	VIETNAM		RVN
197109	91	295	WC5KAA	180 ASHC	VIETNAM		RVN
197110	9	304	WC5KAA	180 ASHC	VIETNAM		RVN
197111	54	358	WC5KAA	180 ASHC	VIETNAM		RVN
197112	21	379	WC5KAA	180 ASHC	VIETNAM		RVN
197201	46	425	WC5JAA	178 ASLT SPTHEL	VIETNAM		RVN
197202	75	500	WC5JAA	62 AVN CO	VIETNAM		RVN
197203	19	519	WC5JAA	62 AVN CO	VIETNAM		RVN
197204	53	572	WC5JAA	62 AVN CO	VIETNAM		RVN
197205	35	607	WC5JAA	62 AVN CO	VIETNAM		RVN
197206	89	696	WC5JAA	62 AVN CO	VIETNAM		RVN
197207	31	727	WC5JAA	62 AVN CO	VIETNAM		RVN
197208	43	770	WHARAA	62 AVN CO	VIETNAM		RVN
197209	38	808	WHARAA	62 AVN CO	VIETNAM		RVN
197210	74	882	WHARAA	62 AVN CO	VIETNAM		RVN
197211	32	914	WHARAA	62 AVN CO	VIETNAM		RVN
197212	0	914	WHARAA	62 AVN CO	VIETNAM		RVN
197301	0	914	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197302	0	914	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197303	0	914	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197304	0	914	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197305	0	914	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197306	1	915	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197307	3	918	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197308	3	921	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197309	2	924	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B644

70-15002

CH-47C

Delivery Date
31 Jan 1971

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
20 Apr 1989

Prev SN

Serial Number
89-00149



Status

Converted to D Model

Loss Date

Transfer Date

No RVN Incident Reports

DATE	FLT HRS	UIC	UNIT	AREA	POST	COUNTRY	
197101	0	0	WOY6AA	AVSCOM	FLT DET	5TH ARMY	ST LOUIS AVSCOM
197102	1	1	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197103	0	1	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197104	1	2	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197105	24	26	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197106	101	127	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197107	66	193	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197108	70	263	WFJ5A0	A 159TH ASHB	VIETNAM		RVN
197109	52	315	WFJ5A0	AMMC	VIETNAM		RVN
197110	37	352	WFJ5A0	AMMC	VIETNAM		RVN
197111	65	417	WFJ5A0	AMMC	VIETNAM		RVN
197112	31	448	WFJ5A0	AMMC	VIETNAM		RVN
197201	43	491	WFJ5B0	B 159TH ASHB	VIETNAM		RVN
197202	0	491	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197203	0	491	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197204	0	491	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197205	0	491	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197206	0	491	WOY6AA	OS TO CONUS	ITR CONUS		AVSCOM
197207	0	491	WOY6AA	ARADMAC	IN MAINT	NAVAL AIR STN	AVSCOM
197208	0	491	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197209	0	491	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197210	0	491	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197211	0	491	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197212	3	494	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197301	0	494	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197302	2	496	WOMAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197303	8	504	WDU6AA	205TH AVN CO	3RD ARMY	FORT BENNING	3RD ARMY
197304	3	507	WDU6AA	205TH AVN CO	3RD ARMY	FORT BENNING	3RD ARMY
197305	0	507	WDU6AA	205TH AVN CO	3RD ARMY	FORT BENNING	3RD ARMY
197306	7	514	WDU6AA	205TH AVN CO	3RD ARMY	FORT BENNING	3RD ARMY
197307	0	514	WDU6AA	205TH AVN CO	1ST ARMY	FORT BENNING	FORSCOM
197308	3	517	WDU6AA	205TH AVN CO	GERMANY		EUROPE
197309	5	522	WDU6AA	205TH AVN CO	GERMANY		EUROPE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B645

70-15003

CH-47C

Delivery Date
19 Feb 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
1 Aug 1991

Serial Number
91-00262

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Service record

Build
B646

70-15004

CH-47C

Delivery Date
26 Feb 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
26 Sep 1990

Serial Number
90-00218

Status

Loss Date

Transfer Date

Converted to D Model

No RVN Service record

Build
B647

70-15005

CH-47C

Delivery Date
26 Feb 1971

Combat Service



Vietnam

Induction Date

Converted To

CH-47D

Prev Model

Induction Date
27 Apr 1989

Prev SN

Serial Number
89-00150



Status

Converted to D Model

Loss Date

Transfer Date

RVN Incident Report Nov 1971

DATE	FLT	HRS	UIC	UNIT	AREA	POST	COUNTRY
197102	0	0	W0Y6AA	AVSCOM FLT DET	5TH ARMY	ST LOUIS	AVSCOM
197103	5	5	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197104	0	5	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197105	2	7	W0MAAA	DIR MAINT	1ST ARMY	NEW CUMBERLAND	AMC
197106	9	16		108TH DIV TNG	3RD ARMY	CHARLOTTE	RESV
197107	81	97	WC5JAA	132 ASLT SPTHEL	VIETNAM		RVN
197108	90	187	WC5JAA	608 TC DS	VIETNAM		RVN
197109	83	270	WC5JAA	132 ASLT SPTHEL	VIETNAM		RVN
197110	29	299	WC5JAA	608 TC DS	VIETNAM		RVN
197111	53	352	WC5JAA	608 TC DS	VIETNAM		RVN
197112	14	366	WC5JAA	608 TC DS	VIETNAM		RVN
197201	20	386	WC5JAA	178 ASLT SPTHEL	VIETNAM		RVN
197202	48	434	WC5JAA	62 AVN CO	VIETNAM		RVN
197203	18	452	WC5JAA	62 AVN CO	VIETNAM		RVN
197204	70	522	WC5JAA	62 AVN CO	VIETNAM		RVN
197205	46	568	WC5JAA	62 AVN CO	VIETNAM		RVN
197206	47	615	WC5JAA	62 AVN CO	VIETNAM		RVN
197207	40	655	WC5JAA	62 AVN CO	VIETNAM		RVN
197208	91	746	WHARAA	62 AVN CO	VIETNAM		RVN
197209	13	759	WHARAA	62 AVN CO	VIETNAM		RVN
197210	87	846	WHARAA	62 AVN CO	VIETNAM		RVN
197211	49	895	WHARAA	62 AVN CO	VIETNAM		RVN
197212	48	943	WHARAA	62 AVN CO	VIETNAM		RVN
197301	10	953	WHARAA	62 AVN CO	VIETNAM		RVN
197302	67	1020	WHARAA	62 AVN CO	VIETNAM		RVN
197303	0	1020	W0Y6AA	AVSCOM PROJECT	LOAN	ST LOUIS	AVSCOM
197304	0	1020	W0Y6AA	NASA	LOAN	LANGLEY RSH CTR	AVSCOM
197305	0	1020	WCMFAA	HHT 3/4CAV 25ID	HAWAII		HAWAII
197306	0	1020	WCMFAA	HHT 3/4CAV 25ID	HAWAII		HAWAII
197307	22	1042	WC06AA	147TH AVN CO	HAWAII		HAWAII
197308	48	1090	WC06AA	147TH AVN CO	HAWAII		HAWAII
197309	7	1097	WC06AA	147TH AVN CO	HAWAII		HAWAII
197310	23	1120	WC06AA	147TH AVN CO	HAWAII		HAWAII

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B648

70-15006

CH-47C

Delivery Date
17 Mar 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
31 Aug 1984

Serial Number
84-24179

Status

Loss Date

Transfer Date

Converted to D Model

No RVN service record

Build
B649

70-15007

CH-47C

Delivery Date
23 Mar 1971

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
10 Dec 1991

Serial Number
92-00400



Status

Loss Date

Transfer Date

Converted to E Model

rebuilt as CH-47D and then converted to MH-47E

No record of RVN service

Build
B650

70-15008

CH-47C

Delivery Date
26 Mar 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
14 Dec 1988

Serial Number
89-00132



Status

Loss Date

Transfer Date

Converted to D Model

Photo: 70-15008 during a temporary August 1975 stopover at Bergstrom AFB, TX. The aircraft is wearing an unusual, non-standard "jungle type camouflage which adorns not only the fuselage but the upper surfaces of the rotor blades as well.

No record of RVN service

Build
B651

70-15009

CH-47C

Delivery Date
12 Apr 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
12 Jan 1990

Serial Number
90-00185



Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B652

70-15010

CH-47C

Delivery Date
15 Apr 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
11 May 1983

Serial Number
83-24118

Status

Loss Date

Transfer Date

Converted to MH-47D

No record of RVN service

Build
B653

70-15011

CH-47C

Delivery Date
23 Apr 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
4 Sep 1985

Serial Number
85-24358

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B654

70-15012

CH-47C

Delivery Date
10 May 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
23 Mar 1989

Serial Number
89-00145

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B655

70-15013

CH-47C

Delivery Date
14 May 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
30 Sep 1984

Serial Number
84-24185

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B656

70-15014

CH-47C

Delivery Date
25 May 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
17 Feb 1984

Serial Number
84-24158

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B657

70-15015

CH-47C

Delivery Date
07 Jun 1971

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
28 Jul 1992

Serial Number
92-00474

Status

Loss Date

Transfer Date

Converted to E Model

rebuilt as CH-47D and then converted to MH-47D

No record of RVN service

Build
B658

70-15016

CH-47C

Delivery Date
17 Jun 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
31 Mar 1984

Serial Number
84-24161

Status

Loss Date

Transfer Date

Converted to D Model

rebuilt as CH-47D and then converted to MH-47D

No record of RVN service

Build
B659

70-15017

CH-47C

Delivery Date
21 Jun 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
16 Feb 1984

Serial Number
84-24155

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B660

70-15018

CH-47C

Delivery Date
15 Jul 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
26 Jan 1990

Serial Number
90-00187

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B661

70-15019

CH-47C

Delivery Date
14 Jul 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
30 Sep 1984

Serial Number
84-24183

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B662

70-15020

CH-47C

Delivery Date
23 Jul 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
26 Jun 1991

Serial Number
91-00258



Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B663

70-15021

CH-47C

Delivery Date
16 Aug 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
17 Jul 1990

Serial Number
90-00211

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B664

70-15022

CH-47C

Delivery Date
23 Aug 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date

2 Jul 1986

Serial Number

86-01682

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B665

70-15023

CH-47C

Delivery Date
30 Aug 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
31 Jul 1989

Serial Number
89-00163

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B666

70-15024

CH-47C

Delivery Date
17 Sep 1971

Combat Service

Vietnam

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
21 May 1991

Serial Number
91-00253



Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN Service but undated photo which is labeled as taken in Vietnam clearly shows this tail number.

Build
B667

70-15025

CH-47C

Delivery Date
24 Sep 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Dec 1984

Serial Number
85-24325

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B668

70-15026

CH-47C

Delivery Date
28 Sep 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
14 May 1991

Serial Number
91-00252

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B669

70-15027

CH-47C

Delivery Date
12 Oct 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Sep 1989

Serial Number
89-00168

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B670

70-15028

CH-47C

Delivery Date
14 Oct 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
27 Apr 1990

Serial Number
90-00200

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B671

70-15029

CH-47C

Delivery Date
20 Oct 1971

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
10 Jan 1992

Serial Number
92-00401

Status

Loss Date

Transfer Date

Converted to E Model

rebuilt as CH-47D and then converted to MH-47E
No record of RVN service

Build
B672

70-15030

CH-47C

Delivery Date
01 Nov 1971

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
21 Feb 1992

Serial Number
92-00403



Status

Loss Date

Transfer Date

Converted to E Model

rebuilt as CH-47D and then converted to MH-47E
No record of RVN service

Build
B673

70-15031

CH-47C

Delivery Date
16 Nov 1971

Combat Service

Induction Date

Converted To

MH-47D

Prev Model

Induction Date
30 Mar 1989

Prev SN

Serial Number
89-00146

Status

Loss Date

Transfer Date

Converted to MH-47D

Converted to MH-47D

No record of RVN service

Build
B674

70-15032

CH-47C

Delivery Date
30 Nov 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
29 May 1991

Serial Number
91-00254



Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B675

70-15033

CH-47C

Delivery Date
16 Dec 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
14 Dec 1990

Serial Number
91-00232

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B676

70-15034

CH-47C

Delivery Date
17 Dec 1971

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
21 Mar 1983

Serial Number
83-24109

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B677

70-15035

CH-47C

Delivery Date
22 Dec 1971

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Germany]

13 Jun 1975

On 13 June 1975, one airframe was lost due to mechanical failure when it suffered a number 2 engine failure, and due to high gross weight, could not maintain flight:

No record of RVN service

Build
B678

71-20944

CH-47C

Delivery Date
12 Jan 1972

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

12 Jan 1972

On or about 12 January 1972, one airframe was lost in an accident during a Boeing company test flight (details unknown):

No record of RVN service

Build
B679

71-20945

CH-47C

Delivery Date
17 Feb 1972

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
21 Dec 1988

Serial Number
89-00133

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B680

71-20946

CH-47C

Delivery Date
28 Mar 1972

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
15 May 1992

Serial Number
92-00469

Status

Loss Date

Transfer Date

Converted to E Model

No record of RVN service

Build
B681

71-20947

CH-47C

Delivery Date
17 Apr 1972

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
31 Aug 1984

Serial Number
84-24177

Status

Loss Date

Transfer Date

Converted to D Model

No record of RVN service

Build
B682

71-20948

CH-47C

Delivery Date
29 Jun 1972

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
29 Jan 1991

Serial Number
91-00237



Status

Loss Date

Transfer Date

Converted to D Model

This photograph of Chinook 71-20948 was taken somewhere near Washington, District of Columbia (DC), in 1976.

71-20948, Boeing build number B-682, was a CH-47C helicopter. The U.S. Army acceptance date was 29 June 1972. 71-20948 accumulated 2,934.0 aircraft hours. At some point, 71-20948 was assigned to the U.S. Army Presidential Flight Detachment located at Davidson Army Airfield, near Washington, D.C. At some point, 71-20948 was assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugarbears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". 71-20948 remained assigned to the 242nd ASHC through approximately November 1990. On 29 January 1991, 71-20948 was inducted into the D model program and converted to 91-00237. The last known location of 71-20948 was at Boeing during the conversion. Aircraft status: Converted to D model.

No record of RVN service

Build
B683

71-20949

CH-47C

Delivery Date
14 Jul 1972

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
14 Nov 1990

Serial Number
90-00225



Status

Loss Date

Transfer Date

Converted to D Model

The above photograph of Chinook 71-20949 was taken at Davidson Army Airfield, near Washington, District of Columbia (DC), in 1976.

No record of RVN service

71-20949, Boeing build number B-683, was a CH-47C helicopter. The U.S. Army acceptance date was 14 July 1972. 71-20949 accumulated 2,892.0 aircraft hours. At some point, 71-20949 was assigned to the U.S. Army Presidential Flight Detachment located at Davidson Army Airfield, near Washington, D.C. At some point, 71-20949 was assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". On 14 November 1990, 71-20949 was inducted into the D model program and converted to 90-00225. The last known location of 71-20949 was at Boeing during the conversion. Aircraft status: Converted to D model.

Build
B684

71-20950

CH-47C

Delivery Date
31 Jul 1972

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date

1 Jun 1992

Serial Number

92-00470

Status

Loss Date

Transfer Date

Converted to E Model

no record of RVN service

Build
B685

71-20951

CH-47C

Delivery Date
21 Jul 1972

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
25 Aug 1992

Serial Number
92-00475

Status

Loss Date

Transfer Date

Converted to E Model

no record of RVN service

Build
B686

Delivery Date
29 Sep 1972

Induction Date

Prev Model

Prev SN

71-20952



CH-47C

Combat Service

Converted To

CH-47D

Induction Date
26 Aug 1988

Serial Number
88-00097

Status

Converted to D Model

Loss Date

Transfer Date

no record of RVN service

Build
B687

71-20953

CH-47C

Delivery Date
31 Oct 1972

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
30 Nov 1990

Serial Number
91-00230



Status

Loss Date

Transfer Date

Converted to D Model

no record of RVN service

Build
B688

Delivery Date
20 Dec 1973

Induction Date

Prev Model

Prev SN

71-20954



CH-47C

Combat Service

Converted To

MH-47E

Induction Date
16 Oct 1992

Serial Number
92-00476

Status

Loss Date

Transfer Date

Converted to E Model

no record of RVN service

Build
B689

71-20955

CH-47C

Delivery Date
31 Jul 1974

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
2 Feb 1990

Serial Number
90-00188



Status

Loss Date

Transfer Date

Converted to D Model

71-20955, was known as the "Widow Maker". On 27 April 1983, 71-20955 was performing a mission to an island mountain top in support of the United States Air Force (USAF). The mountain top was never intended for a Chinook to land on with all four gear on the ground. Cargo missions to the mountain were usually performed by doing a two wheel landing. During this particular mission the crew decided they could put all four gear on the landing pad. Upon touching down the forward blades contacted the mountain side next to the landing pad. It chopped approximately three feet off of each forward blade and the sudden stoppage damaged the combining transmission (C-Box). The aircraft lurched to the left and very nearly went over the side of the cliff. The recovery took several days. All three forward blades had to be replaced along with the C-Box. It was decided not to replace the forward transmission. Instead, it was inspected using a borescope and determined that it was "OK" to operate. Getting the parts, tools and personnel to the site was a logistical nightmare. They couldn't be air lifted to the landing pad because those involved were afraid that the rotor wash would send 71-20955 over the side. The parts and pieces had to be dropped off nearby and then hand carried to the site. One can imagine carrying an 800 pound C-Box up and down a rugged mountain side. In addition to repairing the aircraft, the mountain side where the blades made contact had to be excavated. Emergency Ordnance Disposal (EOD) personnel were brought in to blast some of the rock away so the new blades would clear at next engine startup. Note the picture below with the plywood against the side of the aircraft. It was placed there to protect the aircraft from flying debris blasted away from the mountain. When the aircraft was finally repaired and the mountain cleared away, 71-20955 started up. The helicopter was immediately lifted off of the pad. The stability of the ground underneath the forward gear was in question so it was decided that the best course of action was to get into the air as soon as possible. The aircraft was then flown to the beach below and additional maintenance performed before returning to home station at Camp Humphreys. Upon 71-20955's return home, the forward transmission was never replaced. In fact, it remained installed in the aircraft until 71-20955 was inducted into the Fiberglass Rotor Blade (FRB) modification. At that time, the forward transmission was replaced. The aircraft was well known to have mysterious noises coming from the forward transmission area periodically during flight. The source of the noises was never discovered and there was no other adverse affects. The noises did stop when the transmission was replaced some 3 years after the incident. For that reason the aircraft was named "Widow Maker". Sgt Ralph Wood explained to CHN, " One time when I was flying it on Christmas Eve on a mail haul mission to the Demilitarized Zone (DMZ), we had a complete intercom failure, no one could talk or hear. Then the transmission noises started. I was glad to return from that flight."

Build
B690

74-22271

CH-47C

Delivery Date
30 Jan 1975

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
7 Dec 1989

Serial Number
90-00181

Status

Loss Date

Transfer Date

Converted to D Model

Build
B691

74-22272

CH-47C

Delivery Date
19 May 1975

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
14 Dec 1989

Serial Number
90-00182

Status

Loss Date

Transfer Date

Converted to D Model

Build
B692

74-22273

CH-47C

Delivery Date
30 May 1975

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
23 Feb 1990

Serial Number
90-00191

Status

Loss Date

Transfer Date

Converted to D Model

Build
B693

Delivery Date
20 Jun 1975

Induction Date

Prev Model

Prev SN

74-22274

CH-47C

Combat Service

Converted To

CH-47D

Induction Date
2 Mar 1990

Serial Number
90-00192

Status

Converted to D Model

Loss Date

Transfer Date

Build
B694

74-22275

CH-47C

Delivery Date
30 Jun 1975

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Korea]

16 Feb 1984

On 16 February 1984, one airframe was lost due to mechanical failure when the number one engine transmission failed:

Build
B695

74-22276

CH-47C

Delivery Date
15 Aug 1975

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
31 Jan 1992

Serial Number
92-00402

Status

Loss Date

Transfer Date

Converted to E Model

Build
B696

74-22277

CH-47C

Delivery Date
22 Aug 1975

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
25 Oct 1991

Serial Number
91-00500



Status

Loss Date

Transfer Date

Converted to E Model

Build
B697

74-22278

CH-47C

Delivery Date
30 Sep 1975

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
28 Aug 1989

Serial Number
89-00165



Status

Loss Date

Transfer Date

Converted to D Model

Build
B698

74-22279

CH-47C

Delivery Date
21 Nov 1975

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
23 Jun 1989

Serial Number
89-00158



Status

Loss Date

Transfer Date

Converted to D Model

Build
B699

Delivery Date
19 Dec 1975

Induction Date

Prev Model

Prev SN

74-22280



CH-47C

Combat Service

Converted To

CH-47D

Induction Date
7 Dec 1990

Serial Number
91-00231

Status

Loss Date

Transfer Date

Converted to D Model

Build
B700

Delivery Date
19 Jan 1976

Induction Date

Prev Model

Prev SN

74-22281

CH-47C

Combat Service

Converted To

MH-47E

Induction Date
15 Nov 1991

Serial Number
91-00501

Loss Date

Transfer Date



Status

Converted to E Model

Build
B701

74-22282

CH-47C

Delivery Date
13 Feb 1976

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
26 Feb 1991

Serial Number
91-00241

Status

Loss Date

Transfer Date

Converted to D Model

Build
B702

Delivery Date
27 Feb 1976

Induction Date

Prev Model

Prev SN

74-22283

CH-47C

Combat Service

Converted To

MH-47E

Induction Date
6 Mar 1992

Serial Number
92-00464

Loss Date

Transfer Date



Status

Converted to E Model

Build
B703

74-22284

CH-47C

Delivery Date
23 Mar 1976

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
5 Jun 1991

Serial Number
91-00255

Status

Loss Date

Transfer Date

Converted to D Model

Build
B704

Delivery Date
27 Apr 1976

Induction Date

Prev Model

Prev SN

74-22285

CH-47C

Combat Service

Converted To

MH-47E

Induction Date
3 Apr 1992

Serial Number
92-00466

Status

Converted to E Model

Loss Date

Transfer Date

Build
B705

Delivery Date
30 Apr 1976

Induction Date

Prev Model

Prev SN

74-22286



Status

Converted to D Model

CH-47C

Combat Service

Converted To

CH-47D

Induction Date
30 Nov 1989

Serial Number
90-00180

Loss Date

Transfer Date

Build
B706

74-22287

CH-47C

Delivery Date
30 Jun 1976

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
25 May 1990

Serial Number
90-00204



Status

Loss Date

Transfer Date

Converted to D Model

Photo: 74-22287 was modified by Boeing to serve as a testbed for fiberglass-type composite construction rotor blades. The aircraft was equipped with dedicated test equipment and an extended test boom.

Build
B707

Delivery Date
26 Jul 1976

Induction Date

Prev Model

Prev SN

74-22288

CH-47C

Combat Service

Converted To

MH-47E

Induction Date
13 Sep 1991

Serial Number
91-00498

Status

Loss Date

Transfer Date

Converted to E Model

Build
B708

74-22289

CH-47C

Delivery Date
31 Aug 1976

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
22 Aug 1991

Serial Number
91-00497

Status

Loss Date

Transfer Date

Converted to E Model

Iran-Built by Elicotteri Meridionali in Italy

Build
B709

74-22290

CH-47C

Delivery Date
31 Aug 1976

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

17 Jul 1980

Iran-Built by Elicotteri Meridionali in Italy

MISHAP REPORT (FINAL)

"A" Co. 159th BN. CH47C SiN 74-22290 17 July 1980 29 Palms, Calif.

CLASS A AIRCRAFT MISHAP

The aircraft was climbing out with an intended route that would take the aircraft thru a 8500' A.S.L. mountain pass. At approximately 7500' A.S.L. and 200' A.G.L. the pilot elected to make a 1800 turn. The aircraft reportedly started to lose altitude and the rotors began to lose R.P.M. A running landing was attempted on very rough wooded terrain. At touchdown (7200' A.S.L.) the aircraft impacted a large tree and the airframe separated at Station 120. The cabin and aft section of fuselage rolled/slid down a hill for a distance of several hundred feet. When it came to rest, a fire erupted and the entire section was destroyed.

Of the four (4) crewmen on board, one (1) was fatally injured, one (1) critical injuries, one (1) major injuries and one (1) minor injuries released back to duty.

The U.S.A. Safety Center declined technical assistance from Boeing Vertol. The USASC team has completed the field investigation and returned to Ft. Rucker. At this time no indication has been received of an aircraft problem and no aircraft parts are scheduled to be returned to the depot for engineering investigation.

R. G. Orr

RGO: jh

Build
B710

74-22291

CH-47C

Delivery Date
27 Oct 1976

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Jun 1991

Serial Number
91-00257

Status

Loss Date

Transfer Date

Converted to D Model

Iran-Built by Elicotteri Meridionali in Italy

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B711

74-22292

CH-47C

Delivery Date
29 Oct 1976

Induction Date

Prev Model

Prev SN



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Germany]

11 Sep 1982

Without question, the loss of this aircraft resulted in the worst and most tragic accident to occur in the history of the Chinook and all helicopters in general. The City of Mannheim requested two Chinooks to drop sky divers at the Air Show for the 375th anniversary of the city. Although both helicopters arrived on schedule, instead of two Chinooks executing the mission, someone made the decision to only take one aircraft. The Para-jumpers desired to set a world record by forming the largest joined circle of free-falling sky divers ever accomplished. As a result, 46 people climbed aboard one Chinook. Since there were only 33 seats available in the cabin, 11 people remained standing. The aircraft took off without difficulty.

The aircrew planned the drop at 13,000 feet. After climbing for about 12 minutes, to an estimated altitude of 8,000 to 9,000 feet, the tower received a message from the aircraft that a problem had developed and it was descending to land. About the same time, the pilot of the second aircraft, observing from the ground, saw 292 start down. Out of curiosity, he jumped in the cockpit of his aircraft and, on the company's private frequency, made contact with 292. He asked them if they were having any trouble.

The pilot of 292 reported a flickering caution light, that a noise was heard, and they were coming down. After a few minutes of autorotation, 292 was set up to land on the runway. At the last moment, the aircrew decided there were too many people in the area where they were trying to land. The aircraft was now at approximately 600 feet. The descent was halted in an attempt to cross the autobahn and land on the other side. When power was applied to arrest the descent, the in-flight break-up of the helicopter began. Witnesses on the ground reporting hearing a loud bang and describing a "whooshing" sound. The Aft Rotor Blades were observed departing the airframe. Shortly after the Aft Blades failed, the Aft Rotor Hub, along with half of the Aft Pylon separated from the fuselage. A split second after half of the Aft Pylon separated, the Aft Transmission and the remaining portion of the Aft Pylon began to tear away from the airframe. The aircraft slowly rolled onto it's right side as it continued to descend. In the photograph below, about ½ second before impact, one can see the body of one of the multi-national Para-jumpers as he is either thrown free or attempts to get clear of the aircraft, and in the inset at the lower right where he died on impact. 74-22292 crashed onto the autobahn between Mannheim and Heidelberg, making contact on the helicopter's right side, in a slightly nose up attitude. Upon impact, 74-22292 burst into a huge fire ball, creating a glowing mushroom cloud above the impact site. The "G" force at impact was estimated at 200. An average 180 pound person aboard the helicopter would have been subjected to a force of 36,000 pounds. The failure of the Forward Transmission Input Pinion Capsule caused the Number 1 Synchronized Drive Shaft to rotate eccentric and contact the Forward Pylon structure, causing the shaft to fail, followed by the subsequent de-synchronization of the Forward and Aft Rotor Systems. The Forward and Aft Rotor Blades meshed causing the Aft Pylon, Aft Transmission and the Aft Rotor System to separate from the helicopter with catastrophic results. After the fire fighting foam was washed off the wreckage, all that remained was a pile of wreckage approximately 15 feet wide, 20 feet long, 4 feet high at it's highest point. The entire crew and all passengers received fatal injuries. Failure of the Input Pinion Capsule was caused by Walnut Grit blocking the oil journals inside the transmission. Walnut Grit was used to clean the transmission during the overhaul process. A story handed down through time via word of mouth was the failure of the Input Pinion Capsule was caused by walnut grit blocking the lubricating oil journals inside the transmission. Walnut grit was used to clean the transmission during the overhaul process.

Δ story handed down through time via word of mouth was the failure of the Input Pinion Capsule was caused by walnut grit
Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B712

74-22293

CH-47C

Delivery Date
29 Nov 1976

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
11 May 1990

Serial Number
90-00202



Status

Loss Date

Transfer Date

Converted to D Model

Iran-Built by Elicotteri Meridionali in Italy

Build
B713

74-22294

CH-47C

Delivery Date
17 Dec 1976

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
16 Mar 1990

Serial Number
90-00194

Status

Loss Date

Transfer Date

Converted to D Model

Iran-Built by Elicotteri Meridionali in Italy

Build
B714

76-22673

CH-47C

Delivery Date
17 Dec 1976

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
5 Feb 1991

Serial Number
91-00238

Status

Loss Date

Transfer Date

Converted to D Model

Build
B715

76-22674

CH-47C

Delivery Date
21 Jan 1977

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
12 Feb 1991

Serial Number
91-00239

Status

Loss Date

Transfer Date

Converted to D Model

Build
B716

Delivery Date
24 Feb 1977

Induction Date

Prev Model

Prev SN

76-22675

CH-47C

Combat Service

Converted To

CH-47D

Induction Date
19 Jan 1989

Serial Number
89-00136

Status

Converted to D Model

Loss Date

Transfer Date

Build
B717

76-22676

CH-47C

Delivery Date
11 Mar 1977

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
20 Apr 1990

Serial Number
90-00199

Status

Loss Date

Transfer Date

Converted to D Model

Build
B718

76-22677

CH-47C

Delivery Date
11 Apr 1977

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
20 Mar 1992

Serial Number
92-00465

Status

Loss Date

Transfer Date

Converted to E Model

Build
B719

76-22678

CH-47C

Delivery Date
10 May 1977

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
4 May 1989

Serial Number
89-00151



Status

Loss Date

Transfer Date

Converted to D Model

Build
B720

76-22679

CH-47C

Delivery Date
17 Jun 1977

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date

1 May 1992

Serial Number

92-00468

Status

Loss Date

Transfer Date

Converted to E Model

Build
B721

76-22680

CH-47C

Delivery Date
27 Jul 1977

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
26 Mar 1991

Serial Number
91-00245

Status

Loss Date

Transfer Date

Converted to D Model

Build
B722

76-22681

CH-47C

Delivery Date
31 Aug 1978

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
11 Jul 1991

Serial Number
91-00496



Status

Loss Date

Transfer Date

Converted to E Model

Build
B723

76-22682

CH-47C

Delivery Date
23 Sep 1977

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
13 Apr 1990

Serial Number
90-00198

Status

Loss Date

Transfer Date

Converted to D Model

Build
B724

76-22683

CH-47C

Delivery Date
02 Nov 1977

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
11 Jun 1990

Serial Number
90-00206



Status

Loss Date

Transfer Date

Converted to D Model

Build
B725

Delivery Date
11 Jan 1978

Induction Date

Prev Model

Prev SN

76-22684



Status

Converted to D Model

CH-47C

Combat Service

Converted To

CH-47D

Induction Date
11 May 1989

Serial Number
89-00152

Loss Date

Transfer Date

Build
B726

79-23394

CH-47C

Delivery Date
27 Nov 1979

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
14 Jul 1992

Serial Number
92-00473

Status

Loss Date

Transfer Date

Converted to E Model

Build
B727

79-23395

CH-47C

Delivery Date
18 Dec 1979

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
21 Aug 1990

Serial Number
90-00213



Status

Loss Date

Transfer Date

Converted to D Model

Build
B728

79-23396

CH-47C

Delivery Date
27 Mar 1980

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
17 Apr 1992

Serial Number
92-00467



Status

Loss Date

Transfer Date

Converted to E Model

Build
B729

79-23397

CH-47C

Delivery Date
30 Jun 1980

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
21 Nov 1990

Serial Number
90-00226

Status

Loss Date

Transfer Date

Converted to D Model

Build
B730

Delivery Date
08 Feb 1980

Induction Date

Prev Model

Prev SN

79-23398



CH-47C

Combat Service

Converted To

CH-47D

Induction Date
7 Nov 1988

Serial Number
88-00107

Status

Loss Date

Transfer Date

Converted to D Model

Build
B731

79-23399

CH-47C

Delivery Date
29 Apr 1980

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
5 Mar 1991

Serial Number
91-00242

Status

Loss Date

Transfer Date

Converted to D Model

Build
B732

79-23400

CH-47C

Delivery Date
28 May 1980

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
19 Mar 1991

Serial Number
91-00244

Status

Loss Date

Transfer Date

Converted to D Model

Build
B733

79-23401

CH-47C

Delivery Date
30 May 1980

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
12 Mar 1991

Serial Number
91-00243

Status

Loss Date

Transfer Date

Converted to D Model

This was the last C model built in Philadelphia. All subsequent tail numbers were build in Italy by Augusta

Build
B734

85-24734

CH-47C

Delivery Date
09 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
29 Jun 1992

Serial Number
92-00472

Status

Loss Date

Transfer Date

Converted to E Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B735

85-24735

CH-47C

Delivery Date
09 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
24 Apr 1992

Serial Number
92-00291

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B736

85-24736

CH-47C

Delivery Date
09 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
17 Dec 1991

Serial Number
92-00281

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B737

85-24737

CH-47C

Delivery Date
09 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
16 Sep 1992

Serial Number
92-00300

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.5.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B738

85-24738

CH-47C

Delivery Date
13 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
4 Nov 1992

Serial Number
92-00306

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B739

85-24739

CH-47C

Delivery Date
15 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
13 Mar 1992

Serial Number
92-00288

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B740

85-24740

CH-47C

Delivery Date
13 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
17 Jan 1992

Serial Number
92-00283

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B741

85-24741

CH-47C

Delivery Date
09 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
7 Feb 1992

Serial Number
92-00285

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.5.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B742

85-24742

CH-47C

Delivery Date
13 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
8 Jun 1992

Serial Number
92-00294

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B743

85-24743

CH-47C

Delivery Date
15 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Prev SN

Induction Date
15 Aug 1985

Serial Number
92-00477

Status

Loss Date

Transfer Date

Converted to E Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
B744

85-24744

CH-47C

Delivery Date
15 Aug 1985

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date
15 Aug 1985

Serial Number
92-00297

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Iran. Impounded and then acquired by US Government in 1985.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
CE005

A15-0005

CH-47C

Combat Service

Delivery Date

Induction Date

Converted To

CH-47D

Induction Date

Prev Model

Serial Number

93-00928

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Australia.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
CE006

A15-0007

CH-47C

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date

Serial Number
93-00929

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Australia.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
CE007

A15-0008

CH-47C

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Prev SN

Induction Date

Serial Number
93-00930

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Australia.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
CE008

A15-0009

CH-47C

Combat Service

Delivery Date

Induction Date

Prev Model

Prev SN

Converted To

CH-47D

Induction Date

Serial Number

93-00931

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Australia.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
CE009

A15-0010

CH-47C

Combat Service

Delivery Date

Induction Date

Converted To

CH-47D

Induction Date

Prev Model

Serial Number

93-00932

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Australia.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
CE010

A15-0011

CH-47C

Combat Service

Delivery Date

Induction Date

Converted To

CH-47D

Induction Date

Prev Model

Serial Number

93-00933

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Australia.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
CE011

A15-0012

CH-47C

Combat Service

Delivery Date

Induction Date

Converted To

CH-47D

Induction Date

Prev Model

Serial Number

93-00934

Prev SN

Status

Loss Date

Transfer Date

Converted to D Model

Produced under Boeing license by Elicotteri Meridionali, later known simply as Augusta, at their facilities in Frosinone, near Rome, Italy. Originally built for Australia.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build

76-08008

YCH-47D

Delivery Date
01 Dec 1976

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

CH-47D

Prev SN
65-08008

Induction Date
21 Oct 1992

Serial Number
92-00304



Status

Loss Date

Transfer Date

Converted to D Model

In 1976, 65-08008, along with B model 67-18479 and C model 67-18538, was selected as a D model prototype airframe and re-serial numbered as 76-08008 [bottom aircraft in photo]. These aircraft, and subsequent D model aircraft, eventually sported the Lycoming T55-L-712 engine, capable of producing a minimum of 4,500 shaft horsepower (SHP), fiberglass rotor blades, a re-designed cockpit, as well as numerous other changes. The slogan - "Only The Silhouette Remains The Same" was coined to describe the D model aircraft versus its predecessors. 76-08008 accumulated 288.0 hours as a D model prototype. The first flight of 76-08008 occurred on 11 May 1979 and Boeing Vertol Test Pilot Ron Mechlin was at the controls. On 21 October 1992, 76-08008 was re-inducted into the D model program for upgrades, and converted to 92-00304

A model Chinook 65-08008, Boeing build number B-180, accepted by the Army on 13 April 1966, was re-serial numbered as 76-08008 for the prototyping. The first D model prototype flight occurred on 11 May 1979. On 21 October 1992, 76-08008 was inducted into the program and became production D model 92-00304, Boeing D model kit number M3445, accepted by the Army on 12 November 1993.

Photo: 1979: The three prototype D model Chinook helicopters (bottom: 76-08008, middle 76-18479, top: 76-18538) pose for a group photograph at the Boeing plant.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build

76-18479

YCH-47D

Delivery Date
01 Dec 1976

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18479

Serial Number



Status

Loss Date

Transfer Date

Trainer - Ft Eustis VA

1 May 1980

Middle aircraft in photo

Previous B model 67-18479 along with A model 65-08008 and C model 67-18538 used as D model prototypes.

After prototype testing, 76-18479 served as a GYCH47-D Composite Maintenance Trainer at the U.S. Army Aviation Logistics School (USAALS), located at Fort Eustis, Virginia. All electrical and hydraulic systems are maintained in working condition - slightly modified to allow an instructor to insert, via a computer console, malfunctions from which students then learn to troubleshoot.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build

76-18538

YCH-47D

Delivery Date
01 Dec 1976

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

CH-47D

Prev SN
67-18538

Induction Date
14 Oct 1992

Serial Number
92-00303



Status

Loss Date

Transfer Date

Converted to D Model

In 1976, CH-47A 65-08008, along with B model 67-18479 and C model 67-18538, were selected as D model prototype airframes and re-serial numbered as 76-08008 [top aircraft in photo], 76-18479 and 76-18538. These aircraft, and subsequent D model aircraft, eventually sported the Lycoming T55-L-712 engine, capable of producing a minimum of 4,500 shaft horsepower (SHP), fiberglass rotor blades, a re-designed cockpit, as well as numerous other changes. The slogan - "Only The Silhouette Remains The Same" was coined to describe the D model aircraft verses it's predecessors. 76-18538 was re-inducted into the D Model program for a complete upgrade in 1992

Three aircraft were selected as prototypes for conversion to D model helicopters. A model Chinook 65-08008 was re-serial numbered as 76-08008 for the prototyping. Later 76-08008 was inducted into the program and became production D model 92-00304. B model 67-18479 was re-serial numbered as 76-18479 for the prototyping. Sometime after testing at Fort Rucker, Alabama, in 1982, 76-18479 was assigned to Fort Eustis, Virginia, and was utilized as a Category B D model training device in the 67U maintenance course. The third and final prototype was CH-47C 67-18538. 67-18538 was re-serial numbered as 76-18538 for the prototyping and was also utilized at Fort Eustis as a training device. On 14 October 1992, 76-18538 was inducted into the program and became production D model 92-00303.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3004

81-23381

CH-47D

Delivery Date
31 Mar 1982

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
66-19025

Serial Number



Status

Loss Date

Transfer Date

Category B Trainer - Ft Rucker AL

81-23381, Boeing D model kit number M3004, was a CH-47D helicopter. The U.S. Army acceptance date was 31 March 1982. As of 1 January 2003, 81-23381 had accumulated 600.8 D model hours and 3,249.0 total aircraft hours. 81-23381 was a conversion from the original A model Chinook 66-19025. 81-23381 was first D model production aircraft on contract DAAK50-80-C-0029, a nine airframe buy. On 5 September 1980, 81-23381 was inducted into the D model program, converted, and initially assigned to Fort Rucker, Alabama. While at Fort Rucker, 81-23381 was assigned to the Aviation Development Test Center (ADTC), commonly known as the "Test Activity", as was designated as Bearcat 5. At some point (approximately mid-1980s), 81-23381 was transferred to Fort Eustis, Virginia, and was utilized as a ground training device in the 67U aircraft maintenance course. While there, 81-23381 retained the large number 5 painted in white on the side of the fuselage, denoting it as Bearcat 5. In approximately 2000, 81-23381 was transferred to Corpus Christi Army Depot (CCAD), located at Corpus Christi, Texas, for On Condition Maintenance (OCM) and the installation of Honeywell T55-GA-714A engines. At some point (in approximately 2000), 81-23381 was transferred to Fort Rucker and assigned to the United States Army Aviation Technical Test Center (USAATTC), formerly the Aviation Development Test Center, and was then designated as Bearcat One. As a Bearcat aircraft, 81-23381 was utilized in various airworthiness flight test procedures. In approximately 2000 to 2001, 81-23381 was on loan to the National Aeronautics and Space Administration (NASA) to participate in the high altitude drop testing of the X-40A space vehicle at Edwards Air Force Base, California. Subsequently, 81-23381 was returned to the USAATTC.

Build
M3005

Delivery Date
16 Jul 1982

Induction Date

Prev Model
CH-47A

Prev SN
66-19052

81-23382

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
14 Dec 2005

Serial Number
06-08021

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3006

Delivery Date
24 Nov 1982

Induction Date

Prev Model
CH-47A

Prev SN
66-19017

81-23383

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
22 Mar 2006

Serial Number
06-08026



Status

Loss Date

Transfer Date

Inducted to F Model Program

Designated Bearcat 1/replaced by 90-00180 designated Bearcat 2 81-23383, Boeing D model kit number M3006, was a CH-47D helicopter. The U.S. Army acceptance date was 24 November 1982. As of 22 June 1998, 81-23383 had accumulated 4,950.2 D model hours and 7,659.0 total aircraft hours. 81-23383 was a conversion from the original A model Chinook 66-19017. On 30 September 1980, 66-19017 was inducted into the D model program, converted and initially assigned to Fort Rucker, Alabama. While at Fort Rucker, 81-23383 was assigned to the Aviation Technical Test Center, and was designated as Bearcat 1. After it's tour of duty with the Test Activity, 81-23383 was transferred to Fort Eustis, Virginia, and was utilized as a training device in the 67U maintenance course.

81-23383, Boeing D model kit number M3006, was a CH-47D helicopter. The U.S. Army acceptance date was 24 November 1982. As of 22 June 1998, 81-23383 had accumulated 4,950.2 D model hours and 7,659.0 total aircraft hours. 81-23383 was a conversion from the original A model Chinook 66-19017. On 30 September 1980, 81-23383 was inducted into the D model program, converted, and initially assigned to Fort Rucker, Alabama. While at Fort Rucker, 81-23383 was assigned to the Aviation Technical Test Center, and was designated as Bearcat 1. After it's tour of duty with the Test Activity, 81-23383 was transferred to Fort Eustis, Virginia, and was utilized as a training device in the 67U maintenance course. As of 1 January 2002, this aircraft was 35.1 years old. As of 1 January 2002, the last known location of 81-23383 was at Fort Eustis. Aircraft status: Flyable.

The next four photographs show 81-23383, in the early 1980s, while performing duties as Bearcat 1. In these photographs, what distinguishes 81-23383 apart from later Chinook helicopters designated as Bearcat 1, such as 81-23381, is the writing on the side of the fuselage - Aviation Development Test Activity. In the early 1980s, the facility was known as the Aviation Development Test Activity (ADTA), commonly known as the Test Activity. In the early 1990s, the facility was re-designated as the U.S. Army Aviation Technical Test Center (USAATTC). After it's tour of duty with the Test Activity, 81-23383 was transferred to Fort Eustis, Virginia, and was utilized as a ground training device in the 67U aircraft maintenance course. At some point, 81-23383 was replaced by 90-00180, which was then designated as Bearcat 2.

Build
M3007

Delivery Date
30 Nov 1982

Induction Date

Prev Model
CH-47A

Prev SN
66-19057

81-23384

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
12 Sep 2006

Serial Number
06-08029

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3008

Delivery Date
18 Dec 1982

Induction Date

Prev Model
CH-47A

Prev SN
66-19073

81-23385

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
22 Dec 2004

Serial Number
05-03753

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3009

Delivery Date
22 Dec 1982

Induction Date

Prev Model
CH-47A

Prev SN
66-19088

81-23386



Status

Converted to G Model

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
10 Oct 2005

Serial Number
06-03763

Loss Date

Transfer Date

Build
M3010

81-23387

CH-47D

Delivery Date
12 Mar 1983

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

MH-47G

Prev SN
64-13134

Induction Date
13 Dec 2004

Serial Number
05-03752

Status

Loss Date

Transfer Date

Converted to G Model

81-23387, Boeing D model kit number M3010, was a CH-47D helicopter. The U.S. Army acceptance date was 12 March 1983, at 4,255.0 aircraft hours. As of 24 November 1999, 81-23387 had accumulated 1,547.5 D model hours and 5,786.5 total aircraft hours. 81-23387 was a conversion from the original A model Chinook 64-13134. On 12 December 1982, 81-23387 was inducted into the D model program, converted, and on 4 April 1983 initially assigned to C Company - "Playtex" or "Haulmark" (?), 159th Aviation Battalion, 101st Airborne Division, 2nd Army, located at Fort Campbell, Kentucky. On 16 January 1985, 81-23387 was transferred to A Company - "Pachyderms", 159th Aviation Battalion, 101st Airborne Division, 2nd Army, located at Fort Campbell, Kentucky. At some point, A Company, 159th Aviation Battalion was re-designated A Company, 7th Battalion, 101st Airborne Division.

Build
M3011

Delivery Date
20 Feb 1983

Induction Date

Prev Model
CH-47A

Prev SN
64-13132

81-23388

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
22 Feb 2005

Serial Number
05-03757

Status

Loss Date

Transfer Date

Converted to G Model

As of 24 November 1999, 81-23388 had accumulated 595.4 D model hours and 7,414.3 total aircraft hours. 81-23388 was a conversion from the original A model Chinook 64-13132. On 13 March 1981, 81-23388 was inducted into the D model program, converted, initially assigned to Fort Eustis, Virginia, where it was utilized as a training device in the 67U maintenance course

Build
M3012

Delivery Date
13 Apr 1983

Induction Date

Prev Model
CH-47A

Prev SN
64-13133

81-23389

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
6 Feb 2006

Serial Number
06-08024

Status

Loss Date

Transfer Date

Inducted to F Model Program

As of 22 June 1998, 81-23389 had accumulated 1,252.8 D model hours and 5,778.5 total aircraft hours. 81-23389 was a conversion from the original A model Chinook 64-13133. On 13 March 1981, 81-23389 was inducted into the D model program, converted and initially scheduled for assigned to Fort Eustis, Virginia.

Build
M3013

Delivery Date
30 Apr 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-00122

82-23762

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
10 Mar 2005

Serial Number
05-03758



Status

Loss Date

Transfer Date

Converted to G Model

June 2012: The cockpit of CH-47D Chinook helicopter 82-23762 is all that remains of this once fine flying machine. Having arrived in July 2007, it was utilized for ground instruction training at RAF Odiham, England. Rumor has it that 86-01677 and 89-00159 joined the training fleet at RAF Odiham sometime in 2011. It is unknown whether 677 and 159 are still intact

Build
M3015

Delivery Date
29 Jun 1983

Induction Date

Prev Model
CH-47A

Prev SN
65-08011

82-23764

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [US]

Loss Date

24 Jul 1990

Transfer Date

On 24 July 1990, in the vicinity of Fort Campbell, during a night vision goggle (NVG) approach to a field site with a sling load, the pilot heard a loud noise. The aircraft pitched nose down and the instructor pilot took the controls. He jettisoned the load as the aircraft impacted the ground. The aircraft came to rest inverted. Fatal injuries were sustained by the pilot, crew chief, and flight engineer instructor. The copilot and the flight engineer had minor injuries. The aircraft caught fire during the crash sequence and was totally consumed by the fire.

Build
M3016

Delivery Date
11 Jul 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-00119

82-23765

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
11 Feb 2009

Serial Number
09-08063

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3017

Delivery Date
07 Jul 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-19058

82-23766



Status

Converted to G Model

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
3 Dec 2004

Serial Number
05-03751

Loss Date

Transfer Date

The nose section of 82-23766 is on display at the Russell Aviation Museum in Russell, Illinois.

Build
M3018

Delivery Date
22 Jul 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-19043

82-23767

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
15 Apr 2005

Serial Number
05-03761

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3019

Delivery Date
09 Aug 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-00106

82-23768

CH-47D

Combat Service

Converted To

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

82-23768 was a conversion from the original A model Chinook 66-00106. On 16 February 1982, 82-23768 was inducted into the D model program, converted, and initially assigned to Fort Campbell, Kentucky. At some point, 82-23768 underwent an accidental fuel cell over pressurization that severely damaged the fuselage structure. 82-23768 was transferred to Corpus Christi Army Depot, (CCAD), located at Corpus Christi, Texas, for repair. It was CCAD's first Chinook rebuild and repair. Prior to that, CH-47 helicopters were repaired at the New Cumberland Army Depot, located near Harrisburg, Pennsylvania. In May of 1987, and as of 24 November 1999, 82-23768 was assigned to C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, Fort Bragg, North Carolina. As of 21 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps. C Company is the former 196th Assault Support Helicopter Company (ASHC) - "Flippers". The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment, becoming directly subordinate to the 18th Aviation Brigade. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment.

Photo: Chinook 82-23768 shaking off the dust at sunrise in NTC, January 2002.

Build
M3020

Delivery Date
26 Sep 1983

Induction Date

Prev Model
CH-47A

Prev SN
65-08005

82-23769

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
22 Mar 2007

Serial Number
07-08035

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3021

Delivery Date
21 Sep 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-00108

82-23770

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
29 Jun 2004

Serial Number
04-03746

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3022

Delivery Date
19 Oct 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-19074

82-23771

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
26 Jun 2007

Serial Number
07-08039

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3023

Delivery Date
20 Oct 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-00116

82-23772

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
11 Dec 2003

Serial Number
04-03736

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3024

82-23773

CH-47D

Delivery Date
01 Nov 1983

Combat Service

Induction Date

Converted To

MH-47G

Prev Model
CH-47C

Induction Date
15 Jun 2004

Prev SN
68-16002

Serial Number
04-03745

Status

Loss Date

Transfer Date

Converted to G Model

Build
M3025

82-23774

CH-47D

Delivery Date
08 Nov 1983

Combat Service

Induction Date

Converted To

MH-47G

Induction Date
8 Dec 2003

Serial Number
04-03735

Prev Model
CH-47A
Prev SN
64-13144



Status

Loss Date

Transfer Date

Converted to G Model

82-23774, Boeing D model kit number M3025, was a CH-47D helicopter. The U.S. Army acceptance date was 8 November 1983. As of 22 June 1998, 82-23774 had accumulated 1,904.5 D model hours and 5,765.1 total aircraft hours.

82-23774 was a conversion from the original A model Chinook 64-13144.

On 21 June 1982, 82-23774 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky.

Build
M3026

Delivery Date
05 Dec 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-19031

82-23775

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
30 Sep 2005

Serial Number
05-08015

Status

Loss Date

Transfer Date

Inducted to F Model Program

82-23775, Boeing Vertol D Tab Number MN 289, U.S. Army D model Customer Tab Number M3026, was a CH-47D helicopter. The U.S. Army acceptance date was 5 December 1983. As of 30 September 2005, 82-23775 had accumulated at least 2,864.8 D model hours and 7,681.1 total aircraft hours.

82-23775 was a conversion from the original C model Chinook 66-19031.

On 5 December 1983, 82-23775 was inducted into the D model program, converted, and initially scheduled for assignment to an unknown unit at Fort Eustis, Virginia.

On 30 September 2005, 82-23775 was cannibalized for its power train components (engines, transmissions, rotor blades, etc.) for use in assembling CH-47F tail number 05-08015 and the airframe was scrapped.

Build
M3027

Delivery Date
16 Dec 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-00115

82-23776

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
18 May 2007

Serial Number
07-08038

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3028

Delivery Date
16 Dec 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-19072

82-23777

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
20 Oct 2005

Serial Number
05-08016



Status

Loss Date

Transfer Date

Inducted to F Model Program

82-23777, Boeing D model kit number M3028, was a CH-47D helicopter. The U.S. Army acceptance date was 16 December 1983. 82-23777 was test flown and accepted at 2,752.2 aircraft hours. As of 1 November 1999, 82-23777 had accumulated 1,357.4 D model hours and 4,099.6 total aircraft hours. 82-23777 was a conversion from the original A model Chinook 66-19072. On 18 March 1982, 82-23777 was inducted into the D model program, converted, and initially scheduled for assignment to A Company, 159th Combat Aviation Battalion (CAB), located at Fort Campbell, Kentucky. In 1985, after security restrictions naming the special operation units were slightly relaxed, A Company was re-designated E Company, Task Force 160. At some point, Task Force 160 was later renamed the 160th Special Operations Aviation Regiment (SOAR) - "Nightstalkers". Initially, and prior to its arrival with the 160th SOAR, 82-23777 was transferred to Corpus Christi Army Depot (CCAD), located at Corpus Christi, Texas, for modifications and provisions as a special operations aircraft. One of the obvious modifications visible to the untrained eye are the hard points located under the nose for mounting the Forward Looking Infrared (FLIR) pod characteristic of special operations aircraft. On 12 April 1985, after a long over water flight, 82-23777 was damaged in an accident due to mechanical failure. While the aircrew was awaiting taxi clearance into hot refuel [where the helicopter is refueled with the engines running] parking with the engines at flight idle, 100 percent rotor RPM, thrust at ground detent [all of which is a normal operating condition for a Chinook stationary on the ground] the crew heard a loud bang followed by two lesser banging noises. The first loud bang preceded a momentary flash fire that came out the aircraft ramp area. The aircraft's rotor system de-phased allowing the forward and aft rotor blades to strike one another. This resulted in the forward pylon, including the Forward Transmission, separating from the aircraft and to come to rest to the left of the aircraft. The aft pylon collapsed to the left, over and onto the number 1 engine. There was major damage done to the aircraft. There was no fire, other than the initial flash fire. All eight occupants exited the aircraft. Two passengers required assistance and all eight subsequently were taken to hospital. All occupants were treated for major bruises and released with one passenger being evacuated to a hospital for further X-rays and treatment for back injuries. The failure of the Aft Transmission First and Secondary Stage Planetary Gear Train can be attributed to improper assembly of one secondary planetary retention bolt, part number (P/N) 145D0127-1. The indicated failure sequence probably occurred when the retention bolt disengaged from the Second Stage Planetary Carrier. This allowed the bolt to lodge between the Ring Gear and Planet Gears, causing an instantaneous chain reaction and subsequent destruction of the entire power train. 82-23777 was sent to CCAD for repair at 2,949.3 aircraft hours. During the repairs, due to a shortage of spare parts, the upper halves of older CH-47C fuel pods were spliced to the undamaged lower halves of the newer composite fuel pods giving 82-23777 a singularly unique appearance for a time. At some point, the fuel pods were replaced with standard D model fuel pods and tanks. The repairs were completed on 3 June 1992.

Build
M3029

Delivery Date
24 Jan 1984

Induction Date

Prev Model
CH-47C

Prev SN
69-17104

82-23778

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
24 Jan 2007

Serial Number
07-03769

Status

Converted to G Model

Loss Date

Transfer Date

converted to MH-47G

Build
M3030

Delivery Date
02 Feb 1984

Induction Date

Prev Model
CH-47C

Prev SN
68-16009

82-23779

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
6 Apr 2005

Serial Number
05-03760

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3031

Delivery Date
23 Feb 1984

Induction Date

Prev Model
CH-47C

Prev SN
67-18531

82-23780

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
28 Jul 2003

Serial Number
03-03734

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3032

Delivery Date
23 Feb 1984

Induction Date

Prev Model
CH-47B

Prev SN
66-19137

83-24102

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
31 Mar 2004

Serial Number
04-03739

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3033

Delivery Date
09 Mar 1984

Induction Date

Prev Model
CH-47C

Prev SN
69-17126

83-24103



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
1 Dec 2006

Serial Number
06-08032

Loss Date

Transfer Date

Build
M3034

Delivery Date
30 Jan 1984

Induction Date

Prev Model
CH-47A

Prev SN
64-13115

83-24104

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
9 Aug 2005

Serial Number
05-08013



Status

Loss Date

Transfer Date

Inducted to F Model Program

This photo was taken at the RAF Museum, Hendon, UK in Feb 2008 and shows 83-24104 in RAF markings. Here is the info on the RAF Museum web site about the use of the aircraft:

"The forward fuselage of a former USAF CH-47D Chinook has been cosmetically restored to represent the famous Falklands Veteran RAF Chinook HC Mk 1, ZA718 'Bravo November'."

The long-serving Boeing CH-47 Chinook twin-engined, tandem rotor heavy-lift transport helicopter has served for many years with numerous air arms.

First flown in 1961 and much-used in the Vietnam War, deliveries to the RAF began in 1980, and the Chinook, with its distinctive 'Wokka Wokka' rotor noise remains a vital part of RAF Operations in Afghanistan and anywhere the RAF operates. Here is the history from the RAF Museum records

BOEING CH-47D CHINOOK 83-24104

MUSEUM ACCESSION NUMBER X004-1310

CH-47D forward fuselage section, ex U.S. Army.

16 Feb 65 Accepted by U.S. Army. Originally built as Boeing - Vertol CH-47A-BV Chinook 64-13115, Boeing build number B-87, one of a batch of 60, serials batch 64-13106 – 64-13165. A total of 354 CH-47As were built for the US Army; much used in the Vietnam conflict.

Oct 66 To South Vietnam with 228 ABAH, serving with this unit until January 1968.

Feb/Mar 68 With 79 Transportation Company, Vietnam. (Provided maintenance and technical support)

Apr 68 To 1st Army, New Cumberland, Pennsylvania, USA for maintenance.

Oct 68 To 180th Aviation Company, Vietnam. (known as 'Big Windy')

29 Jun 69 Whilst serving with 180 Aviation Co, suffered slight combat damage over South Vietnam. Whilst flying a logistics support mission in level flight at 80 knots, the main rotor system was hit once by small arms fire; the helicopter continued on its mission and was repaired in theatre. Total flying hours at the time 1567.

17 Oct 69 Whilst serving with 79 Transportation Company, to which unit it had just been transferred, suffered further slight combat damage over South Vietnam. Whilst flying a logistics support mission for troop lift, and descending at 300ft at 80 knots, the aircraft was hit twice in the aft fuselage by small arms fire; it continued on its mission and was repaired in theatre.

Served with 79 Transportation Company in Vietnam until March 1971.

May 71 To 5th Army, St Louis, USA.

July 71 To 108th Div Tng, (3rd Army Reserve Unit), Charlotte, USA.

Oct 71 To 1st Army at New Cumberland, Pa for maintenance.

Aug 72 To 190th Avn Co, 5th Army, Kansas City, USA.

July 73 190th Avn Co moved to 6th Army, Naval Air Station, Kansas City, USA.

May 74 190th Avn Co moved to 6th Army, Olathe, Kansas, USA.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3035

Delivery Date
13 Apr 1984

Induction Date

Prev Model
CH-47B

Prev SN
67-18483

83-24105

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
23 Mar 2005

Serial Number
06-08022

Status

Inducted to F Program/FwdFuselage On Display

Loss Date

Transfer Date

Build
M3036

Delivery Date
26 Apr 1984

Induction Date

Prev Model
CH-47C

Prev SN
69-17102

83-24106

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
30 May 2003

Serial Number
03-03732

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3037

83-24107

CH-47D

Delivery Date
15 May 1984

Combat Service

Induction Date

Converted To

YCH-47F

Prev Model
CH-47A

Induction Date
5 Jan 1999

Prev SN
63-07922

Serial Number
98-00011

Status

Loss Date

Transfer Date

Converted to Prototype F Model EMD#1

83-24107, Boeing D model kit number M3037, was a CH-47D helicopter. The U.S. Army acceptance date was 15 May 1984. As of 22 June 1998, 83-24107 had accumulated 1,756.7 D model hours and 5,849.9 total aircraft hours. 83-24107 was a conversion from the original A model Chinook 63-07922. On 11 May 1983, 83-24107 was inducted into the D model program, converted, and initially assigned to Fort Campbell, Kentucky. As of 25 June 2001, the last known location of 83-24107 was at the Boeing facilities in Pennsylvania undergoing conversion to F model 98-00011.

Build
M3038

Delivery Date
22 May 1984

Induction Date

Prev Model
CH-47B

Prev SN
67-18464

83-24108



Status

Converted to G Model

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
27 Jan 2005

Serial Number
05-03755

Loss Date

Transfer Date

temporality grounded as GCH-47D for engineer training at Ft Rucker?

Build
M3039

Delivery Date
14 Jun 1984

Induction Date

Prev Model
CH-47C

Prev SN
70-15034

83-24109

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
21 Sep 2009

Serial Number
08-08058

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3041

Delivery Date
13 Jul 1984

Induction Date

Prev Model
CH-47A

Prev SN
63-07923

83-24111

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
8 Mar 2007

Serial Number
07-08033

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3042

83-24112

CH-47D

Delivery Date
02 Aug 1984

Combat Service

Induction Date

Converted To

MH-47G

Prev Model
CH-47B

Induction Date
17 Jan 2005

Prev SN
67-18460

Serial Number
05-03754



Status

Loss Date

Transfer Date

Converted to G Model

Build
M3043

Delivery Date
02 Aug 1984

Induction Date

Prev Model
CH-47C

Prev SN
68-15813

83-24113

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
30 Apr 2007

Serial Number
07-08037

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3044

Delivery Date
10 Sep 1984

Induction Date

Prev Model
CH-47A

Prev SN
64-13112

83-24114

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
18 Jul 2007

Serial Number
07-08040

Status

Loss Date

Transfer Date

Inducted to F Model Program

83-24114, Boeing D model kit number M3044, was a CH-47D helicopter. The U.S. Army acceptance date was 10 September 1984. As of 22 June 1998, 83-24114 had accumulated 1,938.3 D model hours and 5,101.2 total aircraft hours.

83-24114 was a conversion from the original A model Chinook 64-13112.

On 16 May 1983, 83-24114 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky.

As of 1 January 2002, this aircraft was 36.9 years old.

As of 28 November 2000, the last known location of 83-24114 was Fort Eustis, Virginia where it was utilized as a training device in the 67U maintenance course.

Aircraft status: Category B training device.

Build
M3045

Delivery Date
29 Sep 1984

Induction Date

Prev Model
CH-47B

Prev SN
67-18456

83-24115

CH-47D

Combat Service

Converted To

YCH-47F

Induction Date
5 Jan 1999

Serial Number
98-00012



Status

Loss Date

Transfer Date

Converted to Prototype F Model EMD#2

83-24115, Boeing D model kit number M3045, was a CH-47D helicopter. The U.S. Army acceptance date was 29 September 1984. As of 22 June 1998, 83-24115 had accumulated 1,455.6 D model hours and 4,899.7 total aircraft hours.

83-24115 was a conversion from the original B model Chinook 67-18456.

On 8 March 1985, 83-24115 was inducted into the D model program, converted, and initially assigned to Fort Campbell, Kentucky.

As of 1 January 2002, the last known location of 83-24115 was at the Boeing facilities in Pennsylvania undergoing conversion to 98-00012. Photo shows fuselage section as the aircraft was being converted.

Build
M3046

Delivery Date
04 Oct 1984

Induction Date

Prev Model
CH-47C

Prev SN
68-15996

83-24116

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
27 Jun 2003

Serial Number
03-03733

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3047

Delivery Date
11 Oct 1984

Induction Date

Prev Model
CH-47A

Prev SN
64-13118

83-24117

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
22 Mar 2005

Serial Number
05-03759

Status

Loss Date

Transfer Date

Converted to G Model

83-24117, Boeing D model kit number M3047, was a CH-47D helicopter. The U.S. Army acceptance date was 11 October 1984. As of 22 June 1998, 83-24117 had accumulated 737.5 D model hours and 3,950.0 total aircraft hours.

83-24117 was a conversion from the original A model Chinook 64-13118.

On 27 June 1983, 83-24117 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Eustis, Virginia.

Build
M3049

Delivery Date
14 Nov 1984

Induction Date

Prev Model
CH-47C

Prev SN
68-16014

83-24119



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
13 Dec 2005

Serial Number
06-08020

Loss Date

Transfer Date

D Model M3049 was originally to be F-model M0820 but became G-Model M3766

Build
M3050

83-24120

CH-47D

Delivery Date
09 Nov 1984

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

CH-47F (EMD)

Prev SN
64-13122

Induction Date
9 Apr 2007

Serial Number
07-08036

Status

Loss Date

Transfer Date

Inducted to F Model Program

83-24120, Boeing D model kit number M3050, was a CH-47D helicopter. The U.S. Army acceptance date was 9 November 1984. As of 22 June 1998, 83-24120 had accumulated 3,297.2 aircraft hours and 6,545.3 total aircraft hours.

83-24120 was a conversion from the original A model Chinook 64-13122.

On 6 September 1983, 83-24120 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Rucker, Alabama.

As of 1 January 2002, this aircraft was 36.8 years old.

As of 6 September 1983, the last known location of 83-24120 was at Boeing during the conversion.

Build
M3051

Delivery Date
20 Nov 1984

Induction Date

Prev Model
CH-47C

Prev SN
67-18541

83-24121

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
8 Jan 2003

Serial Number
03-08003

Status

Converted to Prototype F Model EMD#1

Loss Date

Transfer Date

EMD3?

Build
M3052

83-24122

CH-47D

Delivery Date
30 Nov 1984

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

CH-47F

Prev SN
68-16001

Induction Date
20 Nov 2007

Serial Number
08-08042



Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3053

Delivery Date
07 Dec 1984

Induction Date

Prev Model
CH-47A

Prev SN
64-13127

83-24123

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

10 Aug 2007

Transfer Date

83-24123 was a conversion from the original A model Chinook 64-13127. On 13 September 1983, 83-24123 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky. At some point, 83-24123 was assigned to B Company, 3rd Battalion, 82nd Aviation Brigade, located at Fort Bragg, North Carolina and was deployed to Afghanistan to take part in Operation Enduring Freedom (OEF). On 10 August 2007, while on the ground at Bagram Air Base, 83-24123 taxied into another parked CH-47D aircraft (84-24182) and was severely damaged. There were no fatalities. However, some injuries were reported during the post-incident egress of the damaged helicopter.

Build
M3054

Delivery Date
14 Dec 1984

Induction Date

Prev Model
CH-47C

Prev SN
69-17109

83-24124

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Build
M3055

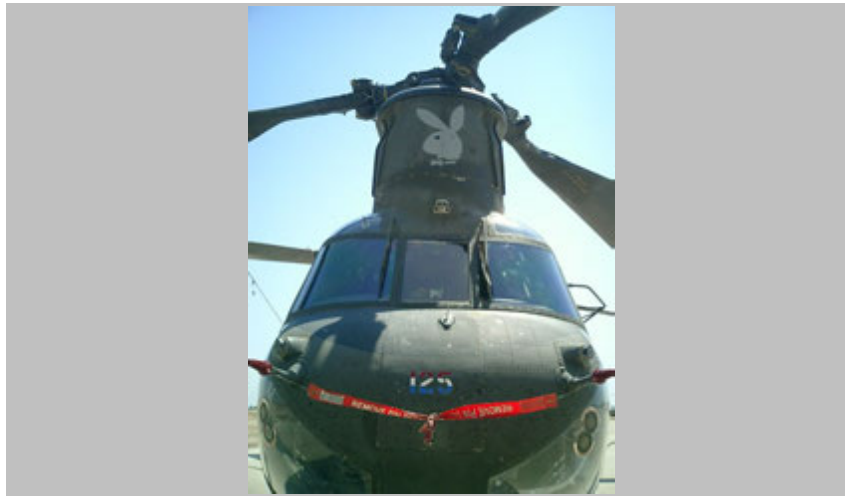
Delivery Date
18 Dec 1984

Induction Date

Prev Model
CH-47A

Prev SN
64-13108

83-24125



Status

CH-47D

Combat Service



Iraq

Converted To

CH-47F

Induction Date
6 Apr 2006

Serial Number
06-08027

Loss Date

Transfer Date

Inducted to F Model Program

83-24125, Boeing D model kit number M3055, was a CH-47D helicopter. The U.S. Army acceptance date was 18 December 1984. As of 22 June 2002, 83-24125 had accumulated approximately 2,801.5 D model hours and 6,004.0 total aircraft hours. 83-24125 was a conversion from the original A model Chinook 64-13108. On 27 September 1983, 64-13108 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky. At some point, 83-24125 was assigned to Detachment 1, Company F, 106th Aviation, Army National Guard, located Davenport in the State of Iowa. At some point, 83-24125 was deployed with Company F to the country of Iraq in support of the global war on terrorism. 83-24125 was inducted into the F model production program. The dynamic components; engines, power train, rotor system and portions of the hydraulic system, etc., were removed and placed on a new build airframe - F model 06-08027. The original airframe was scrapped.

Build
M3056

Delivery Date
18 Jan 1985

Induction Date

Prev Model
CH-47C

Prev SN
68-15991

84-24152

CH-47D

Combat Service



Desert Storm

Converted To

MH-47G

Induction Date
8 Oct 2002

Serial Number
03-03728

Status

Loss Date

Transfer Date

Converted to G Model

As of 27 February 2000, 84-24152 had accumulated 1,367.3 D model hours and 3,476.5 total aircraft hours. 84-24152 was a conversion from the original C model Chinook 68-15991. 84-24152 was the first aircraft on contract DAAK50-84-C-0004, a 36 aircraft D model conversion contract. On 20 January 1984, 84-24152 was inducted into the D model program, converted, and was initially assigned to Fort Campbell, Kentucky. On first night of Operation Desert Storm, while assigned to an unknown unit, 84-24152 struck ground and received damage to the landing gear and fuselage. On the first night of Operation Desert Storm, the aircraft struck the ground while evading suspected missiles. The forward left landing gear was torn from aircraft and right rear landing gear was pushed up into ramp and fuselage. As of 27 February 2000, 84-24152 was assigned to F Company, 158th Aviation Regiment, Kansas Army Reserve, Olathe, KS. As of 27 February 2000, the last known location of 84-24152 was at Olathe, Kansas. Aircraft status: Flyable.

Build
M3057

Delivery Date
22 Jan 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13120

84-24153

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
2 Apr 2009

Serial Number
09-08065

Status

Loss Date

Transfer Date

Inducted to F Model Program

84-24153, Boeing D model kit number M3057, was a CH-47D helicopter. The U.S. Army acceptance date was 22 January 1985. As of 22 June 1998, 84-24153 had accumulated 1,509.1 D model hours and 5,403.1 total aircraft hours.

84-24153 was a conversion from the original A model Chinook 64-13120.

On 8 December 1983, 84-24153 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky.

Build
M3058

84-24154

CH-47D

Delivery Date
19 Feb 1985



Combat Service



Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47A

Prev SN
64-13140

Status

Sold to Canada

Loss Date

5 Aug 2010

Transfer Date

29 Dec 2008

Destroyed by enemy action 5 Aug 2010

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3059

Delivery Date
20 Feb 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15017

84-24155

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
17 Dec 2007

Serial Number
08-08044

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3060

Delivery Date
27 Feb 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13113

84-24156

CH-47D

Combat Service

Converted To

Induction Date

Serial Number



Status

Accident/Destroyed [US]

Loss Date

11 Apr 1997

Transfer Date

On a ferry flight from CCAD, 84-24156 rolled inverted in flight and was severely damaged. 84-24156 was then assigned to Aberdeen Proving Grounds (APG), Maryland, and utilized as a ballistic evaluation device. Tied to the ground, projectiles were planned to be fired at 84-24156 while it was running. Before any rounds could be fired, 85-24156 experienced ground resonance and disintegrated while tied to the ground. The widely distributed videos from several angles are a classic.

PHOTO: 84-24156 at Aberdeen Proving Grounds secured to the ground ready for testing.

"The one that rolled inverted"

84-24156, Boeing D model kit number M3060, was a CH-47D helicopter. The U.S. Army acceptance date was 27 February 1985. As of 27 February 2000, 84-24156 had accumulated 1,430.2 D model hours and 4,895.4 total aircraft hours. 84-24156 was a conversion from the original A model Chinook 64-13113. On 31 January 1984, 84-24156 was inducted into the D model program. At some point, 84-24156 was delivered to Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, for modification, and then assigned to the 160th Special Operations Aviation Regiment (SOAR) - "Nightstalkers", United States Army Special Operations Command (USASOC), Fort Campbell, Kentucky. At some point, 84-24156 was damaged during a ground run and sent to CCAD for repair. In 1989, 84-24156 was subsequently assigned to B Company - "Hercules", 2nd Battalion, 159th Aviation Regiment, Hunter Army Airfield, Savannah, Georgia, as a replacement for 85-24325, a B Company - "Hercules" helicopter that was lost due to a mid air collision with an AH-1 Cobra near Wright Army Airfield, Georgia, on 9 April 1986. B Company was the former 132nd Assault Support Helicopter Company (ASHC). The 132nd ASHC was re-designated B Company in approximately November 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated B Company, 159th Aviation Regiment. B Company became subordinate to the 18th Aviation Brigade. As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. In 1990, 84-24156 was assigned to the 160th SOAR. On a ferry flight from CCAD, 84-24156 rolled inverted in flight and was severely damaged. At some point, 84-24156 was assigned to Aberdeen Proving Grounds (APG), Maryland, and utilized as a ballistic evaluation device. Tied to the ground, projectiles were fired at 84-24156 while it was running. On an unknown date, 85-24156 experienced ground resonance and disintegrated while tied to the ground at Aberdeen. As of 1 January 2001, this aircraft was 35.9 years old. As of 27 February 2000, the last known location of 84-24156 is at Aberdeen, Maryland. Aircraft status: Ground evaluation test device.

From 1998 Flightfax article on the inverted flight:

First and foremost, control the aircraft.☒

☒Fly the aircraft all the way to the ground ☒

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3061

84-24157

CH-47D

Delivery Date
12 Mar 1985

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
65-07978

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

1 Apr 2011

84-24157, Boeing build number M3061, was a CH-47D helicopter. The U.S. Army acceptance date was 12 March 1985. As of 13 August 1999, 84-24157 had accumulated 2,340.1 D model hours and 4,616.1 total aircraft hours.

84-24157 was a conversion from the original A model Chinook 65-07978.

On 25 October 1983, 84-24157 was inducted into the D model program, converted, and initially assigned to A Company - "Pachyderms", 7th Battalion, 101st Airborne Division, located at Fort Campbell, Kentucky.

As of 13 August 1999, 84-24157 was at Fort Campbell, Kentucky, assigned to "Pachyderms"

At some point, and as of 7 September 2012, 84-24157 was sent to Yulista Aviation Incorporated for dismantling and scrapping.

Build
M3062

Delivery Date
22 Mar 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15014

84-24158



CH-47D

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Active - Camp Humphries

Loss Date

Transfer Date

Build
M3063

84-24159

CH-47D

Delivery Date
22 Mar 1985



Induction Date

Prev Model
CH-47A

Prev SN
64-13125

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NV/MT*

Designated as JCH-47D for test prototype for HISS testing as well as the aerial refueling tests described below.

Abstract: A feasibility evaluation of aerial refueling the Boeing Vertol CH-47D helicopter (USA S/N 84-24159) equipped with a Boeing Vertol designed prototype aerial refueling system was conducted by the US Army Aviation Engineering Flight Activity (USAAEFA). The test was conducted at the Boeing Vertol flight test facility in Wilmington, Delaware between 6 and 9 August 1985. Five flights were performed totaling 8 flight hours (4.1 productive hours). Aerial refueling system tests were performed by Boeing Vertol and monitored by USAAEFA prior to the initial refueling system flight evaluation. Aerial refueling operations were performed with an HC-130P tanker aircraft and included a tanker turbulence evaluation, handling qualities while performing refueling procedures, and prototype aerial refueling system operations. Twenty-five refueling probe to drogue engagements were performed. During one engagement, 5070 pounds of fuel were transferred from the tanker to the CH-47D. Six shortcomings, all of which were related to the aerial refueling system, were identified for correction in the production design. The most significant of these was the increased maintenance requirements imposed by the use of refueling probe restraint cables. Within the limited scope of this evaluation aerial refueling of the CH-47D helicopter is a feasible concept.

Replaced by 90-00180 for HISS testing

Build
M3064

84-24160

CH-47D

Delivery Date
29 Mar 1985

Combat Service

Induction Date

Converted To

MH-47G

Prev Model
CH-47A

Induction Date
3 May 2005

Prev SN
66-19020

Serial Number
05-03762

Status

Loss Date

Transfer Date

Converted to G Model

Build
M3065

Delivery Date
08 Apr 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15016

84-24161

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
2 May 2003

Serial Number
03-03731

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3066

Delivery Date
23 Apr 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13129

84-24162

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IL

84-24162 was a conversion from the original A model Chinook 64-13129. On 31 March 1984, 84-24162 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky. On an unknown start date, 84-24162 was assigned to A Company, 7th Battalion, 101st Airborne Division, located at Fort Campbell, Kentucky. Sometime after "War on Terrorism" was declared in late 2001, 84-24162 deployed to the Middle East Theater in support of Operation Iraqi Liberation.

Build
M3067

Delivery Date
24 Apr 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13150

84-24163

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
5 May 2008

Serial Number
08-08051

Status

Loss Date

Transfer Date

Inducted to F Model Program

84-24163, Boeing D model kit number M3067, was a CH-47D helicopter. The U.S. Army acceptance date was 24 April 1985. As of 22 June 1998, 84-24163 had accumulated 2,831.8 D model hours and 6,501.3 total aircraft hours.

84-24163 was a conversion from the original A model Chinook 64-13150.

On 31 March 1984, 84-24163 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Rucker, Alabama.

As of 1 January 2002, this aircraft was 36.4 years old.

As of 24 April 1985, the last known location of 84-24163 was at Boeing during the conversion.

Build
M3068

Delivery Date
03 Jul 1985

Induction Date

Prev Model
CH-47C

Prev SN
68-15830

84-24164



Status

Inducted to F Model Program

D Model M3068 originally was to be F Model M8028 but became G Model M3768

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
2 Aug 2006

Serial Number
06-08028

Loss Date

Transfer Date

Build
M3069

Delivery Date
13 Aug 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13126

84-24165

CH-47D

Combat Service



Desert Storm

Converted To

CH-47F

Induction Date
30 Jul 2009

Serial Number
08-08053

Status

Loss Date

Transfer Date

Inducted to F Model Program

84-24165, Boeing D model kit number M3069, was a CH-47D helicopter. The U.S. Army acceptance date was 12 August 1985. As of 8 October 1999, 84-24165 had accumulated 1,903.3 D model hours and 5,457.0 total aircraft hours.

84-24165 was a conversion from the original A model Chinook 64-13126.

On 5 April 1984, 84-24165 was inducted into the D model program, converted, and initially assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, Fort Stewart, near Savannah, Georgia.

The 132nd ASHC was redesignated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988.

84-24165 flew 105.4 combat hours during Operation Desert Shield / Storm, while assigned to B Company.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated B Company, 159th Aviation Regiment. B Company became a subordinate unit to the 18th Aviation Brigade.

As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

As of 1 January 2002, this aircraft was 36.7 years old.

As of 8 October 1999, the last known location of 84-24165 was Hunter Army Airfield, Georgia, assigned to B Company, 159th Aviation Regiment.

Build
M3070

84-24166

CH-47D

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47A

Induction Date

Prev SN

64-13160

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

7 Jul 1985

84-24166, Boeing D model kit number M3070, was a CH-47D helicopter. The U.S. Army never accepted this aircraft. 84-24166 accumulated 1.0 D model hours and 5,336.6 total aircraft hours. 84-24166 was a conversion from the original A model Chinook 64-13160. On 7 July 1985, 84-24166 was lost due to an accident. While on a Boeing Company test flight, 84-24166 crashed killing the Pilot and Flight Engineer. The Copilot and Crew Chief parachuted to safety.

Build
M3071

Delivery Date
14 Aug 1985

Induction Date

Prev Model
CH-47C

Prev SN
67-18537

84-24167

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Depot - Philadelphia PA

Build
M3072

Delivery Date
26 Aug 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13123

84-24168

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

84-24168, Boeing D model kit number M3072, was a CH-47D helicopter. The U.S. Army acceptance date was 29 August 1985. As of 22 June 1998, 84-24168 had accumulated 1,185.1 D model hours and 3,796.5 total aircraft hours.

84-24168 was a conversion from the original A model Chinook 64-13123.

On 30 April 1984, 84-24168 was inducted into the D model program, converted, and initially assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, Fort Stewart, near Savannah, Georgia.

The 132nd ASHC was redesignated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988.

In 1991, 84-24168 flew 104.2 combat hours while assigned to B Company, 159th Aviation Regiment during Operation Desert Shield / Storm.

On 29 August 1993, 84-24168 slung a rotor blade tip cap (also known as the cover plate on the outer end of the blade) while en route to Fort Rucker, Alabama from Hunter Army Airfield.

Elements of B Company's sister unit, C Company- "Flippers", 159th Aviation Regiment, Fort Bragg were dispatched to assist in the repair and maintenance test flight of the stricken aircraft.

This was the first meeting and first flight together of CW2 Morgan and WO1 Busch. WO1 Busch described the vibration level in the aircraft without the tip cap as severe. All went well on the repair and test flight.

Build
M3073

Delivery Date
16 Aug 1985

Induction Date

Prev Model
CH-47A

Prev SN
65-07990

84-24169

CH-47D

Combat Service



Desert Storm

Converted To

MH-47G

Induction Date
13 Jan 2006

Serial Number
06-08019

Status

Loss Date

Transfer Date

Inducted to F Model Program

D Model M3073 was originally going to be F Model M8019 but became G Model M3765

84-24169, Boeing D model kit number M3073, was a CH-47D helicopter. The U.S. Army acceptance date was 16 August 1985. As of 21 July 1999, 84-24169 had accumulated 1,366.5 D model hours and 5,388.9 total aircraft hours.

84-24169 was a conversion from the original A model Chinook 65-07990.

On 31 May 1984, 84-24169 was inducted into the D model program, converted, and initially assigned to the unit that would eventually become B Company - "Hercules", 159th Aviation Regiment, located at Hunter Army Airfield, Fort Stewart, near Savannah, Georgia.

B Company was the former 132nd Assault Support Helicopter Company (ASHC).

The 132nd ASHC was redesignated B Company, 2nd Battalion, 159th Aviation Regiment, 18th Aviation Brigade in approximately November 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated B Company, 159th Aviation Regiment. B Company became a subordinate unit to the 18th Aviation Brigade.

As of 22 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

84-24169 deployed with B Company to Saudi Arabia in support of Operation Desert Shield/Storm, accumulating 106.4 hours during the deployment.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3074

Delivery Date
07 Sep 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15001

84-24170

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

Build
M3075

Delivery Date
28 Aug 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13117

84-24171

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
21 Jan 2004

Serial Number
04-03737

Status

Loss Date

Transfer Date

Converted to G Model

84-24171, Boeing D model kit number M3075, was a CH-47D helicopter. The U.S. Army acceptance date was 28 August 1985. As of 27 February 2000, 84-24171 had accumulated 2,160.7 D model hours and 5,746.3 total aircraft hours.

84-24171 was a conversion from the original A model Chinook 64-13117.

On 31 May 1984, 84-24171 was inducted into the D model program, converted, and initially assigned to Fort Campbell, Kentucky.

As of 1 January 2002, this aircraft was 36.8 years old.

As of 27 February 2000, the last known location of 84-24171 was Olathe, Kansas assigned to F Company, 158th Aviation Regiment, Kansas Army Reserve.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3076

Delivery Date
11 Sep 1985

Induction Date

Prev Model
CH-47A

Prev SN
66-19055

84-24172

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - WA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3077

Delivery Date
18 Sep 1985

Induction Date

Prev Model
CH-47C

Prev SN
68-15840

84-24173

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
20 Oct 2006

Serial Number
06-08031

Status

Loss Date

Transfer Date

Inducted to F Model Program

Although 84-24173 was technically inducted into the F model program, the fuselage was actually used in the production of MH-47G 07-03771.

Build
M3078

84-24174

CH-47D

Delivery Date
01 Oct 1985

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47A

Prev SN
64-13121

Status

Accident/Destroyed [OEF]

Loss Date

28 Jan 2002

Transfer Date

OEF/Crash-brown out/28 Jan 02 On 28 January 2002, 84-24174 was involved in an accident while attempting to land in a field site in Afghanistan. 84-24174 was landing to an unimproved Landing Zone (LZ) in very dusty conditions under Night Vision Goggles (NVG's). The crew lost sight of the ground and the aircraft landed hard severing the right front landing gear. The forward rotor system struck the ground and the aircraft came to rest on its right side.

KANDAHAR, Afghanistan (CHN) - The U.S. military Tuesday was investigating the "hard landing" of a U.S. Army CH-47 "Chinook" transport helicopter - "extensively damaged" a day earlier in eastern Afghanistan - to see if it can be salvaged.

According to U.S. military officials at Kandahar airport, the helicopter went down under brown-out conditions - where debris kicked up by the aircraft's rotors darkens the sky, obscuring the landing site. Due to the dust obscuring the crew's vision, the pilot could not see the ground or note the uneven terrain. While attempting to land, the front landing gear of the CH-47 went into a depression causing the aircraft to flip onto its side, said U.S. Army spokesman Maj. A. C. Roper.

Army Col. Frank Wiercinski, a spokesman for the 101st in Kandahar, Afghanistan, said the pilot apparently failed to see holes in the ground at the landing site due to darkness and dust. He said the soldiers were members of the 187th Regiment of the 101st Airborne.

The cause of the incident is still under investigation, Roper said. However, a preliminary report showed no hostile actions were involved in bringing the aircraft down.

Sixteen soldiers from the 101st Airborne Division were injured in the incident south of Bagram, in eastern Afghanistan. A total of 24 military personnel were aboard the chopper. Military members operating helicopters involved in the same mission rescued all personnel, officials said. According to Roper, all the injured soldiers were in good to stable condition and were receiving medical treatment inside Afghanistan at a military base north of Kabul, and were expected to eventually return to duty. U.S. Central Command said four of the injuries are serious but not life threatening and consist of hip and leg injuries. The others were classified as minor injuries with broken bones, cuts and abrasions. Their names have not been released.

Central Command said the helicopter was on a tactical mission with the flight originating from Kandahar. The helicopter was ferrying members of the 101st Airborne Division to an area near Khost when the accident occurred. The CH-47 Chinook transport helicopter was carrying members of the 101st Airborne to a U.S. Marine Corps encampment near Khost, the official said. The 101st soldiers are replacing the Marines, who have been using the outpost in their search for al-Qaida and Taliban fighters.

There has been no decision to recover the helicopter, Central Command said. The accident happened at approximately 11:30 p.m. (2 p.m. EST Monday), 28 January 2002.

A Pilot's Report

Build
M3079

Delivery Date
03 Oct 1985

Induction Date

Prev Model
CH-47C

Prev SN
69-17113

84-24175

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

6 Aug 2011

Transfer Date

On 6 August 2011, at approximately 0300 hours local time, 89-00175 [callsign Extortion 17] was shot down by a suspected rocket propelled grenade (RPG) while on a combat mission flying in support of Operation Enduring Freedom (OEF) in Afghanistan. 89-00175 was on a Quick Reaction Force (QRF) insertion mission to assist members of the 75th Rangers pinned down by enemy fire in a fierce fire fight. The crash site was at Tangi Joi Zareen, in the district of Sayd Abad in Wardak Province, about 60 miles (97 kilometers) southwest of Kabul.

All five crew members and 33 passengers perished in the crash.

One member of the flight crew, CW4 Carter, was from the Colorado Army National Guard, based at Buckley Air Force Base in Aurora.

One member of the flight crew, SGT Hamburger, was from the Nebraska Army National Guard, based at the Central Nebraska Regional Airport near Grand Island.

Three members of the flight crew, CW2 Nichols, SPC Bennett and SPC Duncan were from Company B - "Spartans", 7th Battalion, 158th Aviation Regiment, United States Army Reserve (USAR), home based at New Century Aircenter in Olathe, Kansas.

As of 6 August 2011, this aircraft was 42.6 years old.

As of 6 August 2011, the last known location of 89-00175 was in Afghanistan assigned to B-2/135 GSAB.

Aircraft status: Shot down in combat.

Press Release

6 August 2011: KABUL, Afghanistan — Insurgents shot down a NATO Chinook helicopter, 89-00175, during an overnight operation in eastern Afghanistan, killing 38 people on board, a military official said on Saturday. It was one of the worst single-day losses of life for coalition troops in the nearly decade long war and comes amid rising violence across the country.

The majority of those killed were NATO troops but Afghan soldiers were

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3080

Delivery Date
17 Oct 1985

Induction Date

Prev Model
CH-47A

Prev SN
66-19008

84-24176



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
18 May 2010

Serial Number
10-08080

Loss Date

Transfer Date

Build
M3081

Delivery Date
17 Oct 1985

Induction Date

Prev Model
CH-47C

Prev SN
71-20947

84-24177

CH-47D

Combat Service



Desert Storm

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [Desert Storm]

Loss Date

1 Mar 1991

Transfer Date

On 1 March 1991, 84-24177 was lost due to an accident in Saudi Arabia while conducting a mission in support of Operation Desert Storm. While flying at 250 feet above ground level (AGL), at 120 knots airspeed, unaided (without night vision goggle devices) and at night, the aircraft struck a tower, crashed, and was totally destroyed by fire. 4 of the 5 personnel on board suffered fatal injuries.

Build
M3082

84-24178

CH-47D

Delivery Date
22 Oct 1985

Combat Service



Desert Storm

Induction Date

Converted To

Prev Model
CH-47A

Induction Date
15 Aug 2012

Prev SN
64-13119

Serial Number
12-08110

Status

Loss Date

Transfer Date

Inducted to F Model Program

84-24178, Boeing D model kit number M3082, was a CH-47D helicopter. The U.S. Army acceptance date was 22 October 1985. As of 22 June 1998, 84-24178 had accumulated 1,453.6 D model hours and 5,380.8 total aircraft hours.

84-24178 was a conversion from the original A model Chinook 64-13119.

On 31 August 1984, 84-24178 was inducted into the D model program, converted, and initially assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, Fort Stewart, Georgia.

The 132nd ASHC was redesignated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988.

During Operation Desert Storm, 84-24178 flew 132.8 combat hours, while assigned to B Company.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated B Company, 159th Aviation Regiment. B Company became a subordinate unit to the 18th Aviation Brigade.

As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army

Build
M3083

Delivery Date
26 Oct 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15006

84-24179

CH-47D

Combat Service



Afghanistan

Converted To

Induction Date
24 Apr 2011

Serial Number
11-08092

Status

Loss Date

Transfer Date

Inducted to F Model Program

Damaged in Afghanistan by small arms fire

On an unknown date in 2010, 84-24179 was hit by large caliber weapons fire in Kunar Province, Afghanistan. The aircraft was participating in a deliberate air assault operation in the Pech River Valley about 1/2 km south in the mouth of the Korengal Valley. What appeared to be a 12.5 mm round pierced the yoke assembly mounting bracket in the aft pylon. Additionally, the aircraft was hit by small caliber rounds that pierced the middle of the left main fuel tank and continued into the airframe. The aircraft was sent to Summit Aviation Incorporated, in Middletown, Delaware, for scrapping on 21 Oct 2010. The aircraft was operated by B Company, 2nd General Support Aviation Battalion (GSAB), 3rd Combat Aviation Brigade attached to 3rd Squadron, 17th Cavalry Regiment, 3rd Combat Aviation Brigade, Task Force Lighthorse. Sister ship 86-01677 was also hit in the engagement but returned to Fully Mission Capable (FMC) status within 96 hours.

Build
M3084

Delivery Date
25 Oct 1985

Induction Date

Prev Model
CH-47A

Prev SN
64-13130

84-24180

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
30 Nov 2005

Serial Number
04-03748

Status

Loss Date

Transfer Date

Converted to G Model

84-24180, Boeing D model kit number M3084, was a CH-47D helicopter. The U.S. Army acceptance date was 25 October 1985. As of 27 February 2000, 84-24180 had accumulated 1,725.3 D model hours and 5,158.1 total aircraft hours.

84-24180 was a conversion from the original A model Chinook 64-13130.

On 31 August 1984, 84-24180 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky.

In June 1995, 84-24180 was assigned to Company H, 4th Battalion, 158th Aviation Regiment, United States Army Reserve (USAR), 1st Army, located at Fort Meade, Maryland.

As of 27 February 2000, 84-24180 was assigned to Company F, 158th Aviation Regiment, (USAR), 5th Army, located in Olathe, Kansas.

Build
M3085

Delivery Date
31 Oct 1985

Induction Date

Prev Model
CH-47C

Prev SN
67-18550

84-24181

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Sold to Canada

Loss Date

Transfer Date

29 Dec 2008

Build
M3086

Delivery Date
31 Oct 1985

Induction Date

Prev Model
CH-47A

Prev SN
62-02135

84-24182



Status

CH-47D

Combat Service



Afghanistan

Converted To

CH-47F

Induction Date
20 Apr 2009

Serial Number
09-08066

Loss Date

Transfer Date

Inducted to F Model Program

84-24182 was a conversion from the original A model Chinook 62-02135. On 30 April 1984, 84-24182 was inducted into the D model program, converted, and initially scheduled for assignment at Fort Campbell, Kentucky. In April 2005, 84-24182 was assigned to 3-10 General Support Aviation Battalion (GSAB), 10th Mountain Division, New York. In February 2006, 84-24182 was deployed to Afghanistan in support of Operation Enduring Freedom (OEF 7). In February 2007, 84-24182 was transferred to the 3-82 GSAB, 82nd Airborne Division, Fort Bragg, North Carolina, when the 3-10 GSAB rotated out of country. As of 1 January 2007, this aircraft was 42.8 years old. The last known

PHOTO: Chinook helicopter 84-24182 in Afghanistan, 15 April 2006.

Build
M3087

Delivery Date
05 Nov 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15019

84-24183

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

Build
M3088

84-24184

CH-47D

Delivery Date
19 Nov 1985

Combat Service



Desert Storm

Induction Date

Converted To

CH-47F

Induction Date

9 Mar 2007

Serial Number

07-08034

Prev Model
CH-47A

Prev SN
62-02137

Status

Loss Date

Transfer Date

Inducted to F Model Program

84-24184, Boeing D model kit number M-3088, was a CH-47D helicopter. The U.S. Army acceptance date was 19 November 1985. As of 28 February 2007, 84-24184 had accumulated 2,970.4 D model hours and 6,959.6 total aircraft hours.

84-24184 was a conversion from the original A model Chinook 62-02137.

On 30 April 1984, 84-24184 was inducted into the D model program, converted, and initially assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, Fort Stewart, Georgia.

The 132nd ASHC was redesignated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988.

During Operation Desert Storm, 84-24184 flew 120.1 combat hours, while assigned to B Company.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated B Company, 159th Aviation Regiment. B Company became a subordinate unit to the 18th Aviation Brigade.

As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

At the end of February 1994, 84-24184 was flown from Hunter Army Airfield to the Port of Jacksonville, Florida, to participate in a practice deployment by surface vessel.

84-24184, along with 85-24338 from Fort Bragg (CW3 Mark Morgan was the Pilot in Command), had the rotor blades removed, were packaged in a protective plastic covering and placed on top of a ship via a large crane. They were then removed from the ship, unwrapped, reassembled, and test flown for airworthiness. Both aircraft returned to the home stations on 3 March 1994.

As of 28 February 2007, 84-24184 was 42.8 years old.

On or about 28 February 2007, the power train (blades, engines and transmissions, etc.) of 84-24184 was cannabilized for the production of F model Chinook helicopter 07-08034 (Build Number M8034) and the airframe was scrapped.

Total airframe time when scrapped was 6,959.6 hours.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3089

Delivery Date
22 Nov 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15013

84-24185

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
14 Jan 2008

Serial Number
08-08045

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3090

Delivery Date
27 Nov 1985

Induction Date

Prev Model
CH-47A

Prev SN
63-07918

84-24186

CH-47D

Combat Service



Desert Storm

Converted To

CH-47F

Induction Date
13 Aug 2007

Serial Number
07-08041

Status

Loss Date

Transfer Date

Inducted to F Model Program

84-24186, Boeing D model kit number M3090, was a CH-47D helicopter. The U.S. Army acceptance date was 27 November 1985. As of 21 July 1999, 84-24186 had accumulated 3,390.7 D model hours and 7,103.7 total aircraft hours.

84-24186 was a conversion from the original A model Chinook 63-07918.

On 31 May 1984, 84-24186 was inducted into the D model program, converted, and initially assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, Fort Stewart, near Savannah, Georgia.

The 132nd ASHC was redesignated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated B Company, 159th Aviation Regiment. B Company became a subordinate unit to the 18th Aviation Brigade.

As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of the 2nd Army.

84-24186 deployed with B Company to Southwest Asia and accumulated 88.1 aircraft hours in support of Operation Desert Shield / Storm.

As of 7 August 2007, 84-24186 was 42.8 years old.

On or about 7 August 2007, the power train (blades, engines and transmissions, etc.) of 84-24186 was cannabilized for the production of F model Chinook helicopter 07-08041 (Build Number M8041) and the airframe was scrapped.

Total airframe time when scrapped was 7,103.7 hours.

As of 7 August 2007, the last known location of 84-24186 was at Summit Aviation Incorporated, Middletown, Delaware.

Aircraft status: Scrapped.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3091

Delivery Date
05 Dec 1985

Induction Date

Prev Model
CH-47C

Prev SN
68-16020

84-24187

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OK

Build
M3092

Delivery Date
07 Dec 1985

Induction Date

Prev Model
CH-47A

Prev SN
65-07983

85-24322

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
10 Oct 2005

Serial Number
05-08017



Status

Loss Date

Transfer Date

Inducted to F Model Program

D Model M3092 to be F model M8017 which became G model M3763

85-24322, Boeing D model kit number M3092, was a CH-47D helicopter. The U.S. Army acceptance date was 7 December 1985. As of 1 November 1999, 85-24322 had accumulated 2,282.4 D model hours and 5,731.8 total aircraft hours.

85-24322 was a conversion from the original A model Chinook 65-07983.

On 28 November 1984, 85-24322 was inducted into the D model program, converted, and initially assigned to the 196th Assault Support Helicopter Company (ASHC) - "Flippers", located at Fort Bragg, North Carolina.

The 196th ASHC was redesignated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated A Company, 159th Aviation Regiment, and became directly subordinate to the 18th Aviation Brigade.

In approximately November 1996, A Company was redesignated as C Company, 159th Aviation Regiment.

As of 21 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

As of 1 November 1999, this aircraft was 32.9 years old.

As of 1 November 1999, the last known location of 85-24322 was Fort Bragg, assigned to C Company, 159th Aviation Regiment.

Aircraft status: Flyable.

Build
M3093

Delivery Date
13 Dec 1985

Induction Date

Prev Model
CH-47A

Prev SN
65-07981

85-24323

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
2 Aug 2010

Serial Number
10-08083

Status

Loss Date

Transfer Date

Inducted to F Model Program

85-24323, Boeing D model kit number M3093, was a CH-47D helicopter. The U.S. Army acceptance date was 12 December 1985. As of 1 November 1999, 85-24323 had accumulated 2,239.6 D model hours and 5,487.3 total aircraft hours.

85-24323 was a conversion from the original A model Chinook 65-07981.

On 5 December 1984, 85-24323 was inducted into the D model program, converted, and initially assigned to the 196th Assault Support Helicopter Company (ASHC) - "Flippers", located at Fort Bragg, North Carolina.

The 196th ASHC was redesignated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated A Company, 159th Aviation Regiment, and became directly subordinate to the 18th Aviation Brigade.

In approximately November 1996, A Company was redesignated as C Company, 159th Aviation Regiment.

As of 21 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

As of 1 November 1999, this aircraft was 32.9 years old.

As of 1 November 1999, the last known location of 85-24323 was Fort Bragg, assigned to C Company, 159th Aviation Regiment.

Aircraft status: Flyable.

Build
M3094

Delivery Date
19 Dec 1985

Induction Date

Prev Model
CH-47A

Prev SN
66-19021

85-24324

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH

Build
M3095

Delivery Date
23 Dec 1985

Induction Date

Prev Model
CH-47C

Prev SN
70-15025

85-24325

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [US]

Loss Date

9 Apr 1986

Transfer Date

On 9 April 1986, while assigned to the 132nd ASHC, 85-24325 was lost due to an accident near Wright Army Airfield, Georgia. While in low altitude cruise flight, during a night vision goggle (NVG) training mission, 85-24325 and an AH-1 Cobra, flying in opposite directions, collided. The main rotor blades of 85-24325 struck the forward cabin area and main rotor system of the AH-1, which caused the in-flight breakup of both aircraft. The AH-1 caught fire during the impact, followed by an immediate descending crash. The aircraft came to rest inverted, where it continued to burn. Both crewmembers sustained fatal injuries. The in-flight breakup sequence of 85-25325 was a little slower with the aft pylon assembly separating first, followed by the forward pylon assembly. The main cabin impacted the ground in a nose low right roll. The aircraft was dissected at the mid cabin area by a large tree and all the occupiable space was destroyed. The aircraft came to rest in multiple pieces. The pilot, copilot, flight engineer, crew chief, and two support personnel received fatal injuries. All the fuel cells ruptured during the impact sequence, but there was no post crash fire of 85-24325. There were eight total fatalities.

Build
M3096

Delivery Date
31 Dec 1985

Induction Date

Prev Model
CH-47A

Prev SN
65-07982

85-24326

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE

85-24326, Boeing D model kit number M3096, was a CH-47D helicopter. The U.S. Army acceptance date was 31 December 1985. As of 31 August 1999, 85-24326 had accumulated 2,531.0 D model hours and 6,065.3 total aircraft hours.

85-24326 was a conversion from the original A model Chinook 65-07982.

On 4 January 1985, 85-24326 was inducted into the D model program, converted, and initially assigned to A Company, 7th Battalion, 101st Airborne Division, located at Fort Campbell, Kentucky.

As of 31 August 1999, this aircraft was 33.6 years old.

As of 31 August 1999, the last known location of 85-24326 was Fort Campbell, Kentucky assigned to A Company, 7th Battalion, 101st Airborne Division.

Aircraft status: Flyable.

Build
M3097

Delivery Date
29 Jan 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19026

85-24327

CH-47D

Combat Service

Converted To

Induction Date
2 Apr 2012

Serial Number
12-08106



Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3098

Delivery Date
25 Jan 1986

Induction Date

Prev Model
CH-47C

Prev SN
69-17111

85-24328

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
21 Feb 2008

Serial Number
08-08047

Status

Loss Date

Transfer Date

Inducted to F Model Program

85-24328, Boeing D model kit number M3098, was a CH-47D helicopter. The U.S. Army acceptance date was 25 January 1986. As of 21 February 2008, 85-24328 had accumulated at least 4,323.9 D model hours and 6,276.9 total aircraft hours.

85-24328 was a conversion from the original C model Chinook 69-17111.

On 18 January 1985, 85-24328 was inducted into the D model program, converted, and initially scheduled for assignment to an unknown unit at Fort Campbell, Kentucky.

On 21 February 2008, 85-24328 was cannibalized for its power train components (engines, transmissions, rotor blades, etc.) for use in assembling CH-47F tail number 06-08047 and the airframe was scrapped.

As of 21 February 2008, this aircraft was 37.7 years old. As of 21 February 2008, the last known location of 85-24328 was at Summit Aviation, Incorporated, located on Summit Airport in Middletown, Delaware.

Aircraft status: Scrapped.

Build
M3099

85-24329

CH-47D

Delivery Date
25 Jan 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19036



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - MI

Loss Date

Transfer Date

Hit by mortar shrapnel in Afghanistan - over 300 holes

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3100

Delivery Date
25 Jan 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19051

85-24330

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
24 Jun 2009

Serial Number
09-08071

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3101

Delivery Date
11 Feb 1986

Induction Date

Prev Model
CH-47C

Prev SN
68-16010

85-24331



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
14 Jan 2010

Serial Number
10-08076

Loss Date

Transfer Date

Build
M3102

Delivery Date
26 Feb 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-00123

85-24332

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [Honduras]

Loss Date

8 Dec 1988

Transfer Date

On 8 December 1988, while assigned to A Company, 85-24332 was lost due to an accident. While in cruise flight on the second leg of a service mission, the aircraft was reported by witnesses to have been on fire in the area of the aft pylon. The fire was initially seen in the area of the left side of the aft pylon and spread rapidly engulfing the entire pylon. The aircraft was observed to roll left, then right, followed by a tucking of the nose with a roll to the left just prior to impact. The aircraft came to rest on a 21 degree down-slope, oriented in a direction opposite to the direction of flight. Local citizens who observed the crash attempted to extinguish the post-crash fire, however, the intensity of the fire prevented a successful effort. The aircraft was approximately 80 percent destroyed by the in-flight and post-crash fires. All five crewmembers were killed on impact due to G loads in excess of human tolerance. The aircraft continued to burn for several hours before the crewmembers could be removed and the remains evacuated for autopsy. The Number One Input Pinion Gear to the Combining Transmission failed, which resulted in hot lubrication oil leaking and igniting. The fire burned through the flight controls on the left side of the transmission as it spread to the Aft Pylon. The crew lost control of the aircraft as it crashed.

Build
M3103

Delivery Date
27 Feb 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-08017

85-24333

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
14 May 2009

Serial Number
09-08067

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3104

85-24334

CH-47D

Delivery Date
06 Mar 1986

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
69-17112

Serial Number

Status

Loss Date

Transfer Date

Depot - Philadelphia PA

Build
M3105

85-24335

CH-47D

Delivery Date
12 Mar 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-08014



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OIF]

Loss Date

2 Jul 2005

Transfer Date

OIF/Crash/2 Jul 05 On 2 July 2005, 85-24335 was lost near Ramadi, Iraq, due to an accident. While conducting a cargo transport mission at night under night vision goggles, 85-24335 sat down in a landing zone near Ramadi. A sister ship came in with a sling load and hovered nearby. The rotor wash from the second Chinook loosened the stakes securing the pad to the ground and one or more pads lifted into the rotor system causing the subsequent destruction of 85-24335. Of the crew of five and two passengers, there were some minor injuries, but no personnel were killed.

85-24335, Boeing D model kit number M3105, was a CH-47D helicopter. The U.S. Army acceptance date was 12 March 1986. As of 24 November 1999, 85-24335 had accumulated 2,258.1 D model hours and 6,120.1 total aircraft hours.

85-24335 was a conversion from the original A model Chinook 65-08014.

On 8 March 1985, 85-24335 was inducted into the D model program, converted, and initially assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, Simmons Army Airfield, Fort Bragg, North Carolina.

As of 6 April 2002, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers".

The 196th ASHC was redesignated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated A Company, 159th Aviation Regiment.

In approximately November 1996, the unit was redesignated as C Company, 159th Aviation Regiment.

During Operation Desert Shield / Storm (1990 - 1991), 85-24335 was deployed to Saudi Arabia.

In late August 1992, 85-24335 deployed to south Florida for 30 days in support of Hurricane Andrew Disaster Relief Operations.

During March through April 1993, 85-24335 self-deployed from Fort Bragg, North Carolina, across the Caribbean and through the Bahamas to Camp Santiago, Puerto Rico, in support of Operation Ocean Venture 93.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3106

85-24336

CH-47D

Delivery Date
22 Mar 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-00124



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

85-24336, Boeing D model kit number M3106, was a CH-47D helicopter. The U.S. Army acceptance date was 22 March 1986. As of 1 November 1999, 85-24336 had accumulated 2,337.3 D model hours and 5,798.7 total aircraft hours.

85-24336 was a conversion from the original A model Chinook 66-00124.

On 15 March 1985, 85-24336 was inducted into the D model program, converted, and was initially assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, located at Simmons Army Airfield, Fort Bragg, North Carolina.

At some point, and as of 31 December 2003, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers".

The 196th ASHC was redesignated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated A Company, 159th Aviation Regiment, and was directly subordinate to the 18th Aviation Brigade.

In approximately November 1996, the unit was redesignated as C Company, 159th Aviation Regiment.

On 16 June 1994, 85-24336 was involved in a Class C accident.

While on approach to a landing zone with an M998 HUMMV as an external sling load, the M998 was inadvertently released at 100 feet above ground level (AGL) and at 20 knots airspeed. The aircraft proceeded to a landing zone (LZ) and the crew conducted a normal shutdown. The M998 was destroyed in the incident. There was no damage to 85-24336.

As of an unknown date, 85-24336 was assigned to an unknown unit.

As of 1 September 2009, this aircraft was 42.8 years old.

As of 1 September 2009, the last known location of 85-24336 was at Fort Campbell, Kentucky, undergoing RESET, and assigned to an unknown unit

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3107

85-24337

CH-47D

Delivery Date
27 Mar 1986

Induction Date

Prev Model
CH-47C

Prev SN
67-18509



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - IL*

Loss Date

Transfer Date

85-24337, Boeing D model kit number M3107, was a CH-47D helicopter. The U.S. Army acceptance date was 27 March 1986. As of 8 February 1999, 85-24337 had accumulated 1,699.6 D model hours and 4,728.6 total aircraft hours.

85-24337 was a conversion from the original C model Chinook 67-18509.

On 22 March 1985, 85-24337 was inducted into the D model program, converted, and initially assigned to the unit that would eventually become C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, located at Simmons Army Airfield, Fort Bragg, North Carolina.

At some point, and as of 31 December 2003, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers".

The 196th ASHC was redesignated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated A Company, 159th Aviation Regiment and was directly subordinate to the 18th Aviation Brigade.

In approximately November 1996, the unit was redesignated as C Company, 159th Aviation Regiment.

85-24337 remained assigned to C Company until 8 February 1999, when the aircraft suffered a hard landing on short final at the airport in La Mesa, Honduras, on the first leg of the return trip back to Fort Bragg.

85-24337 had been deployed for 120 days in support of relief efforts after Hurricane Mitch devastated much of Central America.

85-24337 experienced engine power loss and suspected flight boost system and flight controls temporary lockup.

The crew autorotated the aircraft and experienced a hard landing that crushed the aft landing gear and warped the aft fuselage. There were no injuries to personnel.

The aircraft was evacuated to San Angelo, Texas for storage awaiting determination.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3108

85-24338

CH-47D

Delivery Date
31 Mar 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-07979



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

85-24338, Boeing build number M3108, was a CH-47D helicopter. The U.S. Army acceptance date was 31 March 1986. As of 24 November 1999, 85-24338 had accumulated 2,334.4 D model hours and 6,129.0 total aircraft hours.

85-24338 was a conversion from the original A model Chinook 65-07979.

On 29 March 1985, 85-24338 was inducted into the D model program, converted, and initially assigned to C Company - "Flippers", 2nd Battalion, 159th Aviation Regiment, 18th Aviation Brigade, Simmons Army Airfield, Fort Bragg, North Carolina.

As of 21 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps.

The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers". The 196th ASHC was redesignated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988.

In September 1996, 2nd Battalion was deactivated and the unit was redesignated A Company, 159th Aviation Regiment and became directly subordinate to the 18th Aviation Brigade.

In approximately November 1996, A Company was redesignated as C Company, 159th Aviation Regiment.

In the mid to late 1990s, when SGT Mike Mobley was the Flight Engineer, 85-24338 was known as "The Other Woman". There was a beautiful young lady painted on one of the cabin windows. The aircraft picked up this name because, at the time, the fleet at Fort Bragg was terribly broken and it occupied most of the available time of every crew member and mechanic just to make one mission happen successfully. Those married were accused of having affairs because we spent nearly every waking hour with our aircraft instead of our families. We caught flak from our spouses and little gratitude from higher up the chain.

As of 24 November 1999, this aircraft was 33.8 years old.

As of 24 November 1999, the last known location of 85-24338 was at Fort Bragg, North Carolina assigned to C Company, 159th Aviation Regiment.

Aircraft Status: Flyable.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3109

85-24339

CH-47D

Delivery Date
31 Mar 1986

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

CH-47F

Prev SN
65-08019

Induction Date
22 Nov 2008

Serial Number
09-08062

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3110

Delivery Date
29 Apr 1986

Induction Date

Prev Model
CH-47C

Prev SN
69-17121

85-24340

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Converted to Trainer

Build
M3111

Delivery Date
29 Apr 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-00077

85-24341

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
15 Sep 2004

Serial Number
04-03749

Status

Loss Date

Transfer Date

Converted to G Model

converted to MH-47G

Build
M3113

Delivery Date
30 Apr 1986

Induction Date

Prev Model
CH-47C

Prev SN
68-15850

85-24343



Status

Inducted to F Model Program

CH-47D

Combat Service



Afghanistan

Converted To

CH-47F

Induction Date
10 Nov 2008

Serial Number
09-08060

Loss Date

Transfer Date

Build
M3114

Delivery Date
30 Apr 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-00107

85-24344

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
23 Dec 2005

Serial Number
06-08018

Status

Loss Date

Transfer Date

Inducted to F Model Program

D Model M3114 was to be F model M8018, became G model M3764

Build
M3115

Delivery Date
13 May 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-00090

85-24345

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Depot - Philadelphia PA

Build
M3116

Delivery Date
15 May 1986

Induction Date

Prev Model
CH-47C

Prev SN
67-18504

85-24346

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3117

Delivery Date
27 May 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-00089

85-24347

CH-47D

Combat Service

Converted To

Induction Date
8 Nov 2011

Serial Number
12-08100

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3118

85-24348

CH-47D

Delivery Date
27 May 1986



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47A

Prev SN
66-00101

Status

Accident/Destroyed [OIF]

Loss Date

1 Jul 2010

Transfer Date

Hard Landing found in RESET Jul/Aug 2010

Build
M3119

Delivery Date
30 May 1986

Induction Date

Prev Model
CH-47C

Prev SN
68-15839

85-24349

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

5 May 2006

Transfer Date

OEF/Crash/21 May 06 Ten Soldiers assigned to the 10th Mountain Division were killed in Kunar Province, Afghanistan, when their CH-47D Chinook helicopter, tail number 85-24349, crashed while conducting combat operations. A/C was conducting operations on a mountaintop LZ, in support of Operation Mountain Lion near Asadabad in Kunar province, when the rear M/R blades made contact with a tree, totally collapsing the rear rotor system 5 seconds after contact, causing the A/C to crash on a nearby cliff and catch fire. Ten fatalities.

10 soldiers assigned to the 10th Mountain Division were killed in Kunar Province, Afghanistan, when their CH-47D Chinook helicopter, tail number 85-24349, crashed while conducting combat operations.

The crash was not the result of hostile fire. The area of the crash is a mountainous area.

CH-47D Chinook landed on mountaintop in sandstorm to pick up troops. During embarkation, helo caught by strong crosswind and toppled into ravine, where it caught fire.

Build
M3120

Delivery Date
31 May 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19060

85-24350



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
10 Jun 2009

Serial Number
09-08068

Loss Date

Transfer Date

Build
M3121

Delivery Date
14 Jun 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-07971

85-24351

CH-47D

Combat Service

Converted To

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Converted to Trainer

1 Apr 2012

85-24351, Boeing build number M3121, was a CH-47D helicopter. The U.S. Army acceptance date was 14 June 1986. As of 26 July 2000, 85-24351 had accumulated 2,169.3 D model hours and 6,028.9 total aircraft hours.

85-24351 was a conversion from the original A model Chinook 65-07971.

On 1 July 1985, 85-24351 was inducted into the D model program, conversion complete on 8 May 1986, and initially assigned to the United States Army Reserve (USAR), located at Fort Lewis, in the State of Washington.

At some point, 85-24351 was assigned to Company A - "Hook-ers", 5th Battalion, 159th Aviation Regiment, 244th Aviation Brigade, USAR, located at Gray Army Airfield, Fort Lewis, Washington.

On 30 July 2000, 85-24351 was assigned to Company A (-), 7th Battalion, 158th Aviation Regiment, 244th Aviation Brigade, (USAR), located at Fort Hood, in the State of Texas.

As of 1 January 2002, this aircraft was 36.0 years old.

As of 26 July 2000, the last known location of 85-24351 was Fort Hood, Texas, assigned to Company A (-), 7th Battalion, 158th Aviation Regiment.

Build
M3122

Delivery Date
20 Jun 1986

Induction Date

Prev Model
CH-47C

Prev SN
68-15843

85-24352

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
8 Feb 2003

Serial Number
03-03729



Status

Loss Date

Transfer Date

Converted to G Model

Boeing CH-47D helicopter 85-24352 poses for some PR (public relations) photos in the Washington wilderness. SPC Ernest Bryson was on-board 85-24352 in August 1986 when this picture was snapped from an accompanying BO-105 helicopter. The photograph was later used in many Boeing flyers and pamphlets touting the awesome capabilities of this fine flying machine. From August 1985 until March 1990, 85-24352 maintained a 94 percent operational readiness (OR) rate - unheard of at the time. 85-24352 participated in many exciting adventures, including search and rescue (SAR) missions on Mt. Rainier, deployment to Canada for international exercises, and fire suppression missions during the Great Western Fires of 1988 in Yellowstone National Forest.

85-24352, Boeing build number M3122, was a CH-47D helicopter. The U.S. Army acceptance date was 19 June 1986. As of 19 November 1999, 85-24352 had accumulated 1,835.2 D model hours and 5,099.1 total aircraft hours.

85-24352 was a conversion from the original C model Chinook 68-15843.

On 9 July 1985, 85-24352 was inducted into the D model program [conversion completed on 8 May 1986] and initially assigned to the 243rd Assault Support Helicopter Company (ASHC) - "Freight Train", United States Army Reserve (USAR), located at Fort Lewis, Washington, on 3 July 1986.

85-24352 was the second CH-47D helicopter to be assigned to the 243rd ASHC. 85-24351 was the first.

On 15 September 1987, 85-24352 was assigned to C Company, 214th Aviation Regiment, Fort Lewis, Washington.

As of November 1999, 85-24352 was at Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, for On Condition Maintenance (OCM).

As of 1 November 1999, this aircraft was 30.7 years old.

As of November 1999, the last known location of 85-24352 was at CCAD. Aircraft Status:

Aircraft Status: Undergoing maintenance, but otherwise flyable.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3123

Delivery Date
25 Jun 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-08018

85-24353



CH-47D

Combat Service

Converted To

CH-47F

Induction Date
10 Jun 2010

Serial Number
10-08082

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3124

Delivery Date
26 Jun 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19009

85-24354

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

85-24354, Boeing D model kit number M3124, was a CH-47D helicopter. The U. S Army acceptance date was 26 June 1986. As of 22 June 1998, 85-24354 had accumulated 1,546.2 D model hours and 4,593.7 total aircraft hours.

85-24354 was a conversion from the original A model Chinook 66-19009.

On 23 July 1985, 85-24354 was inducted into the D model program, converted, and initially assigned to Fort Lewis, Washington.

In May 1995, 85-24354 was part of a four-ship detachment (Detachment 1, Company A - "Hook-ers", 6th Battalion, 158th Aviation Regiment) flown to Beaumont, Texas, cocooned (shrink wrapped), and placed on a fast boat bound for Port au Prince, Haiti, West Indies.

90-00212, 89-00137, and 90-00214 made up the rest of the party.

As of 1 May 1995, this aircraft was 28.4 years old.

As of May 1995, the last known location of 85-24354 was Port au Prince, Haiti.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3125

Delivery Date
10 Jul 1986

Induction Date

Prev Model
CH-47C

Prev SN
68-15861

85-24355

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
19 Mar 2003

Serial Number
03-03730

Status

Loss Date

Transfer Date

Converted to G Model

85-24355 was a conversion from the original C model Chinook 68-15861. At some point, and at least through 10 July 1986, 85-24355 was assigned to the 243rd Assault Support Helicopter Company (ASHC) - " Freight Train". At some point, and at least through 6 October 1987, 85-24355 was assigned to C Company - "Freight Train", 214th Aviation Regiment, located at Fort Lewis, Washington. At some point, and through at least November 1999, 85-24355 was located at Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, undergoing On Condition Maintenance (OCM). OCM was a maintenance concept where the aircraft would be sent to CCAD and those things that required repair would be all that was accomplished. The airframe was also painted. At some point, 85-24355 was assigned to an unknown aviation unit at Fort Carson, Colorado. On 19 March 2003, 85-24355 was inducted into the G model conversion program and converted to 03-03730. As of 19 March 2003, 85-24355 was 33.8 years old.

Build
M3126

Delivery Date
16 Jul 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19000

85-24356



Status

Converted to G Model

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
17 Aug 2004

Serial Number
04-03747

Loss Date

Transfer Date

Build
M3127

Delivery Date
25 Jul 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-00093

85-24357

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
11 Feb 2004

Serial Number
04-03738

Status

Loss Date

Transfer Date

Converted to G Model

85-24357, Boeing D model kit number M3127, was a CH-47D helicopter. The U.S. Army acceptance date was 25 July 1986. As of 22 June 1998, 85-24357 had accumulated at least 1,970.7 D model hours and 5,774.6 total aircraft hours.

85-24357 was a conversion from the original A model Chinook 66-00093.

On 27 August 1985, 85-24357 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Campbell, Kentucky.

At some point, and as of 27 February 2000, 85-24357 was assigned to F Company, 158th Aviation Regiment, United States Army Reserve, located at Olathe, Kansas.

As of 27 February 2000, this aircraft was 33.5 years old.

As of 27 February 2000, the last known location of 85-24357 was Olathe, Kansas.

Aircraft status: Flyable.

Build
M3128

Delivery Date
28 Jul 1986

Induction Date

Prev Model
CH-47C

Prev SN
70-15011

85-24358

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
7 Oct 2002

Serial Number
03-03727

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3129

Delivery Date
01 Aug 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19066

85-24359



Status

Converted to G Model

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
8 Feb 2005

Serial Number
05-03756

Loss Date

Transfer Date

Build
M3132

Delivery Date
15 Sep 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19024

85-24362

CH-47D

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Depot - Philadelphia PA

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3133

Delivery Date
25 Sep 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19077

85-24363



Status

Inducted to F Model Program

The fuselage from this aircraft was actually used to produce MH-47G 07-03770.

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
10 Feb 2006

Serial Number
06-08030

Loss Date

Transfer Date

Build
M3134

Delivery Date
29 Sep 1986

Induction Date

Prev Model
CH-47C

Prev SN
68-16013

85-24364

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
22 Apr 2004

Serial Number
04-03750

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3135

Delivery Date
29 Sep 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-08002

85-24365



Status

Converted to G Model

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
22 Apr 2004

Serial Number
04-03740

Loss Date

Transfer Date

The cockpit section of 85-24365 is on display at the Russell Aviation Museum in Russell, Illinois.

Build
M3136

Delivery Date
30 Sep 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-07977

85-24366

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
1 Jun 2006

Serial Number
06-08025

Status

Loss Date

Transfer Date

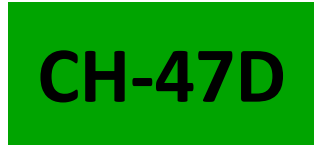
Inducted to F Model Program

Portions of 85-24366 [aft pylon, ramp and fuselage] were used to convert MH-47D 85-24361 into MH-47G 06-03767

85-24366, Boeing build number M3136, was a CH-47D helicopter. The U.S. Army acceptance date was 30 September 1986. As of 22 June 1998, 85-24366 had accumulated 1,328.4 D model hours and 5,611.2 total aircraft hours. 85-24366 was a conversion from the original A model Chinook 65-07977. On 30 October 1985, 85-24366 was inducted into the D model program, converted, and initially scheduled for assignment to the United States Army Reserve (USAR), located at Fort Lewis, in the State of Washington. As of 1 January 2002, this aircraft was 35.9 years old. As of 30 September 1986, the last known location of 85-24366 was at Boeing during the conversion. Aircraft Status: Unknown.

Build
M3138

85-24368



Delivery Date
24 Oct 1986

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
66-19044

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

1 Aug 2010

Aircraft removed from the inventory and is being converted to a Chinook Helicopter Maintenance Trainer (CHMT) which will be delivered next year (2011) for use at USAALS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3139

Delivery Date
30 Oct 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19054

85-24369

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
17 Jul 2009

Serial Number
09-08072

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3141

86-01636

CH-47D

Delivery Date
26 Nov 1986

Combat Service

Induction Date

Converted To

MH-47G

Prev Model
CH-47A

Induction Date
12 May 2004

Prev SN
65-08023

Serial Number
04-03741

Status

Loss Date

Transfer Date

Converted to G Model

Build
M3142

Delivery Date
26 Nov 1986

Induction Date

Prev Model
CH-47B

Prev SN
67-18438

86-01637

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
27 May 2004

Serial Number
04-03742

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3143

Delivery Date
26 Nov 1986

Induction Date

Prev Model
CH-47A

Prev SN
64-13159

86-01638

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Soto Cano AB

86-01638, Boeing D model kit number M3143, was a CH-47D helicopter. The U.S Army acceptance date was 26 November 1986. As of 22 June 1998, 86-01638 had accumulated 1,160.9 D model hours and 4,604.9 total aircraft hours. 86-01638 was a conversion from the original A model Chinook 64-13159. On 20 December 1985, 86-01638 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Lewis, Washington. As of 1 January 2002, this aircraft was 36.2 years old. As of 20 December 1985, the last known location of 86-01638 was at Boeing during the conversion. Aircraft status: Unknown.

Build
M3144

86-01639

CH-47D

Delivery Date
26 Nov 1986

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
65-07984

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

Build
M3145

Delivery Date
03 Dec 1986

Induction Date

Prev Model
CH-47B

Prev SN
67-18439

86-01640

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
19 Jan 2006

Serial Number
06-08023



Status

Loss Date

Transfer Date

Inducted to F Model Program

As of 7 April 2006, 86-01640 had accumulated 2,093.5 D model hours and 9,162.8 total aircraft hours. 86-01640 was a conversion from the original B model Chinook 67-18439. On 15 January 1986, 86-01640 was inducted into the D model program, converted and initially assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, Fort Stewart, near Savannah, Georgia. The 132nd ASHC was re-designated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988. 86-01640 flew 154.9 combat hours during Operation Desert Storm. In September 1996, 2nd Battalion was deactivated and the unit was re-designated B Company, 159th Aviation Regiment. B Company became subordinate to the 18th Aviation Brigade. As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of the 2nd Army. At some point, 86-01640 was assigned to Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, for On Condition Maintenance (OCM) through at least 21 November 1999. On or about 7 April 2006, 86-01640 was 38.5 years old. On or about 7 April 2006, the power train (blades, engines and transmissions, etc.) of 86-01640 was cannabilized for the production of F model Chinook helicopter 06-08023 (Build Number M8023) and the airframe was scrapped. Total airframe time when scrapped was 9,162.8 hours. As of 7 April 2006, the last known location of 86-01640 was at Summit Aviation Incorporated, Middletown, Delaware.

Build
M3146

Delivery Date
22 Dec 1986

Induction Date

Prev Model
CH-47A

Prev SN
64-13164

86-01641

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Depot - Philadelphia PA

Build
M3147

Delivery Date
18 Dec 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19048

86-01642



CH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD/NY*

4 October 2007: A combined team runs off CH-47D Chinook helicopter 86-01642 after landing near Landekhel Village, Kohe Sofi District, Parwan province, on a mission to destroy a weapons cache near the village. The aircraft was assigned to B Company - "Flippers", 3-82 General Support Aviation Battalion (GSAB), home based at Fort Bragg

Build
M3148

Delivery Date
23 Dec 1986

Induction Date

Prev Model
CH-47B

Prev SN
66-19121

86-01643

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

25 Feb 1988

On 25 February 1988, 86-01643 was enroute and returning to home station. Near Chico, Texas, while in cruise flight at approximately 2000 feet mean sea level (MSL) and at 120 knots ground speed, a pop was heard, followed by the sound of a loud explosion. The drive train from the number 2 engine failed. As a result, the engine over-spun, causing the number 2 engine power turbine wheel to exceed the centrifugal rotation limitations, causing the power turbine blades to enter the aircraft fuselage and an in-flight fire began. The cabin area filled with dense black smoke that traveled forward and entered the cockpit. The cause of the drive train failure could not be determined. Witnesses observed fire and smoke coming from the rear of the aircraft, as well as several parts falling to the ground. Fire and smoke was also observed in the rear of the aircraft. As smoke filled the cabin and entered the cockpit, an emergency descent was initiated. The aircraft touched down in a landing attitude at approximately 130+ knots. The aircraft was totally destroyed by impact forces and in-flight/post crash fire. The Pilot, Copilot, and Flight Engineer were fatalities. The Crew Chief survived crash. Six passengers were fatalities. Eight passengers were seriously injured. There were a number of minor injuries to other passengers. The total number onboard was 18 (4 crew members and 14 passengers to include unit First Sergeant (1SG)).

Build
M3149

Delivery Date
20 Jan 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-08004

86-01644

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [OEF]

30 May 2007

17 November 2005: 86-01644, an American CH-47D Chinook helicopter, delivers supplies for the Australian Defence Force medical detachment in the earthquake-devasted town of Dhanni as part of Operation Pakistan Assist.

OEF/Shot Down/30 May 07 86-01644 remained with the "Flippers" until it was lost due to enemy action on 30 May 2007 in the upper Sangin Valley in Helmand Province, Afghanistan, while conducting an Air Assault insertion under night vision goggles (NVG). 86-01644 was assigned the call sign of Flipper 75 for the mission and was Chalk two in a flight of three. The flight in was uneventful up to the point of downloading of the troops at the landing zone (LZ). Upon departure, Flipper 75 was struck in the nose from a rocket propelled grenade (RPG) that was fired straight up and hit them at about 100 ft AGL. At the same time the aircraft was hit between the right main and aft aux fuel tank with another RPG. These actions caused the aircraft to nose over and crash. The crew of five and two passengers perished in the crash.

Build
M3150

Delivery Date
22 Jan 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-08020

86-01645

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

Build
M3151

Delivery Date
29 Jan 1987

Induction Date

Prev Model
CH-47B

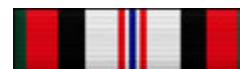
Prev SN
66-19115

86-01646

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - MD/NY*

Loss Date

Transfer Date

Build
M3152

Delivery Date
09 Feb 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-00074

86-01647

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

15 Jun 2010

86-01647 was a conversion from the original A model Chinook 66-00074. On 5 March 1986, 86-01647 was inducted into the D model program, converted, and initially assigned to an unknown unit at Fort Sill, located in the State of Oklahoma. At some point, and as of 15 June 2010, 86-01647 was assigned to Detachment 1, Company B - "Mile High Hookers", 2nd General Support Aviation Battalion (GSAB), 135th Aviation, Army National Guard, located in the State of Colorado. On 15 June 2010, 86-01647 was involved in an accident. While attempting a rescue mission on Little Bear Peak in Colorado, the aft rotor system experienced contact with the mountain. The aircraft was extensively damaged during the subsequent crash landing. Photo above taken 9 Jan 2010 at Eagle County regional

Colorado Guard Dings Rotor Blades

15 June 2010: ALAMOSA - A Chinook helicopter, 86-01647, made a hard landing on one of the most difficult mountains to climb in Colorado on Tuesday night, while trying to save a climber who later died.

It happened on Little Bear Peak, which is near Alamosa.

Climbers Kevin Hayne, 18, and Travis Winder, 17, both from Highlands Ranch, were climbing the rock face of Little Bear Peak in the Sangre de Cristo Mountains Tuesday when Hayne fell.

The Alamosa County Search and rescue says Winder immediately left to get help.

A spokesperson at Buckley Air Force Base says a Chinook helicopter training at Fort Carson was called to rescue a climber.

Buckley Air Force Base says around 7 p.m. the tail of the chopper hit part of the mountain as it tried to search for Hayne. The pilot was able to land the helicopter in a small field at 12,000 feet. A Black Hawk helicopter took the aircrew back to Fort Carson. None of the 11 crew members was injured.

Three civilian emergency responders made it to the hikers, but Hayne had already died. Search and rescue workers say due to nightfall they decided to wait until morning to recover Hayne's body.

The Chinook helicopter, assigned to Detachment 1, Company B - "Mile High Hookers", 2nd General Support Aviation Battalion (GSAB), 135th Aviation, Colorado Army National Guard, was upright and extensively damaged. A security team is guarding the helicopter until it can be removed.

The aircraft's aft rotor system struck the mountain twice. The first strike was at about 13,500 feet. Shaking severely, the aircraft was flown down and away from the mountain. Just prior to crash landing in a small marsh at 11,500 feet, the aft blades struck the mountain again and the aircraft landed very hard. The airframe is buckled mid-point. The aft right gear was ripped off and the ramp area was displaced upward about two feet above the cabin floor area. The aircraft is currently being dismantled for extraction by another CH-47D.

Little Bear Peak is at the end of the Sangre de Cristo Range and is just southwest of Blanca Peak. It is in the Rio Grande National Forest on the border between Alamosa and Costilla Counties. Little Bear tops out at 14,037 feet above sea level

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3153

Delivery Date
10 Feb 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-08013

86-01648



Status

Inducted to F Model Program

Fort Benning, Georgia, 26 July 1998: Boeing CH-47D Chinook 86-01648 and soldiers from the 101st Airborne Division of Fort Campbell, Kentucky, prepare to sling load a 155 millimeter M198 howitzer, weighing in at approximately 18,000 pounds.

86-01648 was a conversion from the original A model Chinook 65-08013. On 12 March 1986, 86-01648 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Sill, Oklahoma. On 4 February 2008, 86-01648 was disassembled. Dynamic components, such as engines, transmissions and rotor system parts, were removed for the production of CH-47F Chinook 08-08046. The airframe was scrapped. The last known location of 86-01648 was at Summit Aviation, Middletown, Delaware.

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
4 Feb 2008

Serial Number
08-08046

Loss Date

Transfer Date

Build
M3154

Delivery Date
17 Feb 1987

Induction Date

Prev Model
CH-47B

Prev SN
67-18472

86-01649

CH-47D



Combat Service



Desert Storm

Converted To

CH-47F

Induction Date
26 Nov 2008

Serial Number
09-08064

Status

Loss Date

Transfer Date

Inducted to F Model Program

An Afghan MiG-21 wreck is lifted out of Bagram Air Base via 86-01649, a CH-47D helicopter belonging to the B Company - "Hercules", 159th Aviation Battalion, from Hunter Army Airfield, located at Fort Stewart, Georgia. B Company is part of the 18th Airborne Corps, headquartered at Fort Bragg, North Carolina [2002, exact date unknown]. During this mission, 86-01649 was piloted by CW3 Howard.

86-01649, Boeing D model kit number M3154, was a CH-47D helicopter. The U.S Army acceptance date was 17 February 1987. As of 22 June 1998, 86-01649 had accumulated 1,092.7 D model hours and 7,427.0 total aircraft hours. 86-01649 was a conversion from the original B model Chinook 67-18472. On 19 March 1986, 86-01649 was inducted into the D model program, converted, and initially scheduled for assignment to the 2nd Flight Platoon of the 178th Assault Support Helicopter Company (ASHC) - "Boxcars", located at Fort Sill, Oklahoma. At some point, the 178th ASHC was re-designated as A Company, 2nd Battalion, 158th Aviation Regiment. At some point, 86-01649 was transferred to Hunter Army Airfield as an operational readiness float (ORF) aircraft upon the deactivation of the 178th ASHC. At some point, 86-01649 was transferred to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, located at Fort Stewart, near Savannah, Georgia. The 132nd ASHC was re-designated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated B Company, 159th Aviation Regiment. B Company became subordinate to the 18th Aviation Brigade. As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of the 2nd Army. While assigned to B Company - "Hercules", 86-01649 deployed to Southwest Asia to take part in Operation Desert Shield/Storm and accumulated 41.6 combat hours while in-country. 86-01649 was returned to Hunter Army Airfield at the close of hostilities in Iraq. At some point, 86-01649 deployed to Afghanistan to provide support for Operation Enduring Freedom in the "War on Terrorism", accumulating over 300 flight hours in country. At some point, 86-01649 was deployed to Iraq for Operation Iraqi Liberation, and accumulated over 200 flight hours in country.

Also served in Afghanistan

Build
M3155

Delivery Date
27 Feb 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-00103

86-01650



CH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Sold to Canada

Loss Date

Transfer Date

29 Dec 2008

Build
M3156

Delivery Date
27 Feb 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-08015

86-01651

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Sold to Canada

Loss Date

Transfer Date

29 Dec 2008

Camp New Jersey, Kuwait, 1 April 2003: Soldiers with the 101st Airborne Division begin boarding CH-47D Chinook helicopter 86-01651 on Tuesday that took them into Iraq for their first time. By this time, the 101st Airborne was operating almost entirely from Iraq and was conducting deep air assaults from its forward command posts

Build
M3157

Delivery Date
31 Mar 1987

Induction Date

Prev Model
CH-47B

Prev SN
67-18451

86-01652

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
24 Mar 2008

Serial Number
08-08049

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3158

86-01653

CH-47D

Delivery Date
31 Mar 1987



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47A

Prev SN
65-07993

Status

Loss Date

Transfer Date

Guard - MD/NY*

As of 22 June 1998, 86-01653 had accumulated 937.4 D model hours and 4,239.0 total aircraft hours. 86-01653 was a conversion from the original A model Chinook 65-07993. On 14 April 1986, 86-01653 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Carson, Colorado

Build
M3159

86-01654

CH-47D

Delivery Date
31 Mar 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-19028



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

As of 24 November 1999, 86-01654 had accumulated 1,939.9 D model hours and 5,315.4 total aircraft hours. 86-01654 was a conversion from the original A model Chinook 66-19028. On 18 April 1986, 86-01654 was inducted into the D model program, converted, and initially assigned to Fort Carson, Colorado. At some point, 86-01654 was assigned to C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, Fort Bragg, North Carolina. As of 21 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM). C Company was the former 196th Assault Support Helicopter Company (ASHC) - "Flippers". The 196th ASHC was re-designated A Company, 2nd Battalion, 159th Aviation Regiment in approximately 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated A Company, 159th Aviation Regiment. In approximately November 1996, the unit was re-designated as C Company, 159th Aviation Regiment. From 8 November 1998 through 8 February 1999, 86-01654 was deployed to Honduras in support of disaster relief operation after Hurricane Mitch devastated much of Central America. As of 24 November 1999, the last known location of 86-01654 was at Fort Bragg.

Build
M3160

Delivery Date
31 Mar 1987

Induction Date

Prev Model
CH-47B

Prev SN
66-19114

86-01655



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
24 Jun 2008

Serial Number
08-08055

Loss Date

Transfer Date

Build
M3161

Delivery Date
08 Apr 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-07980

86-01656

CH-47D

Combat Service

Converted To

Induction Date
18 Aug 2011

Serial Number
11-08097

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3162

Delivery Date
27 Apr 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-08009

86-01657

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
28 Aug 2009

Serial Number
08-08050

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3163

Delivery Date
30 Apr 1987

Induction Date

Prev Model
CH-47B

Prev SN
66-19125

86-01658

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
28 Aug 2009

Serial Number
08-08056

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3164

Delivery Date
28 May 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-00102

86-01659

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

86-01659, Boeing build number M3164, was a CH-47D helicopter. The U.S. Army acceptance date was 28 May 1987. As of 22 June 1998, 86-01659 had accumulated 1,767.2 D model hours and 5,493.1 total aircraft hours.

86-01659 was a conversion from the original A model Chinook 66-00102.

At some point, 86-01659 was assigned to an unknown unit at Fort Hood, Texas.

At some point, 86-01659 was assigned to A Company - "Pachyderms", 7th Battalion, 101st Aviation Regiment, located at Fort Campbell, Kentucky.

At some point, 86-01659 was assigned to B Company - "Hercules", 2nd General Support Aviation Battalion (GSAB), 18th Aviation Brigade, 18th Airborne Corps, located at Hunter Army Airfield, Fort Stewart, Georgia.

As of 17 February 2008, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army.

At some point, "Hercules" was redesignated B Company, 2nd General Support Aviation Battalion, 3rd Combat Aviation Brigade.

At some point, 86-01659 deployed to Iraq with "Hercules". At some point, 86-01659 was returned stateside and assigned to B Company, 2nd General Support Aviation Battalion, 1st Aviation Regiment, located at Fort Riley, Kansas.

As of 11 October 2011, the last known location of 86-01659 was at Fort Riley, Kansas.

Aircraft status: Flyable.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3165

86-01660

CH-47D

Delivery Date
28 May 1987

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
65-07995

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3166

Delivery Date
29 May 1987

Induction Date

Prev Model
CH-47B

Prev SN
66-19140

86-01661

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
23 Mar 2010

Serial Number
10-08078

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3167

86-01662

CH-47D

Delivery Date
29 May 1987

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date
14 Oct 2010

Prev SN
64-13142

Serial Number
10-08086



Status

Loss Date

Transfer Date

Inducted to F Model Program

86-01662, Boeing D model kit number M3167, was a CH-47D helicopter. The U.S. Army acceptance date was 29 May 1987. As of 22 June 1998, 86-01662 had accumulated 1,483.9 D model hours and 6,108.4 total aircraft hours. 86-01662 was a conversion from the original A model Chinook 64-13142. On 4 June 1986, 86-01662 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Hood, Texas. At some point, 86-01662 was transferred to Fort Rucker, Alabama. As of 1 January 2002, this aircraft was 36.4 years old. As of 28 March 2005, the last known location of 86-01662 was at Knox Army Heliport, Fort Rucker, Alabama, assigned to the U.S. Army Aviation Center (USAAVNC) supporting the flight training of student pilots undergoing the CH-47D Aircraft Qualification Course (AQC), as well as the CH-47D Maintenance Test Pilot Course (MTPC). Aircraft status:

Build
M3168

Delivery Date
19 Jun 1987

Induction Date

Prev Model
CH-47A

Prev SN
64-13155

86-01663

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

86-01663, Boeing D model kit number M3168, was a CH-47D helicopter. On 29 April 1987. 86-01663 was test flown and accepted by the U. S. Army at 3,982.9 aircraft hours. As of 21 November 1999, 86-01663 had accumulated 1,851.3 D model hours and 5,826.6 total aircraft hours. 86-01663 was a conversion from the original A model Chinook 64-13155. On 10 June 1986, 86-01663 was inducted into the D model program, converted, and on 16 September 1987 was initially assigned to the 132nd Assault Support Helicopter Company (ASHC) - "Hercules", Hunter Army Airfield, Fort Stewart, near Savannah, Georgia. The 132nd ASHC was re-designated B Company, 2nd Battalion, 159th Aviation Regiment in approximately November 1988. In September 1996, 2nd Battalion was deactivated and the unit was re-designated B Company, 159th Aviation Regiment. B Company became subordinate to the 18th Aviation Brigade. As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of the 2nd Army. On 7 June 1996, 86-01663 was assigned to A Company, 7th Battalion, 101st Aviation Regiment, Fort Campbell, Kentucky. At some point, 86-01663 was assigned to Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, for On Condition Maintenance (OCM). As of 1 January 2002, this aircraft was 36.1 years old. As of 21 November 1999, the last known location of 86-01663 was at Corpus Christi Army Depot. Aircraft status: Undergoing maintenance, but otherwise flyable.

Build
M3169

Delivery Date
19 Jun 1987

Induction Date

Prev Model
CH-47B

Prev SN
66-19133

86-01664

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3170

Delivery Date
24 Jun 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-00114

86-01665

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Build
M3171

Delivery Date
26 Jun 1987

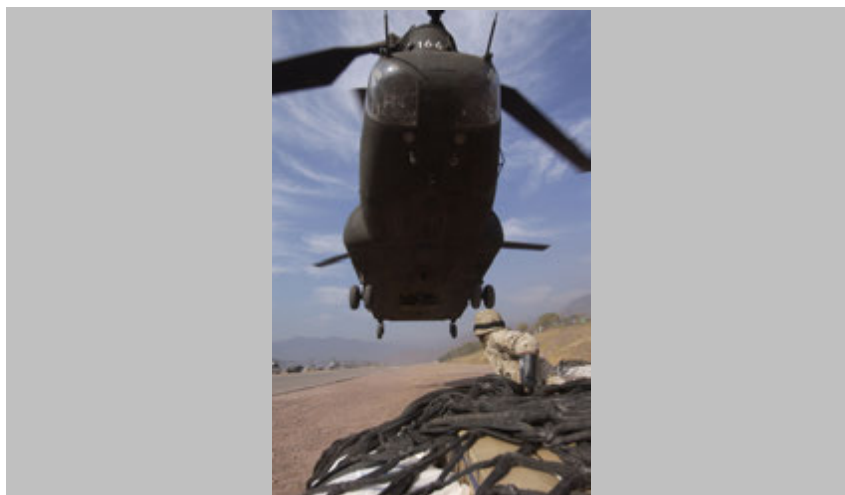
Induction Date

Prev Model
CH-47C

Prev SN
67-18522

86-01666

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard -NV

Build
M3172

Delivery Date
08 Jul 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-07967

86-01667

CH-47D

Combat Service

Converted To

Induction Date
7 Dec 2011

Serial Number
12-08101

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3173

Delivery Date
23 Jul 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-00075

86-01668

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

Build
M3174

Delivery Date
23 Jul 1987

Induction Date

Prev Model
CH-47B

Prev SN
67-18444

86-01669

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date
8 Oct 2009

Serial Number
10-08085

Status

Loss Date

Transfer Date

Inducted to F Model Program

86-01669, Boeing D model kit number M3174, was a CH-47D helicopter. The U.S. Army acceptance date was 23 July 1987. As of 13 August 1999, 86-01669 had accumulated 1,540.8 D model hours and 5,212.5 total aircraft hours. 86-01669 was a conversion from the original B model Chinook 67-18444. On 25 July 1986, 86-01669 was inducted into the D model program, converted, and initially scheduled for assigned to Fort Hood, Texas. At some point, 86-01669 was assigned to A Company, 7th Battalion, 101st Airborne Division, located at Fort Campbell, Kentucky. A Company was formerly the 200th Assault Support Helicopter Company (ASHC) - "Pachyderms", in the Republic of Vietnam (RVN), that became A Company, 159th Aviation Regiment, that eventually became A Company, 7th Battalion, 101st Airborne Division. On 6 October 2002, 86-01669 suffered a hard landing in Afghanistan while participating in the War on Terrorism. The airframe was severely damaged when the landing gear were removed from the aircraft as it impacted the ground. The aircraft was transported via sling load to Kandahar by an MI-23 Halo helicopter and then evacuated back to the Continental United States (CONUS) for repair. As late as January 2004, 86-01669 was spotted at Corpus Christi Army Depot (CCAD), located at Corpus Christi, Texas, in various stages of repair. The fuselage had received a new cockpit section, but most of the major components were still removed from the aircraft. As of 1 January 2002, this aircraft was 34.2 years old. As of January 2004, the last known location of 86-01669 was at CCAD, Texas.

Build
M3175

Delivery Date
29 Jul 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-19087

86-01670

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3176

Delivery Date
19 Aug 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-19096

86-01671

CH-47D

Combat Service

Converted To

Induction Date
9 Dec 2010

Serial Number
11-08088

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3177

Delivery Date
20 Aug 1987

Induction Date

Prev Model
CH-47B

Prev SN
67-18448

86-01672

CH-47D

Combat Service

Converted To

Induction Date
12 Oct 2011

Serial Number
11-8099

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3178

86-01673

CH-47D

Delivery Date
28 Aug 1987

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date
15 Sep 2011

Prev SN
66-19097

Serial Number
11-08098



Status

Loss Date

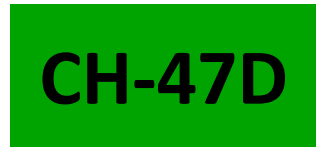
Transfer Date

Inducted to F Model Program

CH-47D Chinook helicopter 86-01673 is pictured at Fort Lewis, Washington, after undergoing RESET and being readied for test flight under the auspices of AMCOM Project OLR with the contractor Lear-Siegler Incorporated (LSI) in October 2008.

Build
M3179

86-01674



CH-47D

Delivery Date
31 Aug 1987

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
66-00104

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3180

Delivery Date
23 Sep 1987

Induction Date

Prev Model
CH-47B

Prev SN
66-19107

86-01675



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
30 Jul 2008

Serial Number
08-08057

Loss Date

Transfer Date

Build
M3181

Delivery Date
24 Sep 1987

Induction Date

Prev Model
CH-47A

Prev SN
64-13135

86-01676

CH-47D



Combat Service



Desert Storm

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Redstone Arsenal AL

86-01676 was a conversion from the original A model Chinook 64-13135. On 24 September 1986, 86-01676 was inducted into the D model program, converted, and initially assigned to the 205th Assault Support Helicopter Company (ASHC) - "Geronimos", 4th Transportation Command (TRANSCOM), United States Army Europe (USAREUR), Finthen Army Airfield, Finthen, near Mainz, Federal Republic of Germany (FRG) (West Germany). In November 1988, the 205th ASHC was re-designated B Company - "Geronimos", 6th Battalion, 158th Aviation Regiment, and made a subordinate unit of the 12th Aviation Brigade, 5th Corps, USAREUR, when the 4th TRANSCOM was de-activated. B Company was deactivated in September 1992. When the 12th Aviation Brigade stood down shortly thereafter, it was relocated to Fort Bragg, North Carolina and re-designated 159th Combat Aviation Group (CAG). The 159th CAG was relocated to Fort Campbell, Kentucky in 1997. 86-01676 deployed with the "Geronimos" to Saudi Arabia in August of 1990. While on tour in Saudi Arabia and parked at King Fahd Airport during Operation Desert Shield / Storm, 86-01676 was involved in a freak accident. A U.S. Air Force C-130 tried to taxi through Chinook parking one night. Upon realizing the mistake and finding the route blocked, the pilot of the C-130 reversed the propellers and applied power. The end result: 86-01676 was blown into a concrete drainage ditch, severely damaging the structure. 86-01676 waited out the rest of the Operation and became a Tech Supply bird. Eventually, at some point, 86-01676 was repaired and subsequently assigned to A Company, 7th Battalion, 101st Airborne Division, 2nd Army, located at Fort Campbell, Kentucky. At some point, 86-01676 was assigned to the Aviation Technical Test Center (ATTC) at Fort Rucker and was known as Bear Cat 0. At some point, and as of 22 April 2002, 86-01676 was undergoing modifications conducted by WestWind Tech Incorporated, at Redstone Arsenal, near Huntsville, Alabama. At some point, 86-01676 was assigned to ATTC at Fort Rucker, Alabama, through at least May 2008. As of 1 January 2008, this aircraft was 42.5 years old. As of 9 October 2007, the last known location of 86-01676 was Fort Rucker, Alabama, assigned to ATTC.

Build
M3182

Delivery Date
28 Sep 1987

Induction Date

Prev Model
CH-47A

Prev SN
66-19030

86-01677

CH-47D

Combat Service



Afghanistan

Converted To

Induction Date
14 Jan 2011

Serial Number
09-08089

Status

Loss Date

Transfer Date

Inducted to F Model Program

On an unknown date in 2010, 86-01677 was hit by large caliber weapons fire in Kunar Province, Afghanistan. The aircraft was returned to Fully Mission Capable (FMC) status within 96 hours. Sister ship 84-24179 was also hit in the engagement and was scheduled for scrapping at Summit Aviation Incorporated in Middletown, Delaware, on 15 October 2010.

Build
M3183

Delivery Date
29 Sep 1987

Induction Date

Prev Model
CH-47C

Prev SN
68-15855

86-01678

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
5 Oct 2000

Serial Number
00-02160

Status

Loss Date

Transfer Date

Converted to G Model

converted to MH-47G

Build
M3184

Delivery Date
16 Oct 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-07991

86-01679

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
15 Jun 2004

Serial Number
04-03743

Status

Loss Date

Transfer Date

Converted to G Model

converted to MH-47G

86-01679, Boeing D model kit number M3184, was a CH-47D helicopter. The U.S. Army acceptance date was 16 October 1987. As of 22 June 1999, 86-01679 had accumulated 1,432.7 D model hours and 6,365.0 total aircraft hours. 86-01679 was a conversion from the original A model Chinook 65-07991. On 20 October 1986, 86-01679 was inducted into the D model program, converted, and initially assigned A Company, 2nd Battalion, 52nd Aviation Regiment, Camp Humphrey, Republic of Korea (South Korea). As of 1 January 2002, this aircraft was 35.8 years old. As of 22 June 1999, the last known location of 86-01679 was Camp Humphrey, Korea, assigned to A Company, 2nd Battalion, 52nd Aviation Regiment. Aircraft status: Flyable.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3185

Delivery Date
23 Oct 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-08003

86-01680

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3186

Delivery Date
29 Oct 1987

Induction Date

Prev Model
CH-47A

Prev SN
65-08012

86-01681

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

24 Apr 1995

On 24 April 1995, 86-01681 was lost near Florence in Williamson County, TX (near Fort Hood) during a test flight at the completion of Phase 2 maintenance. During the Phase, the bushing for the mount bolt that connected the lower drive arm to the aft swashplate was not installed. This caused in-flight failure of the mount bolt resulting in the drive arm assembly separating from the swashplate. The loss of swashplate control caused the aft main rotor blades to contact the fuselage and initiated an in-flight breakup. The aircraft was totally destroyed and the five crew members were fatally injured.

Build
M3187

Delivery Date
31 Oct 1987

Induction Date

Prev Model
CH-47C

Prev SN
70-15022

86-01682



CH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NY

Build
M3188

87-00069

CH-47D

Delivery Date
19 Nov 1987

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
66-00097

Serial Number

Status

Loss Date

Transfer Date

Trainer - Ft Eustis VA

Build
M3189

87-00070

CH-47D

Delivery Date
23 Nov 1987



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47A

Prev SN
61-02424

Status

Guard - NE

Loss Date

Transfer Date

87-00070 in Kandahar, Afghanistan

Build
M3190

87-00071

CH-47D

Delivery Date
30 Nov 1987

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18471

Serial Number



Status

Loss Date

Transfer Date

Guard - IL

PHOTO: villagers from Casamacoa, Honduras, carry relief supplies away from a U.S. Army CH-47D Chinook helicopter, tail number 87-00071, on 20 November 1998. The helicopter, assigned to C Company - "Flippers", 159th Aviation Regiment, 18th Aviation Brigade, Fort Bragg, North Carolina, carried 11,000 pounds of food and clothing to the village. Over 1,800 U.S. service members are helping to rush food, shelter, pure water and medical aid to the many made homeless by Hurricane Mitch. A total of ten Chinook helicopters were dispatched to Central America to provide aid. Five helicopters were from C Company and the other five were from B Company - "Hercules", 159th Aviation Regiment, 18th Aviation Brigade, located at Hunter Army Airfield, Savannah, Georgia. The Task Force was led by Major Peri A. Anest, commander of the Flippers. The Task Force self-deployed over 2,000 miles in four days to reach the disaster area.

Build
M3191

87-00072

CH-47D

Delivery Date
30 Nov 1987

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
64-13165

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M3192

Delivery Date
23 Dec 1987

Induction Date

Prev Model
CH-47B

Prev SN
67-18446

87-00073

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

1 Oct 2012

Transfer Date

Build
M3193

Delivery Date
22 Dec 1987

Induction Date

Prev Model
CH-47A

Prev SN
61-02422

87-00074

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

87-00074, Boeing D model kit number M3193, was a CH-47D helicopter. The U.S. Army acceptance date was 22 December 1987. As of 22 June 1998, 87-00074 had accumulated 1,045.6 aircraft hours and 5,574.6 total aircraft hours. 87-00074 was a conversion from the original A model Chinook 61-02422. On 8 January 1987, 87-00074 was inducted into the D model program, converted, and initially assigned to the 205th Assault Support Helicopter Company (ASHC) - "Geronimos", 4th Transportation Command, United States Army Europe (USAREUR), Finthen Army Airfield, Finthen, Federal Republic of Germany (FRG) (West Germany). In December 1988, the 205th ASHC was re-designated B Company, 6th Battalion, 158th Aviation Regiment. 87-00074 flew 100.7 combat hours during Operation Desert Storm. Upon the deactivation of B Company, 6th Battalion, 158th Aviation Regiment in September 1992, 87-00074 was transferred to B Company - "Hercules", 2nd Battalion, 159th Aviation Regiment, 18th Aviation Brigade, Hunter Army Airfield, Fort Stewart, Georgia, in April 1993. In September 1996, when 2nd Battalion was deactivated, the unit was re-designated B Company, 159th Aviation Regiment. B Company became subordinate to the 18th Aviation Brigade. As of 6 March 2001, the 18th Aviation Brigade was stationed at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. The acquisition of 87-00074 brought the B Company, 159th Aviation Regiment up to 16 CH-47D helicopters for the first time since converting to D model Chinooks. At some point, 87-00074 was assigned to Knox Army Airfield and flown in support of student training at Fort Rucker, Alabama, through at least June 2008. As of 1 January 2002, this aircraft was 38.4 years old. As of 7 June 2008, the last known location of 87-00074 was Knox Army Airfield, Fort Rucker, Alabama

Build
M3194

87-00075

CH-47D

Delivery Date
22 Nov 1987



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47B

Prev SN
66-19102

Status

Guard - NV/MT*

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3195

Delivery Date
23 Dec 1987

Induction Date

Prev Model
CH-47A

Prev SN
62-02117

87-00076

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

87-00076, Boeing D model kit number M3195, was a CH-47D helicopter. 87-00076 was test flown and accepted by the U. S. Army on 23 December 1987 at 4,653.8 aircraft hours. As of 30 November 1999, 87-00076 had accumulated 1,883.5 D model hours and 6,529.5 total aircraft hours. 87-0076 was a conversion from the original A model Chinook 62-02117. On 26 January 1987, 87-00076 was inducted into the D model program, converted, and was initially assigned to the 205th Assault Support Helicopter Company (ASHC) - "Geronimos", 4th Transportation Command (TRANSCOM), United States Army Europe (USAREUR), Finthen Army Airfield, near Mainz, Federal Republic of Germany (FRG) (West Germany), on 17 March 1988. In December 1988, the 205th ASHC was re-designated as B Company, 6th Battalion, 158th Aviation Regiment, and the unit remained at Finthen until deactivated in September 1992. On 20 November 1990, while the Army was preparing for Operation Desert Storm, 87-00076 was transferred to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, Schwabisch Hall, FRG, at 5,014.9 aircraft hours. A Company was formerly the 180th ASHC. On 3 September 1991, 87-00076 was assigned to D Company, 502nd Aviation Regiment, Mannheim, FRG, at 5,163.8 aircraft hours. D Company was formerly the 295th ASHC "Cyclones". On 29 March 1993, 87-00076 was assigned to A Company, 7th Battalion, 101st Airborne Division, Fort Campbell, Kentucky. A Company was formerly the 200th ASHC - "Pachyderms", in the Republic of Vietnam (RVN), that became A Company, 159th Aviation Regiment, that eventually became A Company, 7th Battalion, 101st Airborne Division. In November 1999, 87-00076 was at Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, for On Condition Maintenance (OCM). As of 1 January 2002, this aircraft was 38.3 years old. As of 21 November 1999, the last known location of 87-00076 was Corpus Christ Army Depot. Aircraft status: Undergoing maintenance, but otherwise flyable.

Build
M3196

Delivery Date
30 Jan 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19132

87-00077

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CO

Build
M3197

Delivery Date
31 Jan 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18436

87-00078

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

87-00078, Boeing D model kit number M3197, was a CH-47D helicopter. The U.S. Army acceptance date was 31 January 1988. As of 19 March 2003, 87-00078 had accumulated 1,806.1 D model hours and 4,979.9 total aircraft hours. 87-00078 was a conversion from the original B model Chinook 67-18436. On 9 February 1987, 87-00078 was inducted into the D model program. The conversion was completed on 7 January 1988 at 3,173.8 aircraft hours. 87-00078 was test flown and accepted on 31 January 1988 at 3,181.6 aircraft hours. 87-00078 was delivered to B Company, 70th Transportation Battalion, Mannheim, Federal Republic of Germany (FRG) (West Germany) on 2 February 1988, for reassignment to the 205th Assault Support Helicopter Company (ASHC) - "Geronimos", Finthen Army Airfield, Mainz-Finthen, FRG. 87-00078 was delivered to the 205th ASHC on 5 April 1988. On 19 November 1988, the 205th ASHC and the 295th Assault Support Helicopter Company - "Cyclones" performed a "Flag Swap". For its last day in existence, the 205th ASHC was located at Coleman Army Airfield, Coleman Barracks, Manheim, FRG. The 295th was then located at Finthen Army Airfield for its last 24 hours. The following day both units were de-activated and re-formed. The 295th ASHC was re-designated B Company, 6th Battalion, 158th Aviation Regiment. The remnants of the 295th ASHC were further divided into E Company, Task Force Griffin. Task force Griffin was later re-named Task Force Warrior. B Company consisted of the pilots, flight engineers, and crew chiefs. E Company consisted of the maintenance personnel. In September 1992, both B Company and E Company were de-activated. By the end of November 1992, Finthen Army Airfield was closed and control of its facilities was turned over to the German government. The 205th ASHC, located on its last day in Mannheim was re-designated D Company, 502nd Aviation Regiment. 87-00078 participated in Operation Desert Shield / Desert Storm from August 1990 through June 1991. In September 1992, 87-00078 was transferred to B Company, 70th Transportation Battalion for preparation for overseas shipment to Fort Hood, Texas where a Dyncorp team prepared the aircraft for delivery to Fort Meade, Maryland. On 29 March 1993, 87-00078 arrived at the Port of Beaumont, Texas for re-assembly and transfer to Fort Meade, Maryland, at 3830.1 aircraft hours. On or about August 1993, 87-00078 was transferred to Fort Meade, Maryland. On 19 August 1993, 87-00078 underwent a thorough cleaning and Special Technical Inspection and Repair (STIR) for operations conducted in Desert Storm and transferred to Aviation Support Facility #85 at Fort Meade. On 4 March 1997, 87-00078 was transferred to Corpus Christi Army Depot (CCAD), Corpus Christi, Texas for On Condition Maintenance (OCM). OCM was completed on 22 July 97. 87-00078 was subsequently assigned to B Company - "Sugarbears", 4th Battalion, 123rd Aviation Regiment, Fort Wainwright, Alaska. B Company was the former C Company, 228th Aviation Regiment. C Company was the former 242nd Assault Support Helicopter Company - "Muleskinners". When the 242nd ASHC was re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugarbears". As of 4 April 2001, the last known location of 87-00078 was at Fort Wainwright, Alaska. Aircraft status: Flyable.

Build
M3198

87-00079

CH-47D

Delivery Date
05 Feb 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19120

Serial Number

Status

Loss Date

Transfer Date

Guard - SC

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3199

Delivery Date
10 Feb 1988

Induction Date

Prev Model
CH-47A

Prev SN
62-02118

87-00080

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Aircraft was formerly 62-02118 which was the aircraft that 64-13151 "Stump Jumper" taxied into in Vietnam. 02118 survived the accident but Stump Jumper did not.

87-00080, Boeing D model kit number M3199, was a CH-47D helicopter. The U.S. Army acceptance date was 10 February 1988. As of 22 June 1998, 87-00080 had accumulated 1,261.2 D model hours and 6,015.2 total aircraft hours. 87-00080 was a conversion from the original A model Chinook 62-02118. On 23 February 1987, 87-00080 was inducted into the D model program, converted, and initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany). A Company was formerly the 180th Assault Support Helicopter Company (ASHC). As of 1 January 2002, this aircraft was 38.3 years old. As of 22 June 1992, the last known location of 87-00080 was Schwabisch Hall, Germany. Aircraft status: Flyable.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3200

Delivery Date
23 Feb 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18477

87-00081



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
29 Jul 2009

Serial Number
08-08054

Loss Date

Transfer Date

Build
M3201

Delivery Date
26 Feb 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07919

87-00082

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date
22 Jul 2011

Serial Number
11-08096

Status

Loss Date

Transfer Date

Inducted to F Model Program

87-00082, Boeing D model kit number M3201, was a CH-47D helicopter. The U.S. Army acceptance date was 26 February 1988. As of 22 June 1998, 87-00082 had accumulated 1,176.6 D model hours and 5,564.6 total aircraft hours. 87-00082 was a conversion from the original A model Chinook 63-07919. On 9 March 1987, 87-00082 was inducted into the D model program, converted, and initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany), United States Army Europe (USAREUR). In approximately November 1988, the former 180th Assault Support Helicopter Company (ASHC) was re-designated A Company, 5th Battalion, 159th Aviation Regiment. In the mid 1990's, A Company, 5th Battalion, 159th Aviation Regiment was deactivated. At some point, 87-00082 was assigned to B Company, 2nd General Support Aviation Battalion (GSAB), 3rd Brigade, Task Force Knighthawk while deployed to Afghanistan. On 23 January 2010, 87-00082 was involved in an accident. 87-00082 experienced a blade strike approximately 25 miles southeast of Bagram, Afghanistan. The crew of 87-00082 were conducting an infiltration (INFIL) to check a local villiage for the presence of Taliban influence and see how a clinic was doing. The aircraft's forward blades were severely damaged. There were no reported injuries. It was reported that one of the pilot's was also involved in the 12 October 2010 incident on 92-00291. Aircraft was lifted out by another Chinook helicopter and returned to Bagram on 24 Jan 2010. B Company, 603rd Aviation Support Battalion (ASB) repaired the aircraft and returned it to Fully Mission Capable (FMC) on 6 April 2010. On 27 July 2010, 87-00082 was used to recover CH-47F Chinook helicopter 08-08048. As of 23 October 2010, this aircraft was 45.9 years old. As of 27 July 2010, the last known location of 87-00082 was Bagram Air Base, Afghanistan, assigned to B Company, 2nd General Support Aviation Battalion (GSAB), 3rd Brigade, Task Force Knighthawk. Aircraft status: Flyable.

Build
M3202

Delivery Date
29 Feb 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18466

87-00083



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
12 Feb 2010

Serial Number
10-08077

Loss Date

Transfer Date

Build
M3203

87-00084

CH-47D

Delivery Date
22 Mar 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
62-02132

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

87-00084, Boeing D model kit number M3203, was a CH-47D helicopter. The U.S. Army acceptance date was 22 March 1988. As of 22 June 1998, 87-00084 had accumulated 911.2 D model hours and 5,395.2 total aircraft hours. 87-00084 was a conversion from the original A model Chinook 62-02132. 87-00084 was the 200th production D model. On 23 March 1987, 87-00084 was inducted into the D model program, converted, and initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany), United States Army Europe (USAREUR). In approximately November 1988, the former 180th Assault Support Helicopter Company (ASHC) was re-designated A Company, 5th Battalion, 159th Aviation Regiment. In the early 1990's, A Company, 5th Battalion, 159th Aviation Regiment was deactivated. As of June 1995, 87-00084 was assigned to Company C, 5th Battalion, 159th Aviation Regiment, United States Army Reserve, 1st Army, location unknown. As of 1 January 2002, this aircraft was 37.9 years old. As of 1 January 1992, the last known location of 87-00084 was Schwabish Hall, Germany. Aircraft status: Unknown.

Build
M3204

Delivery Date
29 Mar 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18453

87-00085



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
3 Jun 2010

Serial Number
10-08081

Loss Date

Transfer Date

Build
M3205

87-00086

CH-47D

Delivery Date
31 Mar 1988

Induction Date

Prev Model
CH-47A

Prev SN
62-02133



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Sold to Canada

Loss Date

Transfer Date

29 Dec 2008

87-00086, Boeing D model kit number M3205, was a CH-47D helicopter. The U.S. Army acceptance date was 31 March 1988. 87-00086 was test flown and accepted 4,339.1 aircraft hours.

As of 22 June 1998, 87-00086 accumulated 1,686.6 D model hours and 6,016.6 total aircraft hours.

87-00086 was a conversion from the original A model Chinook 62-02133.

On 6 April 1987, 87-00086 was inducted into the D model program, converted, and initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany), United States Army Europe (USAREUR) at 4,341.8 aircraft hours (hours as of 10 May 1988).

In approximately November 1988, the former 180th Assault Support Helicopter Company (ASHC) was redesignated as A Company, 5th Battalion, 159th Aviation Regiment.

In the early 1990's, A Company, 5th Battalion, 159th Aviation Regiment was deactivated.

At some point, 87-00086 was assigned to B Company - "Hillclimbers", 214th Aviation Regiment, in Hawaii.

As of 1 January 2002, this aircraft was 37.9 years old.

As of 14 August 1999, the last known location of 87-00086 was Wheeler Army Airfield, on the Island of Oahu, Hawaii, assigned to B Company - "Hillclimbers", 214th Aviation Regiment, 2nd Battalion, 25th Infantry Division.

Aircraft status: Flyable.

Build
M3206

Delivery Date
27 Apr 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19111

87-00087



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
20 May 2008

Serial Number
08-08052

Loss Date

Transfer Date

Build
M3207

87-00088

CH-47D

Delivery Date
28 Apr 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
62-02136

Serial Number



Status

Loss Date

Transfer Date

Guard - CA

87-00088, Boeing D model kit number M3207, was a CH-47D helicopter. The U.S. Army acceptance date was 28 April 1988. As of 22 June 1998, 87-00088 had accumulated 1,147.3 D model hours and 5,261.3 total aircraft hours. 87-00088 was a conversion from the original A model Chinook 62-02136. On 20 April 1987, 87-00088 was inducted into the D model program, converted, and initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany), United States Army Europe (USAREUR). In approximately November 1988, the former 180th Assault Support Helicopter Company (ASHC) was re-designated as A Company, 5th Battalion, 159th Aviation Regiment. In the mid 1990's, A Company, 5th Battalion, 159th Aviation Regiment was deactivated. As of 1 January 2002, this aircraft was 37.7 years old

Build
M3208

Delivery Date
27 Apr 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18484

87-00089

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

1 Jan 2011

Transfer Date

Also served in Iraq - Hillclimbers

87-00089, Boeing D model kit number M3208, was a CH-47D helicopter. The U.S. Army acceptance date was 27 April 1988. 87-00089 was test flown and accepted at 4,600.7 aircraft hours. As of 14 August 1999, 87-00089 had accumulated 1,631.6 D model hours and 6,225.6 total aircraft hours. 87-00089 was a conversion from the original B model Chinook 67-18484. On 27 April 1987, 87-00089 was inducted into the D model program, converted, and initially assigned to the 180th Assault Support Helicopter Company (ASHC) - "Big Windy", 7th Corps, United States Army Europe (USAREUR), located at Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany). At some point, in approximately 1988, the 180th ASHC was re-designated A Company, 5th Battalion, 159th Aviation Regiment. In the mid 1990's, A Company, 5th Battalion, 159th Aviation Regiment was deactivated. 87-00089 was accepted in USAREUR at 4,603.9 aircraft hours on 27 June 1988. At some point, 87-00089 was assigned to B Company - "Hillclimbers", 214th Aviation Regiment, 25th Infantry Division, located at Wheeler Army Airfield on the Island of Oahu, Hawaii. B Company, 214 Aviation Regiment was the former 147th Assault Support Helicopter Company (ASHC). As of 1 January 2002, this aircraft was 33.9 years old. As of 14 August 1999, the last known location of 87-00089 was Wheeler Army Airfield on the Island of Oahu, Hawaii, assigned to B Company, 214th Aviation Regiment. Aircraft status: Flyable.

Build
M3209

Delivery Date
28 Apr 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07902

87-00090

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

87-00090, Boeing D model kit number M3209, was a CH-47D helicopter. The U.S. Army acceptance date was 29 April 1988. As of November 1999, 87-00090 had accumulated 1,674.8 D model hours and 4,745.8 total aircraft hours. 87-00090 was test flown and accepted by the U. S. Army at 3,079.5 aircraft hours. 87-00090 was a conversion from the original A model Chinook 63-07902. 87-00090 was inducted into the D model program, converted, and initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, United States Army Europe (USAREUR), Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany), on 11 June 1988. A Company was the former 180th Assault Support Helicopter Company (ASHC) - "Big Windy". On 6 November 1992, 87-00090 was assigned to B Company, 7th Battalion, 101st Aviation Regiment, Fort Campbell, Kentucky, following the deactivation of A Company, 5th Battalion, 159th Aviation Regiment. In November 1999, 87-00090 was transferred to Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, for On Condition Maintenance (OCM). At some point, 87-00090 was transferred to Fort Rucker, Alabama. Data from Historical Records. As of 1 January 2002, this aircraft was 37.7 years old. As of 28 March 2005, the last known location of 87-00090 was at Knox Army Heliport, Fort Rucker, Alabama, assigned to the U.S. Army Aviation Center (USAAVNC) supporting the flight training of student pilots undergoing the CH-47D Aircraft Qualification Course (AQC), as well as the CH-47D Maintenance Test Pilot Course (MTPC).

Build
M3210

Delivery Date
28 Apr 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19134

87-00091

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Reserve - KS

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3211

Delivery Date
29 Apr 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07903

87-00092

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

87-00092, Boeing D model kit number M3211, was a CH-47D helicopter. The U.S. Army acceptance date was 29 April 1988. As of 22 June 1998, 87-00092 had accumulated 1,236.6 D model hours and 5,418.6 total aircraft hours. 87-00092 was a conversion from the original A model Chinook 63-07903. On 18 May 1987, 87-00092 was inducted into the D model program, converted, and was initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, United States Army Europe (USAREUR), Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany). A Company was the former 180th Assault Support Helicopter Company (ASHC) - "Big Windy". As of 1 January 2002, this aircraft was 37.6 years old. As of January 1990, the last known location of 87-00092 was Schwabish Hall. Aircraft status: Unknown.

Build
M3212

Delivery Date
26 May 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19135

87-00093

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3213

87-00094

CH-47D

Delivery Date
24 May 1988



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47A

Prev SN
63-07904

Status

Accident/Destroyed [OEF]

Loss Date

17 Jun 2008

Transfer Date

Blade strike at 9200 feet. Aircraft slid down cliff and was destroyed in place.

87-00094, Boeing D model kit number M3213, was a CH-47D helicopter. The U.S. Army acceptance date was 24 May 1988. As of 22 June 1998, 87-00094 had accumulated 1,322.5 D model hours and 5,822.5 total aircraft hours. 87-00094 was a conversion from the original A model Chinook 63-07904. On 2 June 1987, 87-00094 was inducted into the D model program converted, and was initially assigned to A Company - "Big Windy", 5th Battalion, 159th Aviation Regiment, United States Army Europe (USAREUR), Schwabisch Hall, Federal Republic of Germany (FRG) (West Germany). A Company was the former 180th Assault Support Helicopter Company (ASHC) - "Big Windy". As of 1 January 2002, this aircraft was 37.6 years old. As of January 1990, the last known location of 87-00094 was Schwabish Hall. Aircraft status: Unknown.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3214

Delivery Date
27 May 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18434

87-00095



Status

Converted to G Model

CH-47D

Combat Service

Converted To

MH-47G

Induction Date
29 Jun 2004

Serial Number
04-03744

Loss Date

Transfer Date

D model used for Chinese demo - returned to Army 21 Jan 1989. Converted to MH-47G

Build
M3215

87-00096

CH-47D

Delivery Date
27 May 1988



Induction Date

Prev Model
CH-47A

Prev SN
63-07906

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Leased to Canada

Leased to Canada 2010??

87-00096, Boeing D model kit number M3215, was a CH-47D helicopter. The U.S. Army acceptance date was 27 May 1988. As of 22 June 1998, 87-00096 had accumulated 1,316.2 D model hours and 6,017.2 total aircraft hours. 87-00096 was a conversion from the original A model Chinook 63-07906. On 16 June 1987, 87-00096 was inducted into the D model program, converted, and was initially assigned to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), Mannheim, Federal Republic of Germany (FRG) (West Germany). D Company was the former 295th Assault Support Helicopter Company (ASHC) - "Cyclones". D company was deactivated in approximately 1992. As of 1 January 2002, this aircraft was 37.5 years old. As of January 1992, the last known location of 87-00096 was Mannheim, FRG. Aircraft status: Unknown.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3216

Delivery Date
21 Jun 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18437

87-00097

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CO

Build
M3217

Delivery Date
21 Jun 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07907

87-00098

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE

87-00098, Boeing D model kit number M3217, was a CH-47D helicopter. The U.S. Army acceptance date was 21 June 1988. As of 22 June 1998, 87-00098 had accumulated 1,032.3 D model hours and 3,975.3 total aircraft hours. 87-00098 was a conversion from the original A model Chinook 63-07907. On 30 June 1987, 87-00098 was inducted into the D model program, converted, and initially assigned to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), Mannheim, Federal Republic of Germany (FRG) (West Germany). D Company was the former 295th Assault Support Helicopter Company (ASHC) - "Cyclones". D Company was deactivated in approximately 1992. At some point, through an unknown end date, 87-00098 was assigned to the Army National Guard, based in Pendleton, Oregon. At some point, in approximately late 2003, 87-00098 was assigned to Company H, 189th Aviation, based at the airport in Helena, Montana. As of 1 January 2002, this aircraft was 37.5 years old. As of January 2004, the last known location of 87-00098 was in Helena, Montana, assigned to Company H, 189th Aviation. Aircraft status: Flyable.

Build
M3218

Delivery Date
22 Jun 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18474

87-00099

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CA

Build
M3219

Delivery Date
27 Jun 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07909

87-00100

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IL

PHOTO:87-00100 was deployed to Pakistan for disaster relief operations after a major earthquake devastated a portion of the country. This photograph was taken by SGT Marcell T. Scott in February 2006 at the 10,300 foot level in the mountains affected by the quake

87-00100, Boeing D model kit number M3219, was a CH-47D helicopter. The U.S. Army acceptance date was 27 June 1988. As of 22 June 1998, 87-00100 had accumulated 1,067.9 D model hours and 4,649.9 total aircraft hours. 87-00100 was a conversion from the original A model Chinook 63-07909. On 17 July 1987, 87-00100 was inducted into the D model program, converted, and was initially assigned to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), Mannheim, Federal Republic of Germany (FRG) (West Germany). D Company was the former 295th Assault Support Helicopter Company (ASHC) - "Cyclones". D company was deactivated in approximately 1992. As of 1 January 2002, this aircraft was 37.4 years old. As of January 1992, the last known location of 87-00100 was Mannheim, FRG. Aircraft status: Unknown.

Build
M3220

Delivery Date
12 Jul 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19119

87-00101

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - TX

87-00101, Boeing D model kit number M3220, was a CH-47D helicopter. The U.S. Army acceptance date was 12 July 1988. As of 22 June 1998, 87-00101 had accumulated at least 1,225.2 D model hours and 6,555.2 total aircraft hours. 87-00101 was a conversion from the original B model Chinook 66-19119. On 22 July 1987, 87-00101 was inducted into the D model program, converted, and initially scheduled for assignment to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), located at Coleman Army Airfield, Coleman Barracks, near Mannheim, in the Federal Republic of Germany. At some point, and at least through 30 December 2000, 87-00101 was assigned to 106th Aviation, Army National Guard, Peoria, Illinois. At some point, and at least through January 2009, 87-00101 was assigned to the Minnesota Army National Guard. As of 1 January 2009, this aircraft was 41.5 years old. As of 1 January 2009, the last known location of 87-00101 was in Minnesota. Aircraft status: Flyable.

Build
M3221

Delivery Date
25 Jul 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07911

87-00102

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OIF]

Loss Date

22 May 2005

Transfer Date

OIF/Crash/22 May 05 On 22 May 2005, 87-00102 was lost due to an accident in the country of Iraq. With only the left main fuel pumps in the ON position, the aircraft experienced a dual engine flameout when the fuel in that tank was exhausted. The subsequent attempted autorotation was unsuccessful and the aircraft was totally destroyed during the landing sequence.

Saturday, 22 May 2005: Five Fort Wainwright Soldiers were injured when their helicopter crashed in Iraq. The CH-47D Chinook cargo helicopter, tail number 87-00102, lost power and the pilot was forced to make an emergency landing. Army officials are being pretty tight lipped about what exactly happened, and haven't released the names of injured troops. But we do know that five Fort Wainwright Soldiers were hurt, after the chopper had to make an emergency landing.

"Two of the crew members were treated and released, one is in the hospital overnight for observation, two others were evacuated to Germany for further treatment. None of them suffered life threatening injuries," says Linda Douglass, a public affairs officer at Fort Wainwright.

The Soldiers were part of the B Company - "Sugar Bears North", 4th Battalion, and 123rd Aviation Regiment and have been serving in the Middle East since last December. That unit is made up 500 soldiers from Alaska - primarily pilots, and mechanics. There were five Soldiers on board when the helicopter was forced to land after both engines lost power and now has significant damage. "Damage to the aircraft is significant and but again, we are just pleased that the pilot was able to bring the helicopter down with no fatalities," says Douglass.

All five of the injured Soldiers have spoken with their families, who were immediately notified about the crash. Fort Wainwright officials say families are always very relieved to hear from there loved ones whenever anything like this happens in war.

Build
M3222

Delivery Date
25 Jul 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19112

87-00103



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
4 Mar 2008

Serial Number
08-08048

Loss Date

Transfer Date

Build
M3223

Delivery Date
30 Jul 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07914

87-00104

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD

87-00104, Boeing D model kit number M3223, was a CH-47D helicopter. The U.S. Army acceptance date was 30 July 1988. As of 22 June 1998, 87-00104 had accumulated 831.0 D model hours and 5,327.8 total aircraft hours. 87-00104 was a conversion from the original A model Chinook 63-07914. On 26 August 1987, 87-00104 was inducted into the D model program, converted, and initially assigned to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), Mannheim, Federal Republic of Germany (FRG) (West Germany). D Company was the former 295th Assault Support Helicopter Company (ASHC) - "Cyclones". D company was deactivated in approximately 1992. As of 1 January 2002, this aircraft was 37.3 years old. As of January 1992, the last known location of 87-00104 was Mannheim, FRG. Aircraft status: Unknown.

Build
M3224

87-00105

CH-47D

Delivery Date
09 Aug 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19127

Serial Number



Status

Loss Date

Transfer Date

Guard - TX

Build
M3225

Delivery Date
18 Aug 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07917

87-00106

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MT

87-00106, Boeing D model kit number M3225, was a CH-47D helicopter. The U.S. Army acceptance date was 18 August 1988. As of 22 June 1998, 87-00106 had accumulated 984.9 D model hours and 4,724.9 total aircraft hours. 87-00106 was a conversion from the original A model Chinook 63-07917. On 10 September 1987, 87-00106 was inducted into the D model program, converted, and initially assigned to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), Mannheim, Federal Republic of Germany (FRG) (West Germany). D Company was the former 295th Assault Support Helicopter Company (ASHC) - "Cyclones". D company was deactivated in approximately 1992. At some point, 87-00106 was assigned to Company F, 131st, Army National Guard, 2nd Army, located at Montgomery Airfield, Montgomery, Alabama, through at least 22 October 1999. As of 1 January 2002, this aircraft was 37.2 years old. As of October 1999, the last known location of 87-00106 was Montgomery, Alabama, assigned to Company F, 131st, Army National Guard. Aircraft status: Flyable.

Build
M3226

87-00107

CH-47D

Delivery Date
30 Aug 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18432

Serial Number

Status

Loss Date

Transfer Date

Guard - IA

Build
M3227

Delivery Date
31 Aug 1988

Induction Date

Prev Model
CH-47A

Prev SN
62-02129

87-00108

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

87-00108, Boeing D model kit number M3227, was a CH-47D helicopter. The U.S. Army acceptance date was 31 August 1988. As of 22 June 1998, 87-00108 had accumulated 1,237.9 D model hours and 5,522.9 total aircraft hours. 87-00108 was a conversion from the original A model Chinook 62-02129. On 24 September 1987, 87-00108 was inducted into the D model program, converted, and initially scheduled for assignment to the Texas National Guard. As of June 1995, 87-00108 was assigned to Company G (-), 149th Aviation, Army National Guard, 5th Army, located on the Dallas Naval Air Station in Grand Prairie (near Dallas), Texas. As of 1 January 2002, this aircraft was 37.9 years old. As of June 1995, the last known location of 87-00108 was Grand Prairie (near Dallas), Texas, assigned to Company G (-), 149th Aviation, Army National Guard, 5th Army. Aircraft status: Unknown.

Build
M3228

Delivery Date
20 Sep 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19098

87-00109

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH

87-00109, Boeing D model kit number M3228, was a CH-47D helicopter. The U.S. Army acceptance date was 20 September 1988. As of 22 June 1998, 87-00109 had accumulated 1,006.3 D model hours and 5,778.3 total aircraft hours.

87-00109 was a conversion from the original B model Chinook 66-19098.

On 1 October 1987, 87-00109 was inducted into the D model program, converted, and initially scheduled for assignment to the D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), located at Coleman Army Airfield, Coleman Barracks, near Mannheim, in the Federal Republic of Germany (West Germany).

At some point, 87-00109 was assigned to the Army National Guard located on Key Field, near Meridian, in the State of Mississippi.

At some point, and through at least November 2009, 87-00109 was assigned to 2nd Battalion, 135th General Support Aviation Battalion (GSAB), located near Aurora, Colorado.

As of 4 October 2011, this aircraft was 44.4 years old.

As of 8 November 2009, the last known location of 87-00109 was in Aurora, Colorado.

Aircraft status: Flyable.

Build
M3229

Delivery Date
22 Sep 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18463

87-00110

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve -WA

Build
M3230

Delivery Date
28 Sep 1988

Induction Date

Prev Model
CH-47B

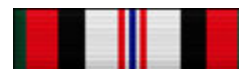
Prev SN
66-19124

87-00111

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

12 Aug 2012

Transfer Date

Build
M3231

Delivery Date
29 Sep 1988

Induction Date

Prev Model
CH-47A

Prev SN
63-07920

87-00112

CH-47D

Combat Service

Converted To

Induction Date
21 Jun 2012

Serial Number
12-08108



Status

Loss Date

Transfer Date

Inducted to F Model Program

87-00112, owned and operated by F Company- "Big Windy", 159th Aviation Regiment, located at Giebelstadt in the Federal Republic of Germany, moves a disabled U.S. Air Force F-15 Eagle from Bitburg AFB to Spangdahlem AFB on 9 September 1993.

87-00112, Boeing D model kit number M3231, was a CH-47D helicopter. The U.S. Army acceptance date was 29 September 1988. As of 8 October 1999, 87-00112 had accumulated 1,096.0 D model hours and 3,347.0 total aircraft hours. 87-00112 was a conversion from the original A model Chinook 63-07920. On 22 October 1987, 87-00112 was inducted into the D model program, converted, and initially assigned to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), Mannheim, Federal Republic of Germany (FRG) (West Germany). D Company was the former 295th Assault Support Helicopter Company (ASHC) - "Cyclones". D company was deactivated in approximately 1992. At some point, 87-00112 was assigned to B Company - "Hercules", 2nd Battalion, 159th Aviation Regiment, 18th Aviation Brigade, Hunter Army Airfield, Fort Stewart, Georgia. B Company was the former 132nd ASHC. In approximately 1988, when the U.S. Army converted to the Regimental system of unit designations, the 132nd ASHC became B Company. In September 1996, 2nd Battalion was deactivated and the unit was re-designated B Company, 159th Aviation Regiment. B Company became subordinate to the 18th Aviation Brigade. As of 5 March 2001, the 18th Aviation Brigade was located at Simmons Army Airfield, Fort Bragg, North Carolina, and was subordinate to the 18th Airborne Corps. The 18th Airborne Corps was subordinate to Forces Command (FORSCOM), which was a major command (MACOM) of 2nd Army. As of 1 January 2002, this aircraft was 37.2 years old. As of 8 October 1999, the last known location of 87-00112 was Hunter Army Airfield, Fort Stewart, Georgia, assigned to B Company, 159th Aviation Regiment. Aircraft Status: Flyable.

Build
M3232

Delivery Date
30 Sep 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18443

87-00113

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - FL

Build
M3233

Delivery Date
25 Oct 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18452

87-00114

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CA

Build
M3234

Delivery Date
27 Oct 1988

Induction Date

Prev Model
CH-47B

Prev SN
67-18459

87-00115

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - FL

Build
M3235

87-00116

CH-47D

Delivery Date
31 Oct 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
63-07921

Serial Number

Status

Loss Date

Transfer Date

Guard - MD

87-00116, Boeing D model kit number M3235, was a CH-47D helicopter. The U.S. Army acceptance date was 31 October 1988. As of 22 June 1998, 87-00116 had accumulated 1,338.1 D model hours and 3,725.1 total aircraft hours. 87-00116 was a conversion from the original A model Chinook 63-07921. On 19 November 1987, 87-00116 was inducted into the D model program, converted, and scheduled for assignment to the Texas National Guard. As of 1 January 2002, this aircraft was 37.1 years old. As of 19 November 1987, the last known location of 87-00116 was at Boeing during the conversion. Aircraft status: Unknown.

Build
M3236

88-00062

CH-47D

Delivery Date
28 Nov 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19136

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3237

88-00063

CH-47D

Delivery Date
29 Nov 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19141

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3238

88-00064

CH-47D

Delivery Date
30 Nov 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18447

Serial Number

Status

Loss Date

Transfer Date

Guard - OK

Build
M3239

88-00065

CH-47D

Delivery Date
30 Nov 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18491

Serial Number

Status

Loss Date

Transfer Date

Guard - OK

Build
M3240

Delivery Date
19 Dec 1988

Induction Date

Prev Model
CH-47B

Prev SN
66-19105

88-00066

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OK

Build
M3241

88-00067

CH-47D

Delivery Date
21 Dec 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18450

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M3242

88-00068

CH-47D

Delivery Date
28 Dec 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18486

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3243

88-00069

CH-47D

Delivery Date
22 Dec 1988

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18476

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3244

Delivery Date
08 Feb 1989

Induction Date

Prev Model
CH-47B

Prev SN
66-19129

88-00070

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3245

Delivery Date
11 Feb 1989

Induction Date

Prev Model
CH-47B

Prev SN
67-18441

88-00071

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

15 November 2010: U.S. Army SPC Sean Barry from Albuquerque, New Mexico, of Alpha Company, 2nd Brigade Support Battalion, 2nd Advise and Assist Brigade, 25th Infantry Division, loads Stryker parts onto Chinook helicopter 88-00071 at Forward Operating Base Warhorse in Diyala Province, Iraq. Chinooks are being used to transport supplies throughout Iraq for Operation New Dawn

Build
M3246

88-00072

CH-47D

Delivery Date
08 Feb 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19131

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3247

Delivery Date
14 Feb 1989

Induction Date

Prev Model
CH-47B

Prev SN
66-19122

88-00073

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Build
M3248

Delivery Date
27 Feb 1989

Induction Date

Prev Model
CH-47B

Prev SN
67-18489

88-00074



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
24 Jun 2009

Serial Number
09-08069

Loss Date

Transfer Date

Build
M3249

Delivery Date
28 Feb 1989

Induction Date

Prev Model
CH-47B

Prev SN
66-19130

88-00075

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - GA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3250

88-00076

CH-47D

Delivery Date
02 Mar 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date
27 May 2011

Prev SN
67-18492

Serial Number
11-08094

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3251

88-00077

CH-47D

Delivery Date
13 Mar 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18482

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3252

88-00078

CH-47D

Delivery Date
22 Mar 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date
15 Dec 2008

Prev SN
67-18478

Serial Number
09-08061



Status

Loss Date

Transfer Date

Inducted to F Model Program

CH-47D Chinook 88-00078 - assigned to A Company, 2nd Battalion - "Nightmare", 52nd Aviation Regiment, located at Camp Humphrey, Korea - lands aboard the USS Coronado during the Summer of 2004.

Build
M3253

88-00079

CH-47D

Delivery Date
22 Mar 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18440

Serial Number

Status

Loss Date

Transfer Date

Guard - NY

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3254

88-00080

CH-47D

Delivery Date
30 Mar 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19108

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M3255

88-00081

CH-47D

Delivery Date
07 Apr 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19099

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3256

Delivery Date
21 Apr 1989

Induction Date

Prev Model
CH-47B

Prev SN
67-18454

88-00082

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

PHOTO: Boeing CH-47D helicopter 88-00082 passes by a World War I monument on the white cliffs of Dover, England, in May 1995.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3257

Delivery Date
27 Apr 1989

Induction Date

Prev Model
CH-47B

Prev SN
66-19109

88-00083

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Build
M3259

Delivery Date
29 Apr 1989

Induction Date

Prev Model
CH-47B

Prev SN
66-19116

88-00085

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Build
M3260

88-00086

CH-47D

Delivery Date
05 May 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
67-18488

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3261

Delivery Date
16 May 1989

Induction Date

Prev Model
CH-47B

Prev SN
67-18473

88-00087

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M3262

88-00088

CH-47D

Delivery Date
31 May 1989



Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19123

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3263

88-00089

CH-47D

Delivery Date
31 May 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19100

Serial Number



Status

Loss Date

Transfer Date

Active - Camp Humphries

24 March 2006: Locating the Pot-o-Gold at the end of the rainbow - CH-47D Chinook helicopter 88-00089, from the 52nd Aviation Regiment, Camp Humphreys, South Korea, conducts deck landings aboard the Seventh Fleet command ship USS Blue Ridge, during an Army-Navy training exercise off the coast of Korea.

Build
M3264

Delivery Date
13 Jun 1989

Induction Date

Prev Model
CH-47B

Prev SN
67-18465

88-00090

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M3265

Delivery Date
23 Jun 1989

Induction Date

Prev Model
CH-47B

Prev SN
67-18467

88-00091

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3266

88-00092

CH-47D

Delivery Date
30 Jun 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19104

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Korea]

4 Dec 1989

On 4 December 1989, while ascending a draw to cross a ridge line, 88-00092 went inadvertently into instrument meteorological conditions (IMC). The copilot on the controls established the initial emergency procedure. Moments later, visual contact was established with the ridge line. Due to close proximity of the hill mass, collision was unavoidable. The pilot in command and copilot initiated a rapid deceleration and power application in an attempt to avoid impact. The aircraft struck in a near level attitude with the 44 degree slope of the terrain. Rotor blade contact with trees and the ground caused the aircraft to roll inverted and slide down the ridge approximately 120 feet. There were no fatalities or serious injuries. The 5 crew members and 14 passengers were rescued by Air Force and Army MEDEVAC helicopters. There was no post crash fire.

Build
M3267

Delivery Date
30 Jun 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-15868

88-00093

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Build
M3268

88-00094

CH-47D

Delivery Date
30 Jun 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15851

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

88-00094, Boeing D model kit number M3268, was a CH-47D helicopter. The U.S. Army acceptance date was 30 June 1989. As of 22 June 1999, 88-00094 had accumulated 1,560.0 D model hours and 5,104.0 total aircraft hours. 88-00094 was a conversion from the original C model Chinook 68-15851. On 22 July 1988, 88-00094 was inducted into the D model program, converted, and initially assigned to B Company - "Innkeepers", 2nd Battalion, 501st Aviation Regiment, Camp Humphreys, Republic of Korea (ROK)(South Korea), on 18 October 1989. B Company was the former 271st Assault Support Helicopter Company (ASHC) - "Innkeepers". At some point, when the United States involvement in the Vietnam conflict ended in the mid 1970's, the 271st ASHC was relocated to Korea and later re-designated as B Company, 2nd Battalion, 501st Aviation Regiment. At some point, the 501st Aviation Regiment was re-designated as the 52nd Aviation Regiment. As of 22 June 1999, the last known location of 88-00094 was at Camp Humphreys in the Republic of Korea, assigned to B Company - "Innkeepers", 2nd Battalion, 52nd Aviation Regiment. Aircraft status: Flyable.

Build
M3269

Delivery Date
27 Jul 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-15847

88-00095

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Build
M3270

Delivery Date
26 Jul 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-16016

88-00096

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Build
M3271

Delivery Date
31 Jul 1989

Induction Date

Prev Model
CH-47C

Prev SN
71-20952

88-00097

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M3272

88-00098

CH-47D

Delivery Date
03 Aug 1989

Combat Service



Iraq

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
69-17116

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [OIF]

28 Aug 2003

Crash-rollover/28 Aug 03 On 28 August 2003, 88-00098 was lost due to an accident. The aircraft encountered dust conditions (brown out) during landing at refuel point and impacted the ground, coming to rest on its right side.

88-00098, Boeing D model kit number M3272, was a CH-47D helicopter. The U.S. Army acceptance date was 30 August 1989. The administrative strike date was 30 August 2003. As of 22 June 1998, 88-00098 had accumulated at least 1,011.5 D model hours and 6,466.0 total aircraft hours. 88-00098 was a conversion from the original C model Chinook 69-17116. On 2 September 1988, 88-00098 was inducted into the D model program, converted, and initially scheduled for assignment to D Company - "Cyclones", 502nd Aviation Regiment, United States Army Europe (USAREUR), located at Coleman Barracks, near Mannheim, in the Federal Republic of Germany (FRG), formerly known as West Germany. At some point, and as of 30 August 2003, 88-00098 was assigned to F Company - "Big Windy", 159th Aviation Regiment, USAREUR, located at Giebelstadt, FRG. At some point, 88-00098 was deployed to Iraq with F Company in support of the "War on Terrorism". On 28 August 2003, 88-00098 was lost due to an accident. The aircraft encountered dust conditions during landing at refuel point and impacted the ground, coming to rest on its right side.. As of 1 January 2002, this aircraft was 31.4 years old. As of 30 August 2003, the last known location of 88-00098 was in Iraq, assigned to F Company, 159th Aviation Regiment. Aircraft status: Crashed.

Build
M3273

Delivery Date
15 Nov 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-15865

88-00099

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD/NY*

88-00099, Boeing D model kit number M3273, was a CH-47D helicopter. The U.S. Army acceptance date was 15 November 1989. As of 22 June 1998, 88-00099 had accumulated 1,071.2 D model hours and 4,467.2 total aircraft hours. 88-00099 was a conversion from the original C model Chinook 68-15865. On 12 September 1988, 68-15865 was inducted into the D model program, converted, and initially scheduled for assigned to E Company, 502nd Aviation Regiment, United States Army Europe (USAREUR), located at Aviano Air Base, near Vicenza, Italy. At some point, and at least through 24 November 1999, 88-00099 was assigned to F Company - "Big Windy", 159th Aviation Regiment, located at Giebelstadt, Federal Republic of Germany. At some point, and as of May 2003, 88-00099 was deployed with F Company, 159th Aviation Regiment to Iraq in support of the war on terrorism. On 24 March 2003, 88-00099 was struck in the aft pylon area by a Rocket Propelled Grenade (RPG). The RPG did not explode, but did penetrate the fuselage in the vicinity of the auxiliary power unit (APU) causing some minor sheet metal damage. On the same mission, 88-00099 took several hits from AK-47 ground fire, damaging the Number 2 PDP causing several systems failures. Hydraulic cooling fans, fuel pumps and Longitudinal Cyclic Trim (LCT) were inoperable. The LCTs were stuck extended. In order to return the aircraft back to home base for repairs, four days later due to sandstorms, an electrician capped off the severed wires. Additional small arms fire from an AK-47 injured a passenger in the aft cabin area. The aircraft was repaired in theater.

Build
M3274

88-00100

CH-47D

Delivery Date
20 Nov 1989

Combat Service



Afghanistan

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15867

Serial Number



Status

Accident/Destroyed [OEF]

Loss Date

6 Apr 2005

Transfer Date

OEF/Crash/6 Apr 05 88-00100 was deployed to Afghanistan to conduct missions in support of Operation Enduring Freedom (OEF) and encountered adverse environmental conditions. The aircraft struck the ground, burned, and was completely destroyed by the post crash fire. The crew of five and 13 passengers all perished in the crash.

A U.S. military CH-47D Chinook helicopter crashed during a dust storm in Afghanistan on 6 April 2005 killing 18 people on board, the military said in a statement. A U.S. spokeswoman said the helicopter came down in Ghazni province, 80 miles southwest of the capital, Kabul, while on a routine mission.

KABUL, Afghanistan — A U.S. military CH-47D Chinook helicopter smashed into a flat desert in southeastern Afghanistan on Wednesday, 6 April 2005, killing the four American crew and at least 14 others, officials said. It was the deadliest military crash here since the start of Operation Enduring Freedom.

An Afghan police official said most of the dead appeared to be American. However, the U.S. military provided no details of the passengers' identity.

The U.S. military suggested that severe weather brought down the CH-47D Chinook near Ghazni city, 80 miles southwest of the capital, Kabul, as it returned from a mission in the militant-plagued south.

"Eighteen people have now been confirmed dead in the crash," a military statement said. Two others listed on the flight manifest were initially "unaccounted for" when the recovery operation was called off at nightfall, it said. By Saturday, all the remains had been discovered.

The military had initially confirmed nine fatalities. Spokeswoman Lt. Cindy Moore said the total had risen as recovery teams examined the wreckage. The victims' names were withheld until their next of kin could be informed.

Moore said the transport helicopter was flying back from a "routine mission" to the main American base at Bagram when controllers lost radio contact. The helicopter crashed as it returned to Bagram from a mission to deliver mail and supplies and transport personnel in the insurgency-plagued south. The charred wreckage was found in an area of flat desert near a cluster of brick kilns. A second Chinook made it safely back to the sprawling base north of Kabul.

Moore also said investigators from the U.S. Army's Combat Readiness Center at Fort Rucker, Alabama, were traveling to Afghanistan on Saturday, adding "Indications are it was bad weather and that there were no survivors".

Chinook helicopter 88-00100, belonging to F Company - "Big Windy", 159th Aviation Regiment, was deployed to the area from Giebelstadt, Germany to conduct missions in support of Operation Enduring Freedom.

Abdul Rahman Sarjang, the chief of police in Ghazni, said the helicopter came down at about 2:30 p.m. (1200 GMT) near a brick factory 3 miles outside the city and burst into flames. Afghan and U.S. troops rushed to cordon off the area, he said.

Sarjang said he saw nine bodies. "They were all wearing American uniforms and they were all dead," he told The Associated Press by cell phone from the crash site.

Sarjang said witnesses claimed one of the helicopter's two rotors looked damaged before it hit the ground. But he had no explanation for why the aircraft crashed in an area of desert. He said he saw no sign of enemy fire.

Associated Press Television News footage showed dozens of Afghan security forces and officials scurrying round the still-burning wreckage. Strong winds fanned the flames and whipped thick dust into the darkened sky.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3275

88-00101

CH-47D

Delivery Date
24 Nov 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-15846



Combat Service



Kosovo

Converted To

Induction Date
24 Jun 2011

Serial Number
11-08095

Status

Loss Date

Transfer Date

Inducted to F Model Program

photo: Polish, Ukrainian and American soldiers unload boxes of clothing from a U.S. Army CH-47 Chinook helicopter in a field near the village of Drenova Glava, Kosovo, on 19 February 2001. The donated clothing was flown to the isolated village by F Company, 159th Aviation Regiment, because the impassable roads challenged KFOR vehicles. KFOR is the NATO-led, international military force in Kosovo on the peacekeeping mission known as Operation Joint Guardian.

Build
M3276

88-00102

CH-47D

Delivery Date
29 Nov 1989



Combat Service



AFghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
68-15997

Status

Loss Date

Transfer Date

Guard - IL

CH-47D Chinook helicopter 88-00102, owned and operated by the Company B, 1st Battalion, 126th Aviation, California Army National Guard, home based in Stockton, California while on deployment to Bagram Airbase, Afghanistan during Operation Enduring Freedom (OEF IX) in 2008.

Build
M3277

88-00103

CH-47D

Delivery Date
29 Nov 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-16006



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

PHOTO: May 2005: While operating in Afghanistan, 88-00103 suffered from a hard landing and was airlifted to safety by 87-00072

Build
M3278

Delivery Date
04 Dec 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-15827

88-00104



Status

Inducted to F Model Program

CH-47D

Combat Service



Afghanistan

Converted To

Induction Date
8 Oct 2009

Serial Number
10-08074

Loss Date

Transfer Date

Build
M3279

Delivery Date
11 Dec 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-15995

88-00105

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Trainer - Ft Eustis VA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3280

Delivery Date
04 Dec 1989

Induction Date

Prev Model
CH-47C

Prev SN
68-15831

88-00106



CH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD/NY*

Build
M3281

88-00107

CH-47D

Delivery Date
20 Dec 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
79-23398

Serial Number

Status

Loss Date

Transfer Date

Active - Camp Humphries

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3282

88-00108

CH-47D

Delivery Date
19 Dec 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
69-17114

Serial Number



Status

Loss Date

Transfer Date

Guard - MD

88-00108, Boeing D model kit number M3282, was a CH-47D helicopter. The U.S. Army acceptance date was 19 December 1989. As of 19 November 1999, 88-00108 had accumulated 1,754.0 D model hours and 4,989.0 total aircraft hours.

88-00108 was a conversion from the original C model Chinook 69-17114.

On 14 November 1988, 88-00108 was inducted into the D model program, conversion complete on 16 September 1989, and initially assigned to B Company, 2nd Battalion, 158th Aviation Regiment, located at Fort Hood, Texas, on 30 January 1990.

On 7 February 1990, 88-00108 was assigned to C Company - "Sugar Bears South", 1st Battalion, 228th Aviation Regiment, located at Fort Kobbe, Panama.

C Company - "Sugar Bears South", was the sister unit of "Sugar Bears North".

B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, was located at Fort Wainwright, Alaska. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994).

C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended in April 1975, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska.

The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and reformed, the unit name changed from "Muleskinners" to "Sugarbears" and the unit designation went from the 236th ASHC to the 242nd ASHC.

At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South".

At some point, and as of November 1999, 88-00108 was at Corpus Christi Army Depot (CCAD), Corpus Christi, Texas, for On Condition Maintenance (OCM). Data from Historical Records.

As of 1 January 2002, this aircraft was 31.5 years old.

As of 28 September 2001, the last known location of 88-00108 was Corpus Christi Army Depot. Aircraft status:

~~Undergoing maintenance but otherwise flyable~~

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3283

88-00109

CH-47D

Delivery Date
19 Dec 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
69-17123

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3284

Delivery Date
19 Jan 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-16017

89-00130

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Sold to Canada

Loss Date

Transfer Date

29 Dec 2008

Build
M3286

89-00132

CH-47D

Delivery Date
22 Dec 1989

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
70-15008

Serial Number



Status

Loss Date

Transfer Date

Active - Soto Cano AB

Build
M3287

Delivery Date
29 Jan 1990

Induction Date

Prev Model
CH-47C

Prev SN
71-20945

89-00133

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Build
M3288

Delivery Date
31 Jan 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18505

89-00134

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Soto Cano AB

Build
M3289

Delivery Date
06 Feb 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15820

89-00135

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3290

Delivery Date
08 Feb 1990

Induction Date

Prev Model
CH-47C

Prev SN
76-22675

89-00136

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3291

Delivery Date
15 Feb 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18517

89-00137

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Build
M3292

Delivery Date
27 Feb 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18533

89-00138

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M3293

89-00139

CH-47D

Delivery Date
28 Feb 1990



Induction Date

Prev Model
CH-47C

Prev SN
68-15849

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OIF]

Loss Date

11 May 2008

Transfer Date

photo: 23 May 2002: 89-00139 on location at Paris - Le Bourget (LBG / LFPB) airport while awaiting the arrival of President George W. Bush.

OIF/Crash-brown out/11 May 08

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3294

Delivery Date
07 Mar 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15990

89-00140

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IL

Build
M3295

89-00141

CH-47D

Delivery Date
20 Mar 1990



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
68-15834

Status

Accident/Destroyed [OEF]

Loss Date

5 Aug 2011

Transfer Date

Hard landing - fwd and aft landing gear destroyed/ struck for demil

Build
M3296

89-00142

CH-47D

Delivery Date
26 Mar 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18516



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Destroyed by Enemy Action [OEF]

10 Sep 2012

During December 2003, 89-00142 transports a wrecked MIG-21 from a field location about 100 miles west of Baghdad. With security provided by an AH-64 Apache helicopter, it took two days to rig the load, and about 5 minutes to fly it to a local compound.

89-00142, Boeing D model kit number M3296, was a CH-47D helicopter. The U.S. Army acceptance date was 26 March 1990. As of 22 June 1998, 89-00142 had accumulated at least 1,003.7 D model hours and 5,057.7 total aircraft hours. 89-00142 was a conversion from the original C model Chinook 67-18516. On 2 March 1989, 89-00142 was inducted into the D model program, converted, and initially scheduled for assignment to E Company - "Centurians", 502nd Aviation Regiment, United States Army Europe (USAREUR), located at Aviano Airbase, near Vincenza, Italy. At some point, and as of 1 January 2004, 89-00142 was assigned to F Company - "Big Windy", 159th Aviation Regiment, United States Army Europe (USAREUR), located at Giebelstadt, in the Federal Republic of Germany (FRG). At some point, 89-00142 was deployed to Iraq with F Company in support of the "War on Terrorism". As of 1 January 2002, this aircraft was 33.6 years old. As of 1 January 2004, the last known location of 89-00142 was in Iraq, assigned to F Company, 159th Aviation Regiment. Aircraft status: Flyable.

Build
M3297

Delivery Date
26 Mar 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15829

89-00143

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Sold to Australia

Build
M3298

89-00144

CH-47D

Delivery Date
30 Mar 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-16008



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - MD/NY*

Loss Date

Transfer Date

17 June 2005: 89-00144 and Soldiers from Company A, 3rd Battalion, 141st Infantry Regiment, Texas Army National Guard, practice counterinsurgency tactics near Bagram, Afghanistan. The crew assigned at this time was Sergeant Frank Griggs (Flight Engineer [FE]), Sergeant Alvin Irizarry (Crew Chief [CE]) and Specialist Timothy Medina (Door Gunner [DG]).

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3299

89-00145

CH-47D

Delivery Date
31 Mar 1990



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
70-15012

Status

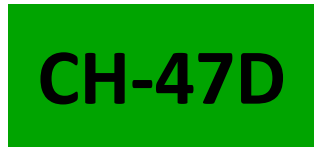
Guard - MD/NY*

Loss Date

Transfer Date

Build
M3301

89-00147



Delivery Date
26 Apr 1990

Combat Service



Afghanistan

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15836

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

12 May 2008

Transfer Date

OEF/Shot Down/12 May 08

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3302

Delivery Date
27 Apr 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15863

89-00148

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OR

Photo: AAAA Convention 2005 taken in the parking lot of the Coronado Springs Resort at Disney World

Build
M3303

Delivery Date
08 May 1990

Induction Date

Prev Model
CH-47C

Prev SN
70-15002

89-00149

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3304

Delivery Date
30 Apr 1990

Induction Date

Prev Model
CH-47C

Prev SN
70-15005

89-00150

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

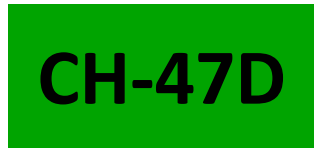
Loss Date

Transfer Date

Guard - CO

Build
M3305

89-00151



Delivery Date
25 May 1990

Combat Service



Iraq

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
76-22678

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3306

89-00152

CH-47D

Delivery Date
30 May 1990

Induction Date

Prev Model
CH-47C

Prev SN
76-22684



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Guard - OR

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3307

Delivery Date
30 May 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15862

89-00153

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

Build
M3308

Delivery Date
01 Jun 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15822

89-00154



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
8 Oct 2009

Serial Number
10-08075

Loss Date

Transfer Date

Build
M3309

Delivery Date
25 Jun 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-16011

89-00155

CH-47D

Combat Service



Iraq

Converted To

Induction Date
8 Feb 2012

Serial Number
12-08105

Status

Inducted to F Model Program

Loss Date

Transfer Date

Build
M3310

Delivery Date
05 Jul 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15860

89-00156

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3311

Delivery Date
30 Jun 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15852

89-00157



Status

Inducted to F Model Program

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
19 Apr 2010

Serial Number
10-08079

Loss Date

Transfer Date

Build
M3312

Delivery Date
30 Jun 1990

Induction Date

Prev Model
CH-47C

Prev SN
74-22279

89-00158

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

Build
M3313

Delivery Date
30 Jun 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18526

89-00159

CH-47D

Combat Service



Iraq

Converted To

Induction Date
9 Mar 2011

Serial Number
11-08091

Status

Loss Date

Transfer Date

Inducted to F Model Program

89-00159, Boeing D model kit number M3313, was a CH-47D helicopter. 89-00159 was test flown and accepted by the U. S. Army on 30 June 1990 at 4,450.1 aircraft hours. As of March 2004, 89-00159 had accumulated 1,680.2 D model hours and 6,123.2 total aircraft hours. 89-00159 was a conversion from the original C model Chinook 67-18526. On 1 August 1990, 89-00159 was assigned to B Company - "Hillclimbers", 214th Aviation Regiment, 25th Infantry Division, located at Wheeler Army Airfield on the Island of Oahu, Hawaii. B Company, 214 Aviation Regiment was the former 147th Assault Support Helicopter Company (ASHC). In June 1999, 89-00159 was assigned to Corpus Christi Army Depot (CCAD), located at Corpus Christi, Texas, for On Condition Maintenance (OCM). In February 2001, 89-00159 was assigned to B Company - "Hillclimbers". At some point, 89-00159 deployed with the "Hillclimbers" to the country of Iraq.

Build
M3316

Delivery Date
30 Jul 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15815

89-00162

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Build
M3317

89-00163

CH-47D

Delivery Date
03 Aug 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
70-15023

Serial Number



Status

Loss Date

Transfer Date

Sold to Australia

Build
M3318

Delivery Date
21 Aug 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18549

89-00164



Status

CH-47D

Combat Service



Macedonia

Converted To

CH-47F

Induction Date
20 Aug 2010

Serial Number
10-08084

Loss Date

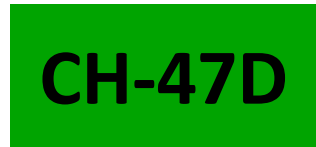
Transfer Date

Inducted to F Model Program

Photo: U.S. Army Chinook helicopter 89-00164 drops off personnel at the weapons collection point near Tetovo, in the former Yugoslav Republic of Macedonia, during Operation Essential Harvest (Task Force Harvest), which was conducted from August through September 2001. North Atlantic Treaty Organization (NATO) forces were collecting weapons from the local citizens on a voluntary basis. Stenciled on the back end of the ramp was the name "Battle Pig".

Build
M3319

89-00165



Delivery Date
28 Aug 1990

Combat Service



Desert Storm

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
74-22278

Serial Number

Status

Accident/Destroyed [Desert Storm]

Loss Date

Transfer Date

11 Jan 1991

On 11 January 1991, during Operation Desert Storm, the number two engine experienced a catastrophic failure accompanied by an in-flight fire during execution of an emergency landing being conducted as a result of the illumination of the number two engine transmission hot caution light. After landing, the copilot, crew and passengers egressed as the pilot actuated the on board fire extinguisher bottles into the number 2 engine area and secured the number 1 engine. The aircraft internally loaded cargo, an M102 Howitzer and M998 HMMWV, and the military and personal equipment of the crew and passengers were totally destroyed in the fire. Two minor injuries, both back strains, were sustained.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3320

Delivery Date
31 Aug 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18546

89-00166

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

89-00166, Boeing D model kit number M3320, was a CH-47D helicopter. The U.S. Army acceptance date was 31 August 1990. As of 28 September 2001, 89-00166 had accumulated 1,597.1 D model hours and 4,342.0 total aircraft hours. 89-00166 was a conversion from the original C model Chinook 67-18546. The conversion was completed on 27 July 1990 at 4,342.0 aircraft hours. 89-00166 was test flown and accepted by the U.S. Army on 31 August 1990 at 4,351.8 aircraft hours. On 12 September 1990, 89-00166 was initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". Data from Historical Records. As of 1 January 2002, this aircraft was 33.4 years old. As of 28 September 2001, the last known location of 89-00166 was Fort Wainwright, Alaska, assigned to B Company, 4th Battalion, 123rd Aviation Regiment. Aircraft status: Flyable.

Build
M3321

89-00167

CH-47D

Delivery Date
31 Aug 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18520



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD/NY*

89-00167, Boeing D model kit number M3321, was a CH-47D helicopter. The U.S Army acceptance date was 31 August 1990. 89-00167 was test flown and accepted at 4,444.9 aircraft hours. As of 28 September 2001, 89-00167 had accumulated 1,784.5 D model hours and 6,222.5 total aircraft hours. 89-00167 was a conversion from the original C model Chinook 67-18520. 89-00167 was inducted into the D model program, conversion complete on 2 August 1990, and initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". On 16 January 1991, at 4,506.7 aircraft hours, 89-00167 was disassembled for C5 air shipment to the Middle East Theater for Operation Desert Shield / Storm. On 23 February 1991, at 4,520.3 aircraft hours, 89-00167 was assigned to B Company, 2nd Battalion, 158th Aviation Regiment, Saudi Arabia. 89-00167 flew approximately 48.3 hours in support of Operation Desert Shield. 89-00167 was one of three C Company, 228th Aviation Regiment Chinook helicopters to deploy to Southwest Asia. 89-00172 and 89-00176 were the other two aircraft. On 22 March 1991, 89-00167 was re-deployed to Alaska. On or about 2 April 1991, 89-00167 was assigned to C Company, 228th Aviation Regiment. On 14 March 1997, at 5,444.1 aircraft hours, 89-00167 sustained severe damage to the aft pylon in a bizarre aircraft to aircraft ground accident. While parked in the C-130 landing strip in the Yukon Training Area east of Fort Wainwright known as Firebird LZ, 89-00167 rolled downhill and ran into two of it's sister ships (tail numbers unknown). The unit had parked all aircraft involved on uneven, sloping terrain, nose to tail. Approximately three hours after being secured for the day, the brakes on 89-00167 released due to fluid seepage in the brake system. The aircraft spun around and first contacted one aircraft in the nose section with it's rear end, then continued to roll downhill, striking another parked aircraft in the number one engine area, again with it's rear end. On 17 February 1998, at 5,544.4 aircraft hours, 89-00167 experienced a rotor overspeed, details unknown.

A Rescue on Denali

On 12 June 2000, the Sugar Bears of B Company, 4th Battalion, 123rd Aviation Regiment, Fort Wainwright, Alaska, received a call from the National Park Service (NPS) that a climber from the former Soviet Republic of Georgia had fallen at the 18,200 foot level of Mt. McKinley (Denali) after his summit of the mountain. 61 year old Lev Sarikov was famous as the oldest man to summit Mount Everest (Guinness Book of World Records). The NPS Rangers stabilized Mr. Sarikov's injuries at the 17,200 high base camp and prepared him for Air Evac. After many hours of weather standby, the NPS Aerospatiale Lama helicopter went down for crew rest and the Sugar Bears were alerted that they might have to perform the mission

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3322

Delivery Date
06 Sep 1990

Induction Date

Prev Model
CH-47C

Prev SN
70-15027

89-00168

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD/NY*

89-00168, Boeing D model kit number M3322, was a CH-47D helicopter. The U.S. Army acceptance date was 6 September 1990, at 2,444.1 aircraft hours. As of 28 September 2001, 89-00168 had accumulated 1,912.3 D model hours and 4,348.3 total aircraft hours. 89-00168 was a conversion from the original C model Chinook 70-15027. On 19 September 1989, 89-00168 was inducted into the D model program, conversion complete on 13 August 1990, and initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". From 14 March 2001 through 9 July 2001, 89-00168, along with 87-00102, 89-00169, and 89-00176, self-deployed to Anchorage, Alaska, then via surface vessel to the country of Thailand to participate in Joint Training Exercise Cobra Gold 2001. The return trip to home station was in reverse order. At some point, B Company, 4th Battalion, 123rd Aviation Regiment was redesignated B Company, 1st General Support Aviation Battalion, 52nd Aviation Regiment. On 19 November 2008, 89-00168 suffered from hard landing at the National Training Center (NTC), Fort Irwin, California, severely damaging the airframe. The aircraft was trucked to Fort Lewis, Washington, for repairs. As of 15 October 2009, this aircraft was 38.1 years old. As of 9 February 2009, the last known location of 89-00168 was at Fort Lewis undergoing repair, assigned to B Company, 1-52nd GSAB, located at Fort Wainwright, Alaska. Aircraft status: Undergoing repair.

Build
M3323

Delivery Date
14 Sep 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-16012

89-00169

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NV/MT*

89-00169, Boeing D model kit number M3323, was a CH-47D helicopter. The U.S. Army acceptance date was 14 September 1990, at 3,224.5 aircraft hours. As of 28 September 2001, 89-00169 had accumulated 1,769.4 D model hours and 4,987.4 total aircraft hours. 89-00169 was a conversion from the original C model Chinook 68-16012. On 26 September 1989, 89-00169 was inducted into the D model program, conversion complete on 31 August 1990, and was initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". From 14 March 2001 through 9 July 2001, 89-00169, along with 87-00102, 89-00168, and 89-00176, self deployed from Fort Wainwright to Anchorage, Alaska, then via surface vessel to the country of Thailand to participate in Joint Training Exercise Cobra Gold 2001. The return trip to home station was in reverse order.

Build
M3324

Delivery Date
27 Sep 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18503

89-00170

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD/NYL*

89-00170, Boeing D model kit number M3324, was a CH-47D helicopter. The U.S. Army acceptance date was 27 September 1990. As of 28 September 2001, 89-00170 had accumulated 1,583.4 D model hours and 5,063.4 total aircraft hours. 89-00170 was a conversion from the original C model Chinook 67-18503. On 3 October 1989, 89-00170 was inducted into the D model program, conversion complete on 27 August 1990, and was initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". AT some point, 89-00170 deployed to Iraq in support of Operation Iraqi Freedom. In late 2008, 89-00170 was sent to Fort Lewis, Washington, to undergo RESET - a program designed to restore the aircraft to a pre-deployment status and repair most deficiencies incurred as a result of theater operations

Build
M3325

Delivery Date
28 Sep 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15821

89-00171

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [OIF]

14 Aug 2007

89-00171, Boeing D model kit number M3325, was a CH-47D helicopter. The U.S. Army acceptance date was 28 September 1990. As of 28 September 2001, 89-00171 had accumulated 1,601.9 D model hours and 5,771.9 total aircraft hours. 89-00171 was a conversion from the original C model Chinook 68-15821. On 10 October 1989, 89-00171 was inducted into the D model program, converted, and was initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". At some point, "Sugar Bears North" was redesignated Bravo Company, 1st Battalion, 52nd Aviation Regiment. At some point, 89-00171 deployed with the Sugar Bears to Iraq. On 14 August 2007, 89-00171 was lost in an accident during a post-maintenance test flight, near the al-Taqaddum air base west of Baghdad. The aircraft was completely destroyed during the crash sequence and there was insufficient evidence remaining to determine the cause. There were five fatalities.

Build
M3326

Delivery Date
29 Sep 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15825

89-00172

CH-47D



Combat Service



Desert Storm

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

89-00172, Boeing D model kit number M3326, was a CH-47D helicopter. 89-00172 was test flown and accepted by the U.S. Army on 29 September 1990 at 4,656.7 aircraft hours. As of 28 September 2001, 89-00172 had accumulated 1,643.4 D model hours and 6,285.4 total aircraft hours. 89-00172 was a conversion from the original C model Chinook 68-15825. On 11 September 1990, 89-00172 was inducted, converted, and initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". On 16 October 1990 at 4,694.0 aircraft hours, 89-00172 was disassembled for C5 air shipment to the Middle East Theater (Saudi Arabia) for Operation Desert Shield / Storm and assigned to B Company, 2nd Battalion, 158th Aviation Regiment on 23 February 1991 at 4,706.1 aircraft hours. 89-00172 was one of three C Company, 228th Aviation Regiment Chinook helicopters to deploy to South West Asia. 89-00167 and 89-00176 were the other two aircraft. 89-00172 flew 44.0 aircraft hours in support of Operation Desert Storm

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3327

89-00173

CH-47D

Delivery Date
25 Oct 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
67-18528

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

10 Oct 1992

89-00173, Boeing D model kit number M3327, was a CH-47D helicopter. The U.S. Army acceptance date was 25 October 1990. The administrative strike date was 10 October 1992. As of 10 October 1992, 89-00173 had accumulated 296.3 D model hours and 4,691.3 total aircraft hours. 89-00173 was a conversion from the original C model Chinook 67-18528. On 24 October 1989, 89-00173 was inducted into the D model program, converted, and initially assigned to B Company - "Sugar Bears", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugarbears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". 89-00173 remained assigned to B Company, 4th Battalion, 123rd Aviation Regiment, Fort Wainwright, Alaska, until it was lost due to an accident near Fort Richardson, Alaska on 10 October 1992. The cause of accident was suspected to be a fastener failure in the upper boost actuator. The fastener failed due to Hydrogen Embrittlement. During contour flight at 80 knots airspeed, the crew experienced a partial loss of aircraft control and the aircraft began spinning. The aircrew reported that the helicopter was spinning so fast that cargo loaded in the main cabin was being slung overboard off the ramp. Before the cargo could fall away from the aircraft the pilots could see it through the cockpit windows. The aircraft impacted in trees and came to rest in an upright attitude. The aircraft was destroyed but the occupants experienced only one minor disabling injury.

Build
M3328

Delivery Date
26 Oct 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18551

89-00174

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CA

Photo: 3 May 2002 89-00174, piloted by CW4 Mark S. Morgan and CW2 Gary Brown, is captured on film in need of fuel at the Valdez, Alaska airport, having just dropped off some much needed repair parts for it's broken sister ship 89-00171.

Build
M3329

Delivery Date
29 Oct 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15848

89-00175

CH-47D

Combat Service



Afghanistan

Converted To

CH-47F

Induction Date
24 Jun 2009

Serial Number
09-08070

Status

Loss Date

Transfer Date

Inducted to F Model Program

89-00175 (originally 89-0175), Boeing D model kit number M3329, was a CH-47D helicopter. The U.S. Army acceptance date was 29 October 1990. As of 2002, 89-00175 had accumulated 2,782.0 D model hours and 7,670.0 total aircraft hours.

89-00175 was a conversion from the original C model Chinook 68-15848.

At some point, 89-00175 was assigned to Fort Rucker, Alabama through at least 2008. The aircraft was utilized in the student training fleet to produce CH-47D qualified aviators for the United States and other countries around the world. Copilots (PI), Pilots in Command (PC), Maintenance Pilots (MP), Instructor Pilots (IP), Flight Engineers (FE) and Crew Chiefs (CE) trained in this aircraft.

At some point, 89-00175 was assigned to B Company - "Muleskinners", 2nd General Support Aviation Battalion, 135th Aviation Brigade (B-2/135 GSAB), Army National Guard, with elements in Aurora, Colorado and Grand Island, Nebraska, through 6 August 2011. It is unknown to which element and what location 89-00175 was assigned.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3330

89-00176

CH-47D

Delivery Date
30 Oct 1990

Combat Service

Induction Date

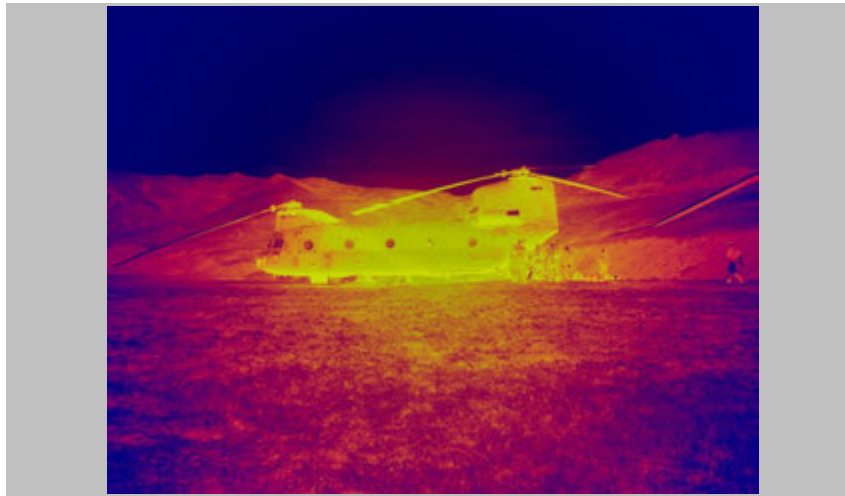
Converted To

Prev Model
CH-47B

Induction Date

Prev SN
66-19138

Serial Number



Status

Loss Date

Transfer Date

Active - Soto Cano AB

89-00176, Boeing D model kit number M3330, was a CH-47D helicopter. The U.S. Army acceptance date was 30 October 1990. As of 28 September 2001, 89-00176 had accumulated 1,763.5 D model hours and 3,359.5 total aircraft hours. 89-00176 was a conversion from the original B model Chinook 66-19138. On 9 October 1990, 89-00176 was inducted into the D model program, converted, and was initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". On 16 January 1991, 89-00176 was disassembled for C5 air shipment to the Middle East Theater (Saudi Arabia) at 1,634.5 aircraft hours. On 24 February 1991, 89-00176 was transferred to B Company, 7th Battalion, 101st Airborne Division for Operation Desert Shield / Storm at 1,634.5 aircraft hours. On 17 March 1991, 89-00176 was transferred to B Company, 8th Battalion, 101st Airborne Division, at 1,670.0 aircraft hours. On or about 22 April 1991, 89-00176 was transferred to C Company, 228th Aviation Regiment at 1,707.5 aircraft hours. 89-00176 was one of three C Company, 228th Aviation Regiment Chinook helicopters to deploy to Southwest Asia. 89-00167 and 89-00172 were the other two aircraft. 89-00176 accumulated 64.0 aircraft hours in support of Operation Desert Storm. From 14 March 2001 through 9 July 2001, 89-00176, along with 87-00102, 89-00168, and 89-00169, deployed via surface vessel to the country of Thailand to participate in Joint Training Exercise Cobra Gold 2001.

Build
M3331

Delivery Date
31 Oct 1990

Induction Date

Prev Model
CH-47C

Prev SN
68-15819

89-00177

CH-47D



Combat Service



Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

Photo: SPC Robert Brownlee (left), Flight Engineer and SPC James Howard, Crew Chief while sitting on the ramp of CH-47D Chinook helicopter 89-00177 while deployed to Jalalabad, Afghanistan, in February 2008

89-00177, Boeing D model kit number M3331, was a CH-47D helicopter. The U.S. Army acceptance date was 31 October 1990. As of 28 September 2001, 89-00177 had accumulated 1,872.3 D model hours and 6,537.3 total aircraft hours. 89-00177 was a conversion from the original C model Chinook 68-15819. On 21 November 1989, 89-00177 was inducted into the D model program, conversion complete on 12 October 1990, and initially assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". On 11 July 2007, 89-00177 was transferred to B Company - "Flippers", 3rd Battalion, 82nd Combat Aviation Brigade, 82nd Airborne Division at 7,794.3 aircraft hours. 3-82 was activated in April, 2006 and has its lineage from the 159th Aviation Regiment. On 31 January 2008, 89-00177 was transferred to B Company - "Pachyderms", 6th Battalion, 101st Aviation Regiment at 8,143.4 aircraft hours. Data from Historical Records. As of 1 January 2008, this aircraft was 39.3 years old. As of 26 April 2008, the last known location of 89-00177 was Jalalabad, Afghanistan, assigned to B Company - "Pachyderms", 6th Battalion, 101st Aviation Regiment and attached to 2nd Battalion, 17th Cavalry Regiment, Task Force Out Front. Aircraft status: Flyable.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3332

90-00180

CH-47D

Delivery Date
27 Nov 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
74-22286

Serial Number



Status

Loss Date

Transfer Date

Active - Redstone Arsenal AL

designated Bearcat 2

Build
M3333

90-00181

CH-47D

Delivery Date
30 Nov 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date
10 Feb 2011

Prev SN
74-22271

Serial Number
11-08090



Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3334

90-00182

CH-47D

Delivery Date
30 Nov 1990



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
74-22272

Status

Loss Date

Transfer Date

Guard - OH*

Build
M3335

90-00183

CH-47D

Delivery Date
30 Nov 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15816

Serial Number



Status

Loss Date

Transfer Date

Accident/Destroyed [US]

20 Apr 2004

Crash/20 Apr 04/Alaska While conducting Pathfinder insertion and extraction operations in the Yukon Training Area, approximately 25 miles east of Fort Wainwright, 90-00183 landed hard at Bravo Battery LZ (UTM Grid coordinate 6W WG12357105). The indications were the aircraft experienced a condition known as settling-with-power and then struck the ground very hard twice. The left aft landing gear struck first and the aircraft became airborne. Then the right aft landing gear struck and the aircraft became airborne. The double strike more than likely induced an out-of-balance condition in the rotor system similar to ground resonance. The aft pylon was torn from the airframe and the fuselage landed in an upright position. The cockpit section was partially torn loose from the main cabin section along the top portion and the bottom of the airframe, forward of the center cargo hook, was displaced upward. There were only minor injuries reported by the crew of four in the way of lower and upper back pain. There were no passengers aboard the aircraft. There was no post crash fire. Virtually every section of the airframe aft of STA 90 was damaged to some extent. The airframe was eventually classified as being damaged beyond economical repair - the cost of repair would exceed the purchase price of a new build helicopter (roughly \$30 million dollars (2004)).

Build
M3336

90-00184

CH-47D

Delivery Date
30 Nov 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15828

Serial Number



Status

Loss Date

Transfer Date

Reserve - WA

Build
M3337

Delivery Date
21 Dec 1990

Induction Date

Prev Model
CH-47C

Prev SN
70-15009

90-00185

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Photo: Chinook 90-00185 - A flight over Mount Rainier, Washington, with the Washington Army Reserve.

Build
M3338

90-00186

CH-47D

Delivery Date
29 Dec 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
67-18515

Serial Number



Status

Loss Date

Transfer Date

Reserve - VA

Build
M3339

90-00187

CH-47D

Delivery Date
28 Dec 1990

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
70-15018

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3340

Delivery Date
25 Jan 1991

Induction Date

Prev Model
CH-47C

Prev SN
71-20955

90-00188

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

90-00188, Boeing D model kit number M3340, was a CH-47D helicopter. The U.S. Army acceptance date was 25 January 1991. As of 22 June 1998, 90-00188 had accumulated 1,232.0 D model hours and 4,275.0 total aircraft hours. 90-00188 was a conversion from the original C model Chinook 71-20955. On 2 February 1990, 90-00188 was inducted into the D model program, converted, and initially scheduled for assignment to Fort Rucker, Alabama on or about 4 February 1991. At some point, 90-00188 was assigned to Company B, 5th Battalion, 159th Aviation Regiment, United States Army Reserve (USAR), located at Fort Eustis, Virginia. At some point, 90-00188 was assigned to Fort Rucker. As of 27 October 2005, this aircraft was 31.24 years old. As of 27 October 2005, the last known location of 90-00188 was at Fort Rucker, Alabama, under-going Phase Maintenance. Aircraft status: Flyable.

Build
M3341

Delivery Date
30 Jan 1991

Induction Date

Prev Model
CH-47C

Prev SN
67-18510

90-00189

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

90-00189, Boeing D model kit number M3341, was a CH-47D helicopter. The U.S. Army acceptance date was 30 January 1991. As of 28 September 2001, 90-00189 had accumulated 2,119.6 D model hours and 6,562.6 total aircraft hours. 90-00189 was a conversion from the original C model Chinook 67-18510. On 9 February 1990, 90-00189 was inducted into the D model program, conversion complete on 2 January 1991, and initially assigned to Fort Rucker, Alabama, on or about 4 February 1991. On or about 23 November 1991, 90-00189 was assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska. Fort Wainwright was the former historic Ladd Field of World War Two era fame. B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC. At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South". Data from Historical Records. As of 1 January 2002, this aircraft was 33.7 years old. As of 28 September 2001, the last known location of 90-00189 was Fort Wainwright, Alaska, assigned to B Company, 4th Battalion, 123rd Aviation Regiment. Aircraft status: Flyable.

Build
M3342

Delivery Date
28 Feb 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15812

90-00190

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

PHOTO: 90-00190 undergoing RESET in the hangar at Knox Army Airfield, a Base Field at Fort Rucker, Alabama, 25 May 2005.

Build
M3343

Delivery Date
31 Jan 1991

Induction Date

Prev Model
CH-47C

Prev SN
74-22273

90-00191

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Soto Cano AB

Build
M3344

90-00192

CH-47D

Delivery Date
31 Jan 1991

Induction Date

Prev Model
CH-47C

Prev SN
74-22274



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [US]

Loss Date

28 Oct 2011

Transfer Date

90-00192, Boeing D model kit number M3344, was a CH-47D helicopter.

The U.S. Army acceptance date was 31 January 1991, at 3,003.5 aircraft hours.

As of 28 September 2001, 90-00192 had accumulated 2,252.6 D model hours and 5,249.6 total aircraft hours.

90-00192 was a conversion from the original C model Chinook 74-22274.

On 2 March 1990, 90-00192 was inducted into the D model program, conversion complete on 21 January 1991, and initially assigned to the United States Army Aviation Center, located at Fort Rucker, Alabama, on or about 5 February 1991.

On or about 23 November 1991, 90-00192 was assigned to the unit that would eventually become B Company - "Sugar Bears North", 4th Battalion, 123rd Aviation Regiment, located at Fort Wainwright, Alaska.

Fort Wainwright was the former historic Ladd Field of World War Two era fame.

B Company was the former C Company, 228th Aviation Regiment (16 October 1987 - 24 June 1994). C Company was the former 242nd Assault Support Helicopter Company (ASHC) - "Muleskinners" (located in Alaska from November 1971 through 16 October 1987). When United States involvement in the Vietnam conflict ended, 242nd ASHC was re-located from the Republic of Vietnam (RVN) to Alaska. The aviation unit in Alaska at the time was designated the 236th ASHC, 19th Aviation Battalion (April 1971 - November 1971). When the 242nd ASHC re-located to Alaska and re-formed, the unit name changed from "Muleskinners" to "Sugar Bears" and the unit designation went from the 236th ASHC to the 242nd ASHC.

At some point, the unit was split into two companies. One company remained in Alaska and became known as "Sugar Bears North". The other company, C Company, 1st Battalion, 228th Aviation Regiment, was relocated to Fort Kobbe, Panama and became known as "Sugar Bears South".

At some point, in the mid 2000s, "Sugar Bears North" was redesignated B Company, 1st General Support Aviation Battalion (GSAB), 52nd Aviation Regiment, 16th Combat Aviation Brigade (CAB).

In 2010, 90-00192 was deployed with the Sugar Bears to the country of Pakistan to assist in Disaster Relief Operations.

At some point in 2011, 90-00192 deployed with the Sugar Bears to participate in security operations in the country of Afghanistan.

On or about 27 October 2011 90-00192 was lost due to an accident details unknown

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3345

Delivery Date
28 Feb 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15859

90-00193

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Build
M3346

Delivery Date
28 Feb 1991

Induction Date

Prev Model
CH-47C

Prev SN
74-22294

90-00194

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Trainer - Ft Eustis VA

Build
M3347

Delivery Date
28 Feb 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15864

90-00195

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

29 May 2002

On 29 May 2002, 90-00195 was lost in an accident near Farmington, California. While attempting an aft gear only landing on a pinnacle, the aft rotor system made contact with the ground initiating the aircraft destruction.

FARMINGTON, California -- An Army National Guard helicopter on a training mission crashed into a hillside in northern Stanislaus County Wednesday afternoon. Authorities said the three soldiers on board survived the fiery crash with only minor cuts and bruises.

A cattle rancher on the William Snow ranch off Highway 4 and Milton Road saw smoke billowing from a hillside on his property around 2:15 pm Wednesday. Loren Mrnak said he saw the wreckage of a CH-47 Chinook helicopter burning and found three military men nearby. One of the crew members used Mrnak's cellular phone to call 9-1-1 for help.

Over 10 acres of dry grass burned before firefighters from the California Department of Forestry were able to contain the spread. The remains of the helicopter were spread across a wide area and only a partial frame of the aircraft and broken rotor blades were distinguishable.

"These men are very lucky to be alive," said Colonel Daniel Nelan. "They didn't suffer any serious injuries and were taken to the hospital to be checked out."

Nelan is the Director of Aviation Safety for the Army National Guard stationed in Sacramento. He flew to the scene Wednesday afternoon to coordinate the investigation into the crash. "We will have a full investigation completed by the Army's Accident Investigation Team from Ft. Rucker, Alabama."

"This is a routine training area for the National Guard and they were on a routine training mission out of Stockton," said Nelan. "The cause is yet to be determined."

Deputies from the Stanislaus County Sheriff's Department were guarding the crash scene late Wednesday awaiting the arrival of the military team Thursday morning.

Build
M3348

Delivery Date
29 Mar 1991

Induction Date

Prev Model
CH-47C

Prev SN
69-17107

90-00196

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3349

90-00197

CH-47D

Delivery Date
30 Mar 1991

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
69-17117

Serial Number



Status

Loss Date

Transfer Date

Guard - CA

Build
M3350

Delivery Date
31 Jul 1991

Induction Date

Prev Model
CH-47C

Prev SN
76-22682

90-00198

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3351

Delivery Date
10 Jan 1992

Induction Date

Prev Model
CH-47C

Prev SN
76-22676

90-00199

CH-47D



Combat Service

Converted To

Induction Date
8 Feb 2012

Serial Number
12-08104

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3352

90-00200

CH-47D

Delivery Date
30 Mar 1991

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
70-15028

Status

Destroyed by Enemy Action [OEF]

Loss Date

25 Sep 2005

Transfer Date

90-00200 crashed during an anti-militant operation in southern Afghanistan, killing its five-member American crew. The U.S. military says the Chinook aircraft went down early Sunday in Zabul province shortly after dropping off troops involved in the mission. The helicopter came down southwest of Dey Chopan, a mountainous district in the southern Zabul province and one of the most turbulent areas of the country, where groups of Taliban militants have continued their insurgency. The Chinook was flying with two Black Hawk helicopters and another Chinook, ferrying soldiers and supplies into the mountains where an operation is underway. The crash occurred on the way back to base, in a remote area, far away from the area of operations. Initially reported as an accident but was later confirmed to have been caused by hostile fire.

25 September 2005: A U.S. military helicopter, 90-00200, has crashed during an anti-militant operation in southern Afghanistan, killing its five-member American crew.

The U.S. military says the Chinook aircraft went down early Sunday in Zabul province shortly after dropping off troops involved in the mission.

The helicopter came down southwest of Dey Chopan, a mountainous district in the southern Zabul province and one of the most turbulent areas of the country, where groups of Taliban militants have continued their insurgency. The Chinook was flying with two Black Hawk helicopters and another Chinook, ferrying soldiers and supplies into the mountains where an operation is underway. The crash occurred on the way back to base, in a remote area, far away from the area of operations.

A U.S. military spokesman, Colonel Jim Yonts, said the cause of the crash is under investigation, and that troops are at the scene providing security for recovery operation.

None of the accompanying helicopters reported seeing any flash or trail of a missile, nor did they take any small arms fire, Colonel Yonts said.

A Taliban spokesman, Abdul Latif Hakimi, claimed responsibility for shooting down the aircraft, but the U.S. military says there is no indication hostile fire was involved.

Build
M3353

90-00201

CH-47D

Delivery Date
30 Apr 1991

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
67-18530

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

31 Jul 1994

On 31 July 1994, 90-00201, while following the Osage River near Jefferson City, Missouri, and flying low level approximately 50 feet above the water and at 80 knots indicated airspeed (KIAS), the aircraft struck a set of four high tension power lines that crossed the Osage River. The aircraft disintegrated and fell into approximately 12 to 15 feet of water. All 4 crew members were fatally injured.

Build
M3354

90-00202

CH-47D

Delivery Date
11 Apr 1991

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
74-22293

Serial Number



Status

Loss Date

Transfer Date

Guard - TX

Build
M3355

Delivery Date
24 Apr 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-16004

90-00203

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3356

Delivery Date
30 Apr 1991

Induction Date

Prev Model
CH-47C

Prev SN
74-22287

90-00204

CH-47D



Combat Service



Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

Build
M3357

Delivery Date
21 May 1991

Induction Date

Prev Model
CH-47C

Prev SN
69-17125

90-00205

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3358

Delivery Date
28 Jun 1991

Induction Date

Prev Model
CH-47C

Prev SN
76-22683

90-00206

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - MD

Build
M3359

Delivery Date
30 Sep 1991

Induction Date

Prev Model
CH-47C

Prev SN
70-15000

90-00207

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3360

Delivery Date
16 Oct 1991

Induction Date

Prev Model
CH-47C

Prev SN
69-17122

90-00208

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Photo: 11 June 2008, PERU: U.S. Navy Seabees, construction engineers deployed from Gulfport, Mississippi, prepare equipment and luggage for transport aboard U.S. Army CH-47D Chinook helicopter 90-00208 (unit unknown) on temporary duty in Los Cabitos, Peru and assigned to Task Force New Horizons.

Build
M3361

Delivery Date
30 Apr 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15818

90-00209

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M3362

Delivery Date
31 Dec 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15853

90-00210

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - TX

Build
M3363

Delivery Date
19 Sep 1991

Induction Date

Prev Model
CH-47C

Prev SN
70-15021

90-00211

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

90-00211, Boeing D model kit number M3363, was a CH-47D helicopter. The U.S. Army acceptance date was 19 September 1991. As of 22 June 1998, 90-00211 had accumulated 885.4 D model hours and 3,003.0 total aircraft hours. 90-00211 was a conversion from the original C model Chinook 70-15021. On 17 July 1990, 90-00211 was inducted into the D model program, converted, and initially assigned to Company A - "Hook-ers", 5th Battalion, 159th Aviation Regiment, United States Army Reserve, located in the State of Washington. Shortly after the "War on Terrorism" was declared, 90-00211 was deployed to the Middle East Theater in support of Operation Iraqi Liberation. As of 1 January 2002, this aircraft was 30.3 years old. As of January 2004, the last known location of 90-00211 was in Iraq, assigned to the Company A, 5th Battalion, 159th Aviation Regiment. Aircraft status: Flyable.

Build
M3364

90-00212

CH-47D

Delivery Date
24 May 1991



Combat Service



Haiti

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
68-15856

Status

Loss Date

Transfer Date

Reserve - VA

90-00212, Boeing D model kit number M3364, was a CH-47D helicopter. The U.S. Army acceptance date was 24 May 1991. As of 1 December 1999, 90-00212 had accumulated 1,607.2 D model hours and 5,886.2 total aircraft hours. 90-00212 was a conversion from the original C model Chinook 68-15856. On 24 April 1991, 90-00212 was inducted into the D model program, converted, and assigned to the United States Army Reserve (USAR) in Washington State. In May 1991, 90-00212 self deployed cross-country from Boeing for assignment to Company A - "Hook-ers", 6th Battalion, 158th Aviation Regiment, USAR, located at Paine Field, Everett, Washington. In May 95, 90-00212 was part of a four-ship detachment (Detachment 1, Company A - "Hook-ers", 6th Battalion, 158th Aviation Regiment) flown to Beaumont, Texas, cocooned (shrink wrapped), and placed on a fast boat bound for Port au Prince, Haiti, West Indies. Chinooks 85-24354, 89-00137, and 90-00214 made up the rest of the party. In June 1995, 90-00212 arrived in the country of Haiti and was flown to Camp CANARGUS (CANada-ARGentina-United States). Parking was at the southeast end of Port au Prince International Airport. The objective was to support of the United Nations Mission in Haiti (UNMIH) for Operation Uphold Democracy. In October 1995, 90-00212 was assigned to Detachment 2, Company A - "Hook-ers", 6th Battalion, 158th Aviation Regiment, in the country of Haiti, and continued supporting the United Nations Mission. In February 1996, 90-00212 was assigned to Detachment 1, Company A - "Spartans", 6th Battalion, 158th Aviation Regiment in the country of Haiti and continued supporting the United Nations Mission. In May 1996, after a 1 year tour in Haiti, 90-00212 was loaded on to a C-5A, along with 90-00214, repatriated and returned to Company A, 6th Battalion, 158th Aviation Regiment at Paine Field, Everett, Washington. In October 1996, 90-00212, along with unit, relocated to Gray Army Airfield, Fort Lewis, Washington. In October 1998, Company A - "Hook-ers", 6th Battalion, 158th Aviation Regiment became Company A, 5th Battalion, 159th Aviation Regiment. As of 1 January 2002, this aircraft was 32.9 years old. As of August 1999, the last known location of 90-00212 was Gray Army Airfield, Fort Lewis, Washington, assigned to Company A, 5th Battalion, 159th Aviation Regiment, United States Army Reserve. Aircraft status: Flyable.

Build
M3365

Delivery Date
31 May 1991

Induction Date

Prev Model
CH-47C

Prev SN
79-23395

90-00213

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Build
M3366

90-00214

CH-47D

Delivery Date
31 May 1991

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15992

Serial Number



Status

Loss Date

Transfer Date

Guard - IL

90-00214, Boeing D model kit number M3366, was a CH-47D helicopter. The U.S. Army acceptance date was 31 May 1991. As of 22 June 1998, 90-00214 had accumulated 861.0 D model hours and 2,359.0 total aircraft hours.

90-00214 was a conversion from the original C model Chinook 68-15992.

On 28 August 1990, 90-00214 was inducted into the D model program, converted, and was assigned to the United States Army Reserve (USAR) in Washington State on or about 19 June 1991.

In May 95, 90-00214 was part of a four-ship detachment (Detachment 1, Company A - "Hook-ers", 6th Battalion, 158th Aviation Regiment) flown to Beaumont, Texas, cocooned (shrink wrapped), and placed on a fast boat bound for Port au Prince, Haiti, West Indies. 90-00212, 85-24354 and 89-00137 made up the rest of the party.

At some point, 90-00214 was assigned to Company B, 2nd Battalion, 238th Aviation Regiment, Army National Guard, located at Peoria in the State of Illinois.

As of 11 September 2011, this aircraft was 42.3 years old.

As of 11 September 2011, the last known location of 90-00214 was Peoria, Illinois.

Aircraft status: Flyable.

Build
M3367

Delivery Date
28 Jun 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15842

90-00215

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NY

Build
M3368

Delivery Date
27 Jun 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-16015

90-00216

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NY

Build
M3369

Delivery Date
28 Jun 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15998

90-00217

CH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

23 Apr 2003

Transfer Date

On 24 April 2003, while conducting a mission in support of Operation Enduring Freedom (OEF) in Spinboldak area of Afghanistan, 90-00217 suffered from the failure of the Number 1 Engine, followed by a severe hard landing. Due to the extent of the damage - which made the airframe uneconomical to repair, the airframe was later destroyed in-place to prevent use by the enemy. The structure of the airframe was damaged in multiple areas, to include most of the floor beams, bulkheads, and stringers. All four landing gear were damaged, as well as the rotor system. Of the 41 personnel on board, there were no injuries

Build
M3370

Delivery Date
18 Jul 1991

Induction Date

Prev Model
CH-47C

Prev SN
70-15004

90-00218

CH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

Build
M3371

Delivery Date
31 Jul 1991

Induction Date

Prev Model
CH-47C

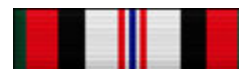
Prev SN
68-15857

90-00219

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OH*

Build
M3372

90-00220

CH-47D

Delivery Date
31 Jul 1991

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15858

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [US]

23 Sep 1994

On 23 September 1994, 90-00220 was lost in an accident 35 Miles east of McCall, Idaho. While attempting to land on an 11 degree upslope along a ridge line, the aircraft slid down slope and the forward rotor blades struck the ground. The cabin sustained multiple blade strikes, severing the drive train and the flight control tubes. The aft portion of the aircraft rotated over the nose, and the aircraft came to rest on its right side. The aircraft was totally destroyed. One crewmember was fatally injured and three crewmembers suffered minor injuries.

Build
M3373

Delivery Date
31 Jul 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-16007

90-00221

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Build
M3374

Delivery Date
12 Sep 1991

Induction Date

Prev Model
CH-47C

Prev SN
67-18521

90-00222

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

Build
M3375

Delivery Date
19 Sep 1991

Induction Date

Prev Model
CH-47C

Prev SN
69-17115

90-00223

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3376

Delivery Date
02 Oct 1991

Induction Date

Prev Model
CH-47C

Prev SN
68-15817

90-00224

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Cat B Trainer - Ft Eustis VA

In early 2003, 90-00224 deployed to Iraq for Operation Iraqi Liberation. On 3 October 2003 near Irbil, Iraq, a freak wind storm blew the back end of the helicopter up and over the wheel chocks and released the parking brake. 90-00224 rolled forward and then turned around 240 degrees and slid down hill backwards. Both aft landing gear and both aft landing gear doors were ripped off the airframe. It took a bulldozer and a crane to get it on level ground without further damage. The Downed Aircraft Recovery Team (DART) then team took the landing gear from 90-00212 - which was in Phase maintenance at the time, along with parts from the Iranian CH-47C (P-043) located at Taji. The crew of 90-00224 - Standardization Flight Engineer Instructor (SI) SSG Sundown Bova and Flight Engineer (FE) SGT Don Hattaway - fixed it and they flew it back to Balad, Iraq.

Photo: Taken on 12 October 2003, the photo shows 90-00224 after the repairs to the aft landing gear areas were accomplished and the aircraft was returned to Balad. The white landing gear doors give the helicopter a unique, sporty look - seldom observed on military flying machines.

Build
M3377

Delivery Date
04 Oct 1991

Induction Date

Prev Model
CH-47C

Prev SN
71-20949

90-00225

CH-47D

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - VA

90-00225, Boeing D model kit number M3377, was a CH-47D helicopter. The U.S. Army acceptance date was 4 October 1991. As of 22 June 1998, 90-00225 had accumulated 1,026.6 D model hours and 3,918.6 total aircraft hours.

90-00225 was a conversion from the original C model Chinook 71-20949.

On 14 November 1990, 90-00225 was inducted into the D model program, converted, and initially scheduled for assignment to the Washington Army Reserve on or about 10 October 1991.

At some point 90-00225 was assigned to Company A, 5th Battalion, 159th Aviation Regiment, 244th Aviation Brigade, US Army Reserve, located at Gray Army Airfield in the State of Washington.

At some point, 90-00225 deployed to Southwest Asia, attached to the 12th Aviation Task Force, to support Operation Iraqi Freedom, serving at the 35th Brigade Base, Kuwait; Tallil Air Base, Iraq; and Balad Air Base, Iraq.

As of 1 January 2009, this aircraft was 36.4 years old.

As of 1 May 2009, the last known location of 90-00225 was at Fort Lewis, Washington, assigned to Company A - "Hook-ers", 5th Battalion, 159th Aviation Regiment, Washington Army Reserve (WAR).

Aircraft status: Flyable.

Build
M3378

Delivery Date
31 Oct 1991

Induction Date

Prev Model
CH-47C

Prev SN
79-23397

90-00226

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - SC

CH-47D Chinook helicopters 88-00104 and 90-00226, owned and operated by the Company B, 1st Battalion, 126th Aviation, California Army National Guard, home based in Stockton, California while on deployment to Bagram Airbase, Afghanistan during Operation Enduring Freedom (OEF IX) in 2008. [Click-N-Go Here](#) to view a larger version of this image.

Build
M3379

Delivery Date
31 Oct 1991

Induction Date

Prev Model
CH-47C

Prev SN
71-20953

91-00230

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OIF]

Loss Date

2 Nov 2003

Transfer Date

OIF/Shot Down/2 Nov 03 On 2 November 2003, 91-00230 was shot down by a surface to air missile, thought to have been an infra-red guided, shoulder fired SA-7 heat seeking missile. Both pilots were killed in the attack. One crew member sustained severe injuries and later died. One crew member survived. 13 passengers were killed in the attack. 26 passengers sustained injuries. The aircraft was transporting soldiers to Baghdad International Airport for the start of thier Rest and Relaxation (R & R) trips back in the United States. Photo: CH-47D Chinook 91-00230 operating in Paraguay, 2001.

FALLUJAH, Iraq - A U.S. Chinook helicopter carrying troops en route home for leave was struck by a missile Sunday and crashed west of Baghdad, killing 15 soldiers and wounding 26, the U.S. command and witnesses reported.

It was the deadliest day for American troops in the six-month-old occupation of Iraq, and came amid threats attributed to Saddam Hussein's party of a wave of violence against the U.S. occupation.

There was still no sign of the rumored "Day of Resistance" allegedly planned for Baghdad on Saturday. But at least one other American soldier was confirmed killed Sunday in ground attacks here and elsewhere in central Iraq.

Witnesses said they saw two missiles fired at the heavy transport copter, the biggest U.S. target yet shot from the skies by Iraq's insurgents. It had been ferrying soldiers to Baghdad International Airport for flights out of the country for rest and relaxation, or R & R.

The aircraft was hit at about 9 a.m. (06:00 GMT) and crashed amid corn fields near the village of Hasi, about 40 miles (64 km) southwest of Baghdad and 1 mile (1.6 km) south of Fallujah, a center of Sunni Muslim resistance to the U.S. occupation.

Insurgents have fired on U.S. aircraft before, downing two helicopters, and American military officials have repeatedly warned that hundreds of shoulder-fired surface-to-air missiles remain unaccounted for in Iraq since the collapse of Saddam's regime in April.

The missiles apparently flashed toward the helicopter from behind, as usual with heat-seeking missiles such as the Russian-made SA-7. The old Iraqi army had a large inventory of SA-7s, also known as the "Strela" shoulder fired missile. In Washington, Secretary of Defense Donald H. Rumsfeld said such weapons "do have the ability to shoot down aircraft or helicopters, and from time to time it happens in various locations." Secretary Rumsfeld told NBC television that at least 10 of the dead were US soldiers. There is no confirmation on the type of weapon system that was fired at the helicopter. Only the completion of a thorough investigation will reveal this information.

Secretary Rumsfeld went on to say, "It's clearly a tragic day for America ... In a long, hard war, we're going to have tragic days," Rumsfeld said. "But they're necessary. They're part of a war that's difficult and complicated."

"The Chinook was shot down by an unknown weapon," a U.S. military spokesman in Baghdad said on condition of anonymity. U.S. command in Baghdad said there were 16 killed and 20 wounded, and that a search was under way for possible other survivors. A U.S. military spokesman, Colonel William Darley, confirmed the casualty count but said the cause of the crash was under investigation. He said witnesses reported seeing what they believed were missile trails. "As a result of the crash, 15 were killed in action and 26 wounded," said Darley, confirming the dead were soldiers from the US-led coalition but without specifying how many were Americans.

The death toll surpasses the 23 March ambush of the 507th Maintenance Company in which 11 soldiers were killed

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3380

Delivery Date
30 Dec 1991

Induction Date

Prev Model
CH-47C

Prev SN
74-22280

91-00231

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

91-00231, Boeing D model kit number M3380, was a CH-47D helicopter. The U.S. Army acceptance date was 30 December 1991. As of 22 June 1998, 91-00231 had accumulated 461.7 D model hours and 2,334.7 total aircraft hours. 91-00231 was a conversion from the original C model Chinook 74-22280. On 7 December 1990, 91-00231 was inducted into the D model program, converted, and initially scheduled for assignment to the Maryland National Guard. At some point, 91-00231 was transferred to Fort Rucker and was located at Knox Army Airfield. In early 2006, 91-00231's number one engine (a GA-714A powerplant) was severely damaged when a mechanic left a mallet in the inlet after using it to turn the compressor while installing a new Hydromechanical Unit (HMU). When the maintenance test pilots ran the aircraft up the mallet was ingested causing massive foreign object damage (FOD) to the compressor section. Sparks and large chunks of molten metal could be seen exiting the engine by the copilot as he looked aft via the cockpit mirror. In mid-2006, 91-00231 was painted under contract in Brantley, Alabama.

PHOTO: 91-00231 on the ramp at Fort Rucker, Alabama.

Build
M3381

Delivery Date
31 Oct 1991

Induction Date

Prev Model
CH-47C

Prev SN
70-15033

91-00232



CH-47D

Combat Service



Converted To

Induction Date

Serial Number

Status

Guard - NV/MT*

Loss Date

Transfer Date

Build
M3382

91-00233

CH-47D

Delivery Date
31 Oct 1991



Induction Date

Prev Model
CH-47C

Prev SN
68-16019

Combat Service

Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - MD/NY*

Loss Date

Transfer Date

91-00233, Boeing D model kit number M3382, was a CH-47D helicopter. The U.S. Army acceptance date was 31 October 1991. As of 22 June 1998, 91-00233 had accumulated at least 777.4 D model hours and 2,313.4 total aircraft hours. 91-00233 was a conversion from the original C model Chinook 68-16019. On 21 December 1990, 91-00233 was inducted into the D model program, converted, and initially scheduled for assignment to the Army National Guard, located in the State of Pennsylvania. At some point, 91-00233 was assigned to the Army National Guard, located in the State of Maryland. On 23 September 2002, 91-00233 experienced an accident. The Aft Swashplate bearing failed resulting in extensive damage to the airframe. The aircraft was repaired. At some point, 91-00233 deployed to Afghanistan in support of Operation Enduring Freedom (OEF) with the Maryland and New York Army National Guard. At some point while in theater, 91-00233 was transferred to the California Army National Guard. At some point while in theater, 91-00233 was transferred to B Company, 2nd Battalion, 238th General Support Aviation Battalion (GSAB), headquartered in Peoria, Illinois, through at least April 2009

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3383

91-00234

CH-47D

Delivery Date
29 Nov 1991

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15814

Serial Number

Status

Loss Date

Transfer Date

Guard - MD

91-00234, Boeing D model kit number M3383, was a CH-47D helicopter. The U.S. Army acceptance date was 29 November 1991. As of 28 June 1998, 91-00234 had accumulated 918.1 D model hours and 4,124.1 total aircraft hours. 91-00234 was a conversion from the original C model Chinook 68-15814. On 8 January 1991, 91-00234 was inducted into the D model program, converted, and initially assigned to Company G - "Delta Schooners", 3/140th, Army National Guard, located at Stockton, California. On 11 February 1998, 91-00234 was involved in a mid-air collision with a civilian light aircraft.

CALL SIGN: Schooner 14

The following is the transcript of an National Transportation Safety Board (NTSB) report concerning an accident in which 91-00234 was involved in with a light aircraft.

LAX98FA086B

HISTORY OF FLIGHT

On February 11, 1998, at 1525 hours Pacific standard time, a Beech J35, N8343D, collided with a California Army National Guard Boeing CH-47D, S/N 91-0234, the flight lead ship of a two helicopter formation flight near Morgan Hill, California. The lead and trail aircraft were using the call signs Schooner 14 and Schooner 44, respectively. The Beech was destroyed and the certificated commercial pilot, the sole occupant, received fatal injuries. Schooner 14 sustained substantial damage; however, neither the pilot, copilot, nor the two flight engineers were injured. The Beech was being operated under the provisions of 14 CFR Part 91 as a personal flight by its owner/pilot. Schooner 14 was being operated under 14 CFR Part 91 and AR 95-1 of United States Army Regulations as a military training flight by the California Army National Guard. The Beech originated at 1510 from the Reid-Hillview of Santa Clara County Airport in San Jose, California. The Army flight originated from the Monterey Peninsula Airport, Monterey, California, at 1505. Visual meteorological conditions prevailed at the time. Schooner 14 had a VFR flight plan on file, while the Beech had none.

The pilots of Schooner 14 and 44 reported that they both were on a heading of 004 degrees, cruising at 2,500 feet msl, with an indicated airspeed of 115 knots, when the westbound Beech J35 collided with the lead ship. The pilot of Schooner 44 reported that he was 7 to 8 rotor disks to the rear of the Schooner 14 at the 5:30 position.

The crew in Schooner 14 stated that they did not see the Beech at any time prior to the collision. At least two of the crewmembers in Schooner 44 reported first seeing the Beech approach their formation from the right about 3 to 5 seconds before the collision occurred. They stated that neither aircraft made any perceptible changes in heading or altitude before the collision.

A flight engineer and the copilot of Schooner 14 were both seated on the right side of the aircraft. The pilot-in-command's preflight briefing instructed all crewmembers to be alert for possible conflicting traffic and to promptly advise him of their observations. This has been a standard portion of the preflight briefing and the crewmembers had received the same instructions on previous flights.

After colliding with the right rear of Schooner 14's fuselage, the right wing of the Beech separated and the aircraft made an uncontrolled descent. The pilot of Schooner 14 subsequently made a precautionary, run-on landing and then performed an emergency shutdown

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3384

Delivery Date
29 Jan 1991

Induction Date

Prev Model
CH-47C

Prev SN
67-18525

91-00235

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - FL

Build
M3385

91-00236

CH-47D

Delivery Date
29 Nov 1991

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15833

Serial Number



Status

Loss Date

Transfer Date

Guard - OK

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3386

91-00237

CH-47D

Delivery Date
29 Nov 1991



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
71-20948

Status

Loss Date

Transfer Date

Reserve - WA

Photo: 19 May 2005: 91-00237, an Army CH-47D Chinook helicopter, supporting the 22nd Marine Expeditionary Unit (Special Operations Capable), lands in Oruzgan Province, Afghanistan.

Build
M3387

Delivery Date
14 Dec 1991

Induction Date

Prev Model
CH-47C

Prev SN
76-22673

91-00238

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Soto Cano AB

Build
M3388

91-00239

CH-47D

Delivery Date
04 Feb 1992

Induction Date

Prev Model
CH-47C

Prev SN
76-22674



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

22 Apr 2012

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3389

Delivery Date
31 Jan 1992

Induction Date

Prev Model
CH-47C

Prev SN
67-18494

91-00240

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3390

Delivery Date
12 Feb 1992

Induction Date

Prev Model
CH-47C

Prev SN
74-22282

91-00241

CH-47D



Combat Service

Converted To

Induction Date
12 Jan 2012

Serial Number
12-08102

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3391

Delivery Date
07 Feb 1992

Induction Date

Prev Model
CH-47C

Prev SN
79-23399

91-00242

CH-47D



Combat Service

Converted To

Induction Date
24 May 2012

Serial Number
12-08107

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3392

Delivery Date
25 Feb 1992

Induction Date

Prev Model
CH-47C

Prev SN
79-23401

91-00243

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - MD/NY*

Loss Date

Transfer Date

Build
M3393

Delivery Date
24 Feb 1992

Induction Date

Prev Model
CH-47C

Prev SN
79-23400

91-00244

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3394

Delivery Date
28 Feb 1992

Induction Date

Prev Model
CH-47C

Prev SN
76-22680

91-00245

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Depot - Philadelphia PA

Build
M3395

Delivery Date
28 Feb 1992

Induction Date

Prev Model
CH-47C

Prev SN
69-17110

91-00246

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - SC

Build
M3396

Delivery Date
20 Mar 1992

Induction Date

Prev Model
CH-47C

Prev SN
67-18495

91-00247

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CO

Build
M3397

91-00248

CH-47D

Delivery Date
31 Mar 1992

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
67-18547

Serial Number



Status

Loss Date

Transfer Date

Guard - WA

Build
M3398

91-00249

CH-47D

Delivery Date
25 Mar 1992

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-16018

Serial Number



Status

Loss Date

Transfer Date

Guard - NV

Build
M3399

91-00250

CH-47D

Delivery Date
31 Mar 1992

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
68-15811

Serial Number



Status

Loss Date

Transfer Date

Guard - EAATS - PA

Build
M3400

Delivery Date
16 Apr 1992

Induction Date

Prev Model
CH-47C

Prev SN
68-15844

91-00251

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - WA

Build
M3401

Delivery Date
27 Apr 1992

Induction Date

Prev Model
CH-47C

Prev SN
70-15026

91-00252

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OR

Build
M3402

Delivery Date
28 Apr 1992

Induction Date

Prev Model
CH-47C

Prev SN
70-15024

91-00253

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - EAATS - PA

Build
M3403

Delivery Date
30 Apr 1992

Induction Date

Prev Model
CH-47C

Prev SN
70-15032

91-00254

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - EAATS - PA

Build
M3404

91-00255

CH-47D

Delivery Date
27 May 1992

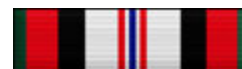
Induction Date

Prev Model
CH-47C

Prev SN
74-22284



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - NV/MT*

Loss Date

Transfer Date

Photo: 22 March 2004: A HMMWV is sling loaded under CH-47D Chinook helicopter 91-00255 by soldiers from 2nd Battalion, 22nd Infantry Regiment to be transported to Kandahar Air Field, Afghanistan in the Uruzgan Province along the Tirin River during Operation Mountain Storm.

Build
M3405

91-00256

CH-47D

Delivery Date
30 May 1992

Induction Date

Prev Model
CH-47C

Prev SN
69-17101



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OR

Photo: Spring 2004: 91-00256, while assigned to Company G, 104th Aviation, Army National Guard, from the States of Connecticut and Pennsylvania, goes on a mission south of Kandahar, Afghanistan, to conduct an extraction (EXFIL) of soldiers involved in the "Hunt For Osama".

91-00256, Boeing D model kit number M3405, was a CH-47D helicopter. The U.S. Army acceptance date was 30 May 1992. As of 1 June 1998, 91-00256 had accumulated 534.8 D model hours and 4,286.8 total aircraft hours.

91-0025 was a conversion from the original C model Chinook 69-17101.

At some point, and at least through 2004, 91-00256 was assigned to Company G, 104th Aviation, Army National Guard, from the States of Connecticut and Pennsylvania. While there, 91-00256 was deployed to Afghanistan in support of Operation Enduring Freedom.

At some point, and through September 2011, 91-00256 was assigned to Company B - "Voyagers", 1st Battalion, 171st Aviation Regiment, Army National Guard, located at Wheeler Army Airfield on the Island of Oahu, Hawaii

As of 18 September 2011, this aircraft was 41.7 years old.

As of 18 September 2011, the last known location of 91-00256 was at Wheeler Army Airfield, Hawaii.

Aircraft status: Flyable.

Build
M3406

91-00257

CH-47D

Delivery Date
29 May 1992

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
74-22291

Serial Number



Status

Loss Date

Transfer Date

Guard - NY

Build
M3407

Delivery Date
30 May 1992

Induction Date

Prev Model
CH-47C

Prev SN
70-15020

91-00258

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NY

Build
M3408

Delivery Date
29 Jun 1992

Induction Date

Prev Model
CH-47C

Prev SN
69-17103

91-00259

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3409

Delivery Date
29 Jun 1992

Induction Date

Prev Model
CH-47A

Prev SN
61-02416

91-00260

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CA

Build
M3410

Delivery Date
04 Sep 1992

Induction Date

Prev Model
CH-47A

Prev SN
61-02409

91-00261

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - WA

91-00261 was used to test the T55-GA-714A engines in 1999. Oldest Flyable Chinook Airframe

Build
M3411

Delivery Date
09 Sep 1992

Induction Date

Prev Model
CH-47C

Prev SN
70-15003

91-00262

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - OR

Build
M3412

91-00263

CH-47D

Delivery Date
04 Sep 1992



Induction Date

Prev Model
CH-47A

Prev SN
62-02114

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - NY

Loss Date

Transfer Date

March 2005, ZABUL PROVINCE, Afghanistan — US Army Chinook helicopter 91-00263 touches down to offload pallets of food to Afghan citizens in the Zabul province. Coalition forces and the Ministry of Rural Rehabilitation and Development have worked closely with organizations like the US Agency for International Development, the World Food Program and the Red Crescent to deliver thousands of tons of food to Afghan citizens in Zabul.

91-00263, Boeing D model kit number M3412, was a CH-47D helicopter. The U.S. Army acceptance date was 4 September 1992. As of 1 August 1999, 91-00263 had accumulated 500.1 D model hours and 4,310.1 total aircraft hours. 91-00263 was a conversion from the original A model Chinook 62-02114. On 29 August 1991, 91-00263 was inducted into the D model program, converted, and then assigned to the Army National Guard, located in the State of Connecticut, on or about 11 September 1992. Data from Historical Records. As of 1 January 2002, this aircraft was 38.3 years old. As of 1 August 1999, the last known location of 91-00263 was Windsor Locks (near Hartford), Connecticut, assigned to Detachment 1, Company G, 104th Aviation, Army National Guard, 1st Army. Aircraft status: Flyable.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3413

Delivery Date
04 Sep 1992

Induction Date

Prev Model
CH-47A

Prev SN
61-02420

91-00264



Status

Inducted to F Model Program

CH-47D

Combat Service



Afghanistan

Converted To

Induction Date
8 Feb 2012

Serial Number
12-08103

Loss Date

Transfer Date

Photo: 91-00264, a U.S. Army CH-47D, lands on the roof of a house in Afghanistan to pick up suspects during Operation Mountain Resolve, approximately November 2003.

Build
M3414

Delivery Date
21 Sep 1992

Induction Date

Prev Model
CH-47A

Prev SN
61-02410

91-00265

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IA

Photo: 4 March 2009: An F-15 "Strike Eagle" static display aircraft is airlifted to Camp Beauregard. Louisiana Army National Guard, Air National Guard and Mississippi Army National Guardsmen joined forces to accomplish an impressive mission that involved CH-47D Chinook helicopter 91-00265 sling loading an F-15 static display from England Air Park to Camp Beauregard.

Build
M3415

Delivery Date
23 Sep 1992

Induction Date

Prev Model
CH-47A

Prev SN
61-02415

91-00266

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Build
M3416

Delivery Date
07 Oct 1992

Induction Date

Prev Model
CH-47A

Prev SN
61-02417

91-00267

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OIF]

Loss Date

18 Sep 2008

Transfer Date

OIF/Crash/18 Sep 08 On 18 September 2008, 91-00267 was lost due to an accident, root cause details unknown. 91-00267 was chalk three in a flight of four aircraft moving from Kuwait to Balad Air Base north of Baghdad when it struck the ground approximately 60 miles west of Basra. A post crash fire consumed the aircraft. All seven personnel on board were fatalities:

A/C was Chalk #3 when it crashed about 62 miles W of Basra near Talil AB at approx 0001 hours during a 4-ship flight from Kuwait to LSA Anaconda at Balad AB.

91-00267, Boeing D model kit number M3416, was a CH-47D helicopter. The U.S. Army acceptance date was 7 October 1992. As of 22 June 1998, 91-0026 had accumulated 776.0 D model hours and 4,674.0 total aircraft hours. 91-00267 was a conversion from the original A model Chinook 61-02417. On 11 October 1991, 91-00267 was inducted into the D model program, converted, and scheduled for assignment to the Army National Guard, located in the State of Mississippi. At some point, 91-00267 was assigned to the United States Army Reserve (USAR), 2nd Army, located at Hunter Army Airfield, Fort Stewart, Georgia. At some point, 91-00267 was assigned to Company B - "Hookmasters", 2nd Battalion, 149th Aviation, 36th Infantry Division, Army National Guard, located at Grand Prairie, Texas. At some point, 91-00267 was deployed to Iraq in support of Operation Iraqi Freedom (OIF). On 18 September 2008, 91-00267 was lost due to an accident, root cause details unknown. 91-00267 was chalk three in a flight of four aircraft moving from Kuwait to Balad Air Base north of Baghdad when it struck the ground approximately 60 miles west of Basra. A post crash fire consumed the aircraft. All seven personnel on board were fatalities: CWO Brady Rudolf, CPT Robert Vallejo, CWO Corry Edwards, SGT Dan Eshbaugh, CPL Michael Thompson, Anthony L. Mason, 1SG Julio Ordonez. As of 18 September 2008, this aircraft was 45.3 years old. As of 18 September 2008, the last known location of 91-00267 was in Iraq, assigned to Company B, 2nd Battalion, 149th Aviation. Aircraft Status: Crashed.

Build
M3417

91-00268

CH-47D

Delivery Date
14 Oct 1992

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
61-02419

Serial Number

Status

Loss Date

Transfer Date

Guard - IA

61-02419 was build 23 and is one of the 10 oldest airframes still active.

91-00268, Boeing D model kit number M3417, was a CH-47D helicopter. The U.S. Army acceptance date was 14 October 1992. As of 22 June 1998, 91-00268 had accumulated 681.0 D model hours and 5,030.6 total aircraft hours. 91-00268 was a conversion from the original A model Chinook 61-02419. On 18 October 1991, 91-00268 was inducted into the D model program, converted, and scheduled for assignment to the Army National Guard, located in the State of Mississippi. As of 1 January 2002, this aircraft was 38.6 years old. As of June 1995, the last known location of 91-00268 was Hunter Army Airfield, Fort Stewart, Georgia, assigned to the United States Army Reserve (USAR), 2nd Army. Aircraft status: Unknown.

Build
M3418

Delivery Date
22 Oct 1992

Induction Date

Prev Model
CH-47A

Prev SN
61-02421

91-00269

CH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

4 Dec 2005

Transfer Date

On 4 December 2005, while conducting a troop transport mission in Afganistan, 91-00269 was struck by small arms fire, which severed hydraulic lines. The aircraft lost hydraulic power at 15 feet above ground level (AGL) and caught fire. There were 34 personnel aboard, consisting of the crew and passengers. All managed to evacuate the aircraft but had to escape and evade (E & E) during the ensuing ground fight. Two soldiers were shot, but not seriously. The aircraft was consumed in the post-landing fire.

Build
M3419

91-00270

CH-47D

Delivery Date
15 Dec 1992

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
61-02423

Serial Number



Status

Loss Date

Transfer Date

Guard - NE

Build
M3420

Delivery Date
15 Dec 1992

Induction Date

Prev Model
CH-47C

Prev SN
67-18540

91-00271

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CO

Build
M3421

92-00280

CH-47D

Delivery Date
18 Dec 1992

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
62-02115

Serial Number

Status

Loss Date

Transfer Date

Guard - CO

92-00280, Boeing D model kit number M3421, was a CH-47D helicopter. The U.S. Army acceptance date was 29 January 1993. As of 22 June 1998, 92-00280 had accumulated 456.0 D model hours and 3,962.2 total aircraft hours. 92-00280 was a conversion from the original A model Chinook 62-02115. On 3 December 1991, 92-00280 was inducted into the D model program, converted, and then assigned to Company F, 131st, Army National Guard, located in the State of Alabama, on or about 10 January 1993. As of 1 January 2002, this aircraft was 38.3 years old. As of June 1995, the last known location of 92-00280 was Montgomery Field, Montgomery, Alabama, assigned to Company F, 131st, Army National Guard, 2nd Army. Aircraft status: Flyable.

Build
M3422

Delivery Date
15 Dec 1992

Induction Date

Prev Model
CH-47C

Prev SN
85-24736

92-00281

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - WA

Augusta Build

92-00282, Boeing D model kit number M3423, was a CH-47D helicopter. The U.S. Army acceptance date was 29 January 1993. As of 22 June 1998, 92-00282 had accumulated 384.0 D model hours and 2,414.9 total aircraft hours. 92-00282 was a conversion from the original A model Chinook 62-02116. On 3 January 1992, 92-00282 was inducted into the D model program, converted, and initially assigned to Company D, 113th, Army National Guard, 6th Army, located in the State of Nevada, on or about 2 February 1993. As of 1 January 2002, this aircraft was 38.3 years old. As of June 1995, the last known location of 92-00282 was Carson City, Nevada, assigned to Company D, 113th, Army National Guard, 6th Army. Aircraft status: Flyable.

Build
M3423

Delivery Date
23 Jan 1993

Induction Date

Prev Model
CH-47A

Prev SN
62-02116

92-00282

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NV

Build
M3424

92-00283

CH-47D

Delivery Date
23 Jan 1993

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
85-24740

Serial Number



Status

Loss Date

Transfer Date

Guard - IA

Augusta Build

Build
M3425

92-00284

CH-47D

Delivery Date
15 Mar 1993

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
67-18548

Serial Number

Status

Loss Date

Transfer Date

Guard - OR

Build
M3426

92-00285

CH-47D

Delivery Date
15 Mar 1993

Induction Date

Prev Model
CH-47C

Prev SN
85-24741



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - IL*

Loss Date

Transfer Date

Augusta Build

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3427

Delivery Date
30 Jun 1993

Induction Date

Prev Model
CH-47A

Prev SN
62-02130

92-00286

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CO

Build
M3428

92-00287

CH-47D

Delivery Date
30 Jun 1993

Induction Date

Prev Model
CH-47A

Prev SN
62-02131



Combat Service

Desert Storm

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3429

Delivery Date
30 Jun 1993

Induction Date

Prev Model
CH-47C

Prev SN
85-24739

92-00288

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE

Augusta Build

Build
M3430

Delivery Date
30 Jun 1993

Induction Date

Prev Model
CH-47A

Prev SN
63-07905

92-00289

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - TX

Build
M3431

Delivery Date
30 Jun 1993

Induction Date

Prev Model
CH-47A

Prev SN
63-07908

92-00290

CH-47D

Combat Service

Converted To

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Guard -TX

Build
M3432

Delivery Date
30 Jun 1993

Induction Date

Prev Model
CH-47C

Prev SN
85-24735

92-00291

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date
2 May 2011

Serial Number
11-08093

Status

Loss Date

Transfer Date

Inducted to F Model Program

Augusta Build

A/C received an RPG and SA fire shortly after landing at a military outpost (Ghakh Pass) in Kunar province. 12 October 2010, 92-00291 was hit by a rocket propelled grenade (RPG) while on the ground at Ghaki Pass on the Pakistani border with Afghanistan. The aircraft had just landed and was off-loading when the RPG was fired up the ramp into the main cabin area. Three non-rated crew members (NRCM) and two passengers (PAX) were injured. One afghanistan interpreter was killed in the explosion. The aircraft and all components were recovered back to Jalabad airfield on 14 October 2010 by the same DART package as 08-08048. 92-00291 was weighed after the recovery operation. It weighed 12,521 pounds as slung. The airframe was moved from Ghaki Pass to Forward Operating Base (FOB) Joyce - a distance of 10 miles at 15° Celcius (C) and 8,000 feet pressure altitude (PA). From there it was moved to Jalalabad Airfield - a distance of 35 miles at 25° C and 3,000 feet PA. Finally, 92-00291 was moved to Bagram Air Base - a distance of 85 miles at 10° C and 9,000 feet PA. It is expected the aircraft will either be repaired at Bagram or shipped back to the Continental United States (CONUS). 92-00291 was on loan from the Pennsylvania National Guard and operated as a float aircraft by B Company, 2nd General Support Aviation Battalion (GSAB), 3rd Combat Aviation Brigade, Task Force Knighthawk.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3433

Delivery Date
25 Jun 1993

Induction Date

Prev Model
CH-47A

Prev SN
63-07916

92-00292

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CA

Build
M3434

Delivery Date
30 Jun 1993

Induction Date

Prev Model
CH-47A

Prev SN
62-02127

92-00293

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - CO

Build
M3435

92-00294

CH-47D

Delivery Date
26 Aug 1993

Induction Date

Prev Model
CH-47C

Prev SN
85-24742



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve -WA

Augusta Build

Build
M3436

Delivery Date
16 Sep 1993

Induction Date

Prev Model
CH-47A

Prev SN
63-07912

92-00295

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

26 Aug 2012

Transfer Date

Build
M3437

Delivery Date
08 Sep 1993

Induction Date

Prev Model
CH-47A

Prev SN
62-02128

92-00296

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Reserve - WA

Build
M3438

Delivery Date
07 Sep 1993

Induction Date

Prev Model
CH-47C

Prev SN
85-24744

92-00297

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - TX

Augusta Build

Build
M3439

Delivery Date
10 Sep 1993

Induction Date

Prev Model
CH-47A

Prev SN
63-07915

92-00298

CH-47D



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - SC

Build
M3440

Delivery Date
14 Sep 1993

Induction Date

Prev Model
CH-47A

Prev SN
61-02413

92-00299

CH-47D

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - FL

Build
M3441

92-00300



Delivery Date
05 Nov 1993

Combat Service



Iraq

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
85-24737

Serial Number

Status

Loss Date

Transfer Date

Guard - MN

Augusta Build

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3442

Delivery Date
25 Oct 1993

Induction Date

Prev Model
CH-47A

Prev SN
61-02412

92-00301

CH-47D



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OIF]

Loss Date

14 Apr 2004

Transfer Date

OIF/Crash-brown out/16 Apr 04 On 14 April 2004, while in support of the Global War on Terrorism, 92-00301 was lost due to an accident approximately 70 nautical miles south-southwest of Baghdad. 92-00301 was one aircraft in a flight of three. While on an NVG mission the aircraft encountered a sandstorm. While attempting a precautionary landing, 92-00301 encountered brown-out conditions, crashed, rolled-over, and partially burned in the auxiliary power unit area. Of the crew of five, the two pilots and one crew member sustained minor injuries. All crew members were rescued by a combat search and rescue (CSAR) team some three hours after the accident. Due to the extensive damaged received during the crash sequence the airframe was deemed uneconomically repairable. After cannibalization of several usable items, the United States Air Force was called in to destroy the wreckage with two 500 pound bombs.

Build
M3443

Delivery Date
25 Oct 1993

Induction Date

Prev Model
CH-47A

Prev SN
62-02123

92-00302

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

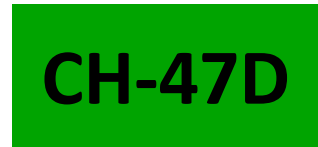
Guard - OH*

62-02123 was in storage at Davis Monthan through about August 1992. Inducted into the D model program on 9 September 1992, then assigned to the Hawaii National Guard on or about 26 October 1993. At some point, 92-00302 was transferred to the Army National Guard located in the State of Minnesota. In the Summer of 2008, 92-00302 underwent RESET maintenance at Fort Lewis, Washington under the auspices of Lear-Seigler Incorporated (LSI). RESET was a program designed to return the airframe back to its pre-deployment condition following operations in the combat theater. The airframe was disassembled to its basic structure, cleaned, spot painted, and reassembled for test flight. Beginning in August 2008, the aircraft was in test flight status. The test flight was completed in short order leaving only the compass swing to accomplish. During the exhaustive compass swing procedure it was discovered that a repair was performed in the aft pylon near the compass flux valve using steel. The steel repair caused a massive error in the compass system and the repair was eventually reaccomplished.

PHOTO: 15 April 2009: 92-00302, an Army National Guard CH-47D Chinook helicopter, drops several one-ton sandbags on the spill-way of the Clausen Springs Dam near Kathryn, North Dakota. The one-ton sandbags are being lowered and positioned into a place on the dam spillway so that they will divert over-flowing water away from an eroding area of the dam, caused by high water levels.

Build
M3444

92-00303



Delivery Date
05 Nov 1993

Combat Service



Iraq

Induction Date

Converted To

Prev Model
YCH-47D

Induction Date

Prev SN
76-18538

Serial Number

Status

Loss Date

Transfer Date

Guard - OK

In 1976, 65-08008, along with B model 67-18479 and C model 67-18538, were selected as a D model prototype airframe and re-serial numbered as 76-08008. This aircraft, and subsequent D model aircraft, eventually sported the Lycoming T55-L-712 engine, capable of producing a minimum of 4,500 shaft horsepower (SHP), fiberglass rotor blades, a re-designed cockpit, as well as numerous other changes. The slogan - "Only The Silhouette Remains The Same" was coined to describe the D model aircraft versus its predecessors. 76-18538 was re-inducted into the D model program for upgrades, and converted to 92-00303

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3445

92-00304

CH-47D

Delivery Date
12 Nov 1993

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
YCH-47D

Prev SN
76-08008

Status

Loss Date

Transfer Date

Guard - MN

In 1976, 65-08008, along with B model 67-18479 and C model 67-18538, were selected as a D model prototype airframe and re-serial numbered as 76-08008. This aircraft, and subsequent D model aircraft, eventually sported the Lycoming T55-L-712 engine, capable of producing a minimum of 4,500 shaft horsepower (SHP), fiberglass rotor blades, a re-designed cockpit, as well as numerous other changes. The slogan - "Only The Silhouette Remains The Same" was coined to describe the D model aircraft verses it's predecessors. 76-08008 accumulated 288.0 hours as a D model prototype. The first flight of 76-08008 occurred on 11 May 1979 and Boeing Vertol Test Pilot Ron Mechlin was at the controls. On 21 October 1992, 76-08008 was re-inducted into the D model program for upgrades, and converted to 92-00304

A model Chinook 65-08008, Boeing build number B-180, accepted by the Army on 13 April 1966, was re-serial numbered as 76-08008 for the prototyping. The first D model prototype flight occurred on 11 May 1979. On 21 October 1992, 76-08008 was inducted into the program and became production D model 92-00304, Boeing D model kit number M3445, accepted by the Army on 12 November 1993.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3446

Delivery Date
09 Dec 1993

Induction Date

Prev Model
CH-47A

Prev SN
63-07900

92-00305

CH-47D

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Guard - IA

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3447

92-00306

CH-47D

Delivery Date
23 Dec 1993

Combat Service



Aghanistan

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
85-24738

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

25 Jun 2011

Transfer Date

Augusta Build

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3448

Delivery Date
12 Jan 1994

Induction Date

Prev Model
CH-47A

Prev SN
62-02119

92-00307

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

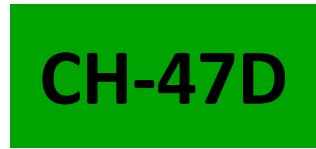
Transfer Date

Guard - OK

26 November 2003: Soldiers remove equipment from 92-00307, a CH-47D Chinook helicopter, at a remote firebase near Gereshk, Afghanistan. The soldiers are assigned to the 10th Mountain Division's 10th Forward Support Battalion.

Build
M3449

92-00308



Delivery Date
12 Jan 1994

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
62-02124

Serial Number

Status

Loss Date

Transfer Date

Reserve - KS

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3450

Delivery Date
28 Feb 1994

Induction Date

Prev Model
CH-47A

Prev SN
60-03449

92-00309

CH-47D



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NV/MT*

CH-47A 60-03449 was in storage at Davis Monthan through about September 1992. 60-03449 was the last aircraft inducted into the D model program on 25 November 1992.

Build
M4301

Delivery Date
28 Feb 1994

Induction Date

Prev Model

NB-1

Prev SN

92-00367

CH-47D

Combat Service

Converted To

CH-47F

Induction Date
17 Dec 2007

Serial Number
08-08043

Status

Loss Date

Transfer Date

Inducted to F Model Program

One of only three new build D models (92-00367, 00368 and 98-00200)

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M4302

92-00368

CH-47D

Delivery Date
15 Mar 1994

Combat Service

Induction Date

Converted To

Prev Model

NB-2

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - SC

One of only three new build D models (92-00367, 00368 and 98-00200)

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3455

93-00928

CH-47D

Delivery Date
31 May 1995



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
A15-0005

Status

Loss Date

Transfer Date

Guard - WA

Converted RAAF aircraft

Build
M3456

93-00929

CH-47D

Delivery Date
30 Jun 1995

Combat Service



Afghanistan

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
A15-0007

Serial Number

Status

Loss Date

Transfer Date

Guard - NV/MT*

Converted RAAF aircraft

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3457

Delivery Date
31 Jul 1995

Induction Date

Prev Model
CH-47C

Prev SN
A15-0008

93-00930

CH-47D

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Guard - SC

Loss Date

Transfer Date

Converted RAAF aircraft

Build
M3458

93-00931

CH-47D

Delivery Date
13 Sep 1995

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47C

Prev SN
A15-0009



Status

Guard - OH*

Loss Date

Transfer Date

Converted RAAF aircraft

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3459

93-00932

CH-47D

Delivery Date
13 Oct 1995

Induction Date

Prev Model
CH-47C

Prev SN
A15-0010



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - NV/MT*

Loss Date

Transfer Date

Converted RAAF aircraft

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3460

93-00933

CH-47D

Delivery Date
29 Nov 1995



Induction Date

Prev Model
CH-47C

Prev SN
A15-0011

Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Guard - WA

Loss Date

Transfer Date

Converted RAAF aircraft

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3461

93-00934

CH-47D

Delivery Date
22 Dec 1995

Induction Date

Prev Model
CH-47C

Prev SN
A15-0012



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Guard - NV/MT*

Loss Date

Transfer Date

Converted RAAF aircraft

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build

98-00200

CH-47D

Delivery Date
26 Jun 2002

Combat Service

Induction Date

Converted To

Prev Model

NB-3

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Reserve - VA

One of only three new build D models (92-00367, 00368 and 00200. 98-00200 was nicknamed "Potato Head" since it was assembled from left over parts.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8001

Delivery Date
17 Dec 2002

Induction Date

Prev Model
CH-47D

Prev SN
83-24107

98-00011



YCH-47F

Combat Service

Converted To

CH-47F

Induction Date
8 Oct 2008

Serial Number
09-08059

Status

Loss Date

Transfer Date

Inducted to F Model Program

63-07922, Boeing build number B-076, was a CH-47A helicopter. The U.S. Army acceptance date was 23 February 1965. 63-07922 accumulated 4,093.2 aircraft hours. On 11 April 1983, 63-07922 was inducted into the D model program and converted to 83-24107. The last known location of 63-07922 was at Boeing during the conversion. Aircraft status: Converted to D model.

83-24107, Boeing D model kit number M3037, was a CH-47D helicopter. The U.S. Army acceptance date was 15 May 1984. As of 22 June 1998, 83-24107 had accumulated 1,756.7 D model hours and 5,849.9 total aircraft hours. 83-24107 was a conversion from the original A model Chinook 63-07922. On 11 May 1983, 83-24107 was inducted into the D model program, converted, and initially assigned to Fort Campbell, Kentucky. As of 25 June 2001, the last known location of 83-24107 was at the Boeing facilities in Pennsylvania undergoing conversion to F model 98-00011. Aircraft status: Converted to F model.

98-00011, Boeing F model kit number unknown, was a CH-47F helicopter. The U.S. Army acceptance date was unknown. As of 22 June 1998, 98-00011 had accumulated an unknown number of F model hours and 5,849.9 total aircraft hours. 98-00011 was a conversion from D model Chinook 83-24107, which was originally A model Chinook 63-07922. In October 1999, 98-00011 was inducted into the F model program, converted, and initially assigned to Fort Rucker, Alabama, for operational data collection. As of 1 January 2002, 98-00011 was 36.9 years old. As of May 2002, the last known location of 98-00011 was at Fort Rucker, Alabama. Aircraft status: Flyable.

Build
M8002

Delivery Date
07 May 2002

Induction Date

Prev Model
CH-47D

Prev SN
83-24115

98-00012



Status

Inducted to F Model Program

YCH-47F
(EMD)

Combat Service

Converted To

CH-47F

Induction Date
5 Aug 2009

Serial Number
09-08073

Loss Date

Transfer Date

EMD\

98-00012, Boeing Vertol Tab Number MN426, U.S. Army Tab Number M8002, was a CH-47F helicopter prototype. The U.S. Army acceptance date was 7 May 2002. As of 1 April 2009, 98-00012 had accumulated an unknown number of F model hours and 5,359.6 total aircraft hours.

98-00012 was a conversion from D model Chinook 83-24115, which was originally B model Chinook 67-18456.

In October 1999, 98-00012 was inducted into the F model program, converted, and initially assigned to the Aviation Technical Test Activity (ATTC) at Fort Rucker Alabama.

As of 2 July 2009, this aircraft was 41.6 years old.

In the Spring of 2009, initial plans were to reinduct 98-00012 into the F model program and complete the conversion to a full up F model instead of the prototype version.

At some point on an unknown date, a decision to scrap the airframe was made. 98-00012 was scrapped at Summit Aviation, which was located at Middletown, Delaware.

The last known location of 98-00012 was at Summit Aviation, Middletown, Delaware.

Aircraft status: Scrapped.

Build
M8003

Delivery Date
21 Jul 2004

Induction Date

Prev Model
CH-47D

Prev SN
83-24121

03-08003

YCH-47F

Combat Service

Converted To

CH-47F

Induction Date
10 Nov 2010

Serial Number
10-08087



Status

Loss Date

Transfer Date

Inducted to F Program/Trans to RAF-On Display

EMD "Franken F"

03-08003, Boeing Vertol Tab Number MN511, U.S. Army Tab Number M8003, was a CH-47F helicopter. The U.S. Army acceptance date was 21 July 2004. As of 21 July 2004, 03-08003 had accumulated 12.9 F model hours and 5,716.2 total aircraft hours.

03-08003 was a conversion from the original C model Chinook 67-18541 that was later converted to D model Chinook helicopter 83-24121.

On 10 June 2000, 03-08003 was inducted into the F model program, converted, and initially assigned to the Army Aviation Test Activity (ATTC), located at Fort Rucker, Alabama, for testing and evaluation.

03-08003 was the third in the line of prototype F model Chinook helicopters produced.

It was essentially a proof of concept test vehicle for the new Digital Advanced Flight Control System (DAFCS) and the Common Aviation Architecture System (CAAS).

It was neither a D model nor a full up F model helicopter. However, it incorporated most of the features that eventually went into the production F models.

From November 2006 to July 2007, 03-08003 was utilized at Summit Aviation, located near Middletown, Delaware, for the training of the initial aircrews certified to fly the F model Chinook.

In January 2007, 03-08003 was assigned to the S3 Incorporated New Equipment Training Team (NETT) and utilized in the Aircraft Qualification Course (AQC) supporting the training of aircrews at various locations throughout the United States.

Throughout 2007, 03-08003 was located at Fort Campbell, Kentucky, assisting in B Company - "Varsity", 7th General Support Aviation Battalion (GSAB), 101st Airborne Division's transition to the F model fleet.

In 2008, 03-08003 was located at Fort Hood, Texas, assisting in the training of flight crews as part of B Company - "Clydesdales", 4th General Support Aviation Battalion (GSAB), 4th Infantry Division's transition to the F model fleet.

From October 2008 to April 2009, 03-08003 was located at Fort Bragg, North Carolina, assisting in B Company - "Flippers", 3rd General Support Aviation Battalion (GSAB), 82nd Airborne Division's transition to the F model fleet.

In 2009, 03-08003 was at Fort Campbell, Kentucky, assisting in B Company - "Pachyderms", 6th Battalion, 101st Airborne Division's transition to the F model fleet.

On 19 November 2009, 03-08003 was flown to Redstone Army Airfield (KHUA), near Huntsville, Alabama, by Bill Graham, Mark Morgan and Bob Muller. This was the last NET Team related flight in this aircraft.

At some point, 03-08003 was bailed to Boeing and sent to the factory for some refurbishment. From there it went to India on tour as a display aircraft while Boeing pitched the F model to the Indian government as the helicopter of choice.

At some point, 03-08003 was transferred to the United Kingdom for an unknown purpose. The airframe received a Royal Air Force (RAF) livery paint scheme and eventually wound up as a static display aircraft.

As of 6 April 2012, the last known location of 03-08003 was at RAF Odiham on static display near the main gate.

Aircraft status: Static Display

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8701

04-08701

CH-47F

Delivery Date
30 Nov 2006

Induction Date

Prev Model

NB-01

Prev SN



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Redstone Arsenal AL

Build
M8702

04-08702

CH-47F

Delivery Date
20 Dec 2006

Combat Service



Induction Date

Converted To

Prev Model

NB-02

Induction Date

Prev SN

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Rucker AL

APU Fire

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8703

Delivery Date
11 Jan 2007

Induction Date

Prev Model
NB-03

Prev SN

04-08703

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8704

Delivery Date
21 Feb 2007

Induction Date

Prev Model

NB-04

Prev SN

04-08704

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8705

Delivery Date
16 Feb 2007

Induction Date

Prev Model
NB-05

Prev SN

04-08705



CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8706

Delivery Date
28 Feb 2007

Induction Date

Prev Model
NB-06

Prev SN

04-08706

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8707

Delivery Date
09 Mar 2007

Induction Date

Prev Model
NB-07

Prev SN

04-08707

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8708

Delivery Date
29 Jun 2007

Induction Date

Prev Model
NB-08

Prev SN

04-08708

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC

Build
M8709

04-08709

CH-47F

Delivery Date
27 Aug 2007

Combat Service

Induction Date

Converted To

Prev Model

NB-09

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Hood TX

Build
M8710

Delivery Date
26 Oct 2007

Induction Date

Prev Model

NB-10

Prev SN

04-08710

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8711

Delivery Date
07 Nov 2007

Induction Date

Prev Model

NB-11

Prev SN

04-08711

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8712

04-08712

CH-47F

Delivery Date
26 Nov 2007

Combat Service

Induction Date

Converted To

Prev Model

NB-12

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8713

Delivery Date
24 Jan 2008

Induction Date

Prev Model

NB-13

Prev SN

04-08713

CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8714

Delivery Date
27 Feb 2008

Induction Date

Prev Model
NB-14

Prev SN

04-08714

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Damaged formers

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8715

Delivery Date
30 Apr 2008

Induction Date

Prev Model

NB-15

Prev SN

04-08715

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Hood TX

Build
M8716

Delivery Date
29 May 2008

Induction Date

Prev Model
NB-16

Prev SN

04-08716

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Katterbach*

Loss Date

Transfer Date

Build
M8717

Delivery Date
27 Aug 2008

Induction Date

Prev Model
NB-17

Prev SN

04-08717

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8010

05-08010

CH-47F

Delivery Date
17 Nov 2006



Induction Date

Prev Model
MH-47D

Prev SN
83-24118

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8011

Delivery Date
13 Dec 2006

Induction Date

Prev Model
CH-47D

Prev SN
85-24367

05-08011

CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8012

Delivery Date
29 Dec 2006

Induction Date

Prev Model
MH-47D

Prev SN
86-01635

05-08012

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

17 Jan 2009

Transfer Date

05-08012, Boeing Vertol Tab Number M8012, was a CH-47F helicopter. The U.S. Army acceptance date was 29 December 2006. As of 29 December 2006, 05-08012 accumulated 14.0 aircraft hours. 05-08012 was a new build airframe that utilized the power train components (blades, engines and transmissions, etc.) from 86-01635. 05-08012 was initially assigned to B Company - "Varsity", 7th Battalion, 101st Airborne Division, located at Fort Campbell, Kentucky. In the Spring of 2008, 05-08012 was deployed to Afghanistan in support of Operation Enduring Freedom (OEF). On 17 January 2009, 05-08012 suffered from a hard landing following engagement with the enemy in Konar Province. The aircraft was struck in the left main fuel tank by a rocket propelled grenade (RPG). The left side of the aircraft became engulfed in flames. The number one engine failed due to fuel starvation. The pilot was able to fly the aircraft several miles away from the engagement area and land. Upon landing the aircraft rolled onto its right side and was consumed in the post crash fire. One fatality and six injured. 05-08012 was the first CH-47F to be lost. Photo: 05-08012 at Ft Campbell 27 Mar 2007

Build
M8013

05-08013

CH-47F

Delivery Date
31 Jan 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24104

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8014

Delivery Date
09 Apr 2007

Induction Date

Prev Model
MH-47D

Prev SN
82-23763

05-08014

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Photo: Early 2009: CH-47F Chinook helicopter 05-08014 operating at an unknown location in Afghanistan while sling loading an M198 155mm Howitzer.

Build
M8015

Delivery Date
09 Apr 2007

Induction Date

Prev Model
CH-47D

Prev SN
82-23775

05-08015

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8016

Delivery Date
20 Apr 2007

Induction Date

Prev Model
CH-47D

Prev SN
82-23777

05-08016



CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Build
M8017

Delivery Date
27 Apr 2007

Induction Date

Prev Model
CH-47D

Prev SN
85-24322

05-08017

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Redstone Arsenal AL

Build
M8018

06-08018

CH-47F

Delivery Date
25 May 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
85-24344

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Hood TX

Build
M8019

06-08019

CH-47F

Delivery Date
30 May 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24169

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8020

Delivery Date
18 Jun 2007

Induction Date

Prev Model
CH-47D

Prev SN
83-24119

06-08020

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC

Build
M8021

Delivery Date
29 Jul 2007

Induction Date

Prev Model
CH-47D

Prev SN
81-23382

06-08021

CH-47F

Combat Service

Converted To

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Hood TX

Build
M8022

Delivery Date
20 Jul 2007

Induction Date

Prev Model
CH-47D

Prev SN
83-24105

06-08022

CH-47F



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Hood TX

Build
M8023

Delivery Date
31 Jul 2007

Induction Date

Prev Model
CH-47D

Prev SN
86-01640

06-08023

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8024

06-08024

CH-47F

Delivery Date
30 Aug 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
81-23389

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Hood TX

Build
M8025

Delivery Date
29 Sep 2007

Induction Date

Prev Model
CH-47D

Prev SN
85-24366

06-08025

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8026

06-08026

CH-47F

Delivery Date
29 Sep 2007



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47D

Prev SN
81-23383

Status

Active - Ft Bragg NC*

Loss Date

Transfer Date

Remanufactured/New Airframe

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8027

06-08027

CH-47F

Delivery Date
30 Oct 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24125

Serial Number

Status

Loss Date

Transfer Date

Active - Ft BlissTX

Remanufactured/New Airframe

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8028

Delivery Date
31 Oct 2007

Induction Date

Prev Model
CH-47D

Prev SN
84-24164

06-08028

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

06-08028, Boeing Vertol Tab Number M8028, was a CH-47F helicopter. The U.S. Army acceptance date was 31 October 2007. As of 15 August 2009, 06-08028 accumulated 446.0 aircraft hours.

06-08028 was a new build airframe that utilized the power train components (blades, engines and transmissions, etc.) from 84-24164.

06-08028 was initially assigned to B Company - "Flippers", 3rd General Support Aviation Battalion (GSAB), 82nd Airborne Division, located at Fort Bragg, North Carolina.

At some point, in early 2009, 06-08028 was deployed with the "Flippers" in support of contingency operations during Operation Enduring Freedom (OEF).

As of 15 August 2009, the last known location of 06-08028 was at Kandahar, Afghanistan.

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8029

06-08029

CH-47F

Delivery Date
21 Nov 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
81-23384

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8030

06-08030

CH-47F

Delivery Date
30 Nov 2007

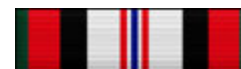


Induction Date

Prev Model
CH-47D

Prev SN
85-24363

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Katterbach*

Loss Date

Transfer Date

Build
M8031

06-08031

CH-47F

Delivery Date
14 Dec 2007

Induction Date

Prev Model
CH-47D

Prev SN
85-24173



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Katterbach*

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8032

06-08032

CH-47F

Delivery Date
28 Dec 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24103

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8718

Delivery Date
26 Sep 2008

Induction Date

Prev Model
NB-18

Prev SN

06-08718



CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8719

06-08719

CH-47F

Delivery Date
29 Aug 2008

Induction Date

Prev Model

NB-19

Prev SN



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8720

Delivery Date
30 Sep 2008

Induction Date

Prev Model
NB-20

Prev SN

06-08720

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8033

07-08033

CH-47F

Delivery Date
06 Feb 2008

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24111

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Drum NY

Remanufactured/New Airframe

Build
M8034

07-08034

CH-47F

Delivery Date
03 Mar 2008

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24184

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Remanufactured/New Airframe

Build
M8035

07-08035

CH-47F

Delivery Date
24 Mar 2008



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47D

Prev SN
82-23769

Status

Active - Ft Bragg NC*

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8036

07-08036

CH-47F

Delivery Date
31 Mar 2008

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24120

Serial Number



Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8037

Delivery Date
07 May 2008

Induction Date

Prev Model
CH-47D

Prev SN
83-24113

07-08037

CH-47F



Combat Service



Iraq

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8038

07-08038

CH-47F

Delivery Date
11 Jun 2008

Induction Date

Prev Model
CH-47D

Prev SN
82-23776



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8039

07-08039

CH-47F

Delivery Date
24 Jun 2008

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
CH-47D

Prev SN
82-23771

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8040

Delivery Date
30 Jun 2008

Induction Date

Prev Model
CH-47D

Prev SN
83-24114

07-08040

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Build
M8041

Delivery Date
31 Jul 2008

Induction Date

Prev Model
CH-47D

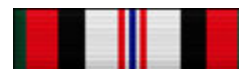
Prev SN
84-24186

07-08041

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed (OEF)

Loss Date

18 Aug 2010

Transfer Date

Rolled over in brown out

Build
M8721

07-08721

CH-47F

Delivery Date
13 Nov 2008

Combat Service

Induction Date

Converted To

Prev Model

NB-21

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8722

07-08722

CH-47F

Delivery Date
13 Nov 2008

Induction Date

Prev Model

NB-22

Prev SN



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8723

Delivery Date
12 Dec 2008

Induction Date

Prev Model
NB-23

Prev SN

07-08723

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8724

Delivery Date
13 Dec 2008

Induction Date

Prev Model

NB-24

Prev SN

07-08724

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8725

Delivery Date
24 Jun 2009

Induction Date

Prev Model

NB-25

Prev SN

07-08725

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8726

Delivery Date
31 Jul 2009

Induction Date

Prev Model

NB-26

Prev SN

07-08726

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8727

Delivery Date
31 Aug 2009

Induction Date

Prev Model

NB-27

Prev SN

07-08727

CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Build
M8728

Delivery Date
08 Oct 2009

Induction Date

Prev Model

NB-28

Prev SN

07-08728

CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Build
M8729

Delivery Date
15 Oct 2009

Induction Date

Prev Model

NB-29

Prev SN

07-08729

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8730

Delivery Date
01 Dec 2009

Induction Date

Prev Model
NB-30

Prev SN

07-08730

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Ft Bragg NC*

Loss Date

Transfer Date

Build
M8731

Delivery Date
29 Dec 2009

Induction Date

Prev Model
NB-31

Prev SN

07-08731

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed (OEF)

Loss Date

8 Aug 2011

Transfer Date

Build
M8732

Delivery Date
05 Feb 2010

Induction Date

Prev Model
NB-32

Prev SN

07-08732

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8733

07-08733

CH-47F

Delivery Date
05 Mar 2010

Combat Service

Induction Date

Converted To

Prev Model

NB-33

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8734

Delivery Date
07 Apr 2010

Induction Date

Prev Model

NB-34

Prev SN

07-08734

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8735

Delivery Date
23 Apr 2010

Induction Date

Prev Model
NB-35

Prev SN

07-08735

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard- Wheeler AFB HI

Build
M8736

Delivery Date
05 May 2010

Induction Date

Prev Model

NB-36

Prev SN

07-08736

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8737

07-08737

CH-47F

Delivery Date
18 May 2010

Induction Date

Prev Model

NB-37

Prev SN



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8738

Delivery Date
21 Jun 2010

Induction Date

Prev Model
NB-38

Prev SN

07-08738

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8739

Delivery Date
30 Jun 2010

Induction Date

Prev Model
NB-39

Prev SN

07-08739

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed (OEF)

22 Jan 2012

Crashed, rolled OEF

Build
M8740

Delivery Date
24 Jul 2010

Induction Date

Prev Model
NB-40

Prev SN

07-08740

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8741

Delivery Date
31 Jul 2010

Induction Date

Prev Model
NB-41

Prev SN

07-08741

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8742

Delivery Date
21 Aug 2010

Induction Date

Prev Model
NB-42

Prev SN

07-08742

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8743

Delivery Date
02 Sep 2010

Induction Date

Prev Model
NB-43

Prev SN

07-08743

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard- Wheeler AFB HI

Build
M8744

Delivery Date
30 Sep 2010

Induction Date

Prev Model
NB-44

Prev SN

07-08744

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Katterbach*

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8745

07-08745

CH-47F

Delivery Date
03 Nov 2010

Induction Date

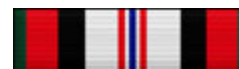
Prev Model

NB-45

Prev SN



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8746

Delivery Date
03 Nov 2010

Induction Date

Prev Model
NB-46

Prev SN

07-08746

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8747

Delivery Date
16 Dec 2010

Induction Date

Prev Model
NB-47

Prev SN

07-08747

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8748

07-08748

CH-47F

Delivery Date
24 Nov 2010

Induction Date

Prev Model
NB-48

Prev SN



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8042

Delivery Date
13 Jan 2009

Induction Date

Prev Model
CH-47D

Prev SN
83-24122

08-08042

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

14 Oct 2009

Transfer Date

14 October 2009: About 20 UK service personnel were on a US helicopter which was involved in an accident in Afghanistan. Five US air crew members and about 30 Afghan personnel were also aboard the Chinook which made a "hard landing" in the south on Tuesday. Nobody was injured when CH-47F Chinook helicopter 08-08042, crewed by members of B Company - "Flippers", 3rd General Support Aviation Battalion (GSAB), 82nd Airborne Division, crashed. Enemy action has been ruled out as a cause. The aircraft was operating normally and the air crew was wearing night vision goggles (NVGs) when a planned landing attempt was initiated. The aircraft "browned out" during the approach and landed in a waddy.

Build
M8043

08-08043

CH-47F

Delivery Date
31 Jan 2008

Induction Date

Prev Model
CH-47D

Prev SN
92-00367



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Wheeler AFB HI*

Loss Date

Transfer Date

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8044

Delivery Date
26 Feb 2009

Induction Date

Prev Model
CH-47D

Prev SN
84-24155

08-08044

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

24 Jul 2011

Transfer Date

08-08044, Boeing Vertol Tab Number unknown, U.S. Army Tab Number M8044, was a CH-47F helicopter. The U.S. Army acceptance date was 26 February 2009. The administrative strike date was July 2011. As of 1 July 2011, 08-08044 accumulated an unknown number of aircraft hours.

08-08044 was a new build airframe manufactured with used power train components (blades, engines and transmissions, etc.) and some hydraulic components.

08-08044 was initially assigned to B Company - "Colossal", 3rd General Support Aviation Battalion (GSAB), 10th Division, located at Fort Drum, New York.

In October 2010, 08-08044 deployed via STRATAIR to Afghanistan.

In July 2011, while performing a mission at night, 08-08044 was shot down.

08-08044, callsign " Big Apple 10", was operating in the Pech Valley outside of Nangarlam, Afghanistan. The assigned crew was CW2 Mike Brown, Pilot in Command (PC); CW2 Matthew Gerlitzki, Pilot (P); SGT John Colwell, Flight Engineer (FE); SPC Beth Ackey, Crew Chief (CE); and SGT Pedro Alvarado, Door Gunner (DG).

A John Deere Gator was added to the rear of the aircraft at the last minute as internal cargo. It became the death nail to 08-08044 as well as the saving grace for the crew.

As 08-08044 flew in the valley, it came under fire and was struck in the aft portion of the aircraft by a Rocket Propelled Grenade (RPG). The RPG hit the Gator, ruptured the fuel tank and ignited the fuel.

Due to the RPG striking the Gator and not the airframe, 08-08044 was able to safely land allowing all crew members and passengers to exit and survive the crash uninjured.

08-08044 was consumed by the post crash fire.

08-08044's sister ship, tail number unknown, was Chalk 2 for the mission. It was turned around by the Apache Weapons Team (AWT) who sent out the Fallen Angel call as soon as 08-08044 landed. The AWT came under heavy fire from multiple DshK (pronounced Dish-Ka - a Russian made .50 caliber machine gun) positions while they hunted and terminated the RPG team that had downed 08-08044.

The crew of 08-08044, along with eight passengers ran about 75 meters to the Forward Operating Base, formerly FOB Riascing - now ANA Base Nangarlam

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8045

08-08045

CH-47F

Delivery Date
28 Feb 2009

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24185

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8046

Delivery Date
27 Mar 2009

Induction Date

Prev Model
CH-47D

Prev SN
86-01648

08-08046

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Hood TX

Build
M8047

08-08047

CH-47F

Delivery Date
31 Mar 2009

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
85-24328

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8048

Delivery Date
24 Apr 2009

Induction Date

Prev Model
CH-47D

Prev SN
87-01675

08-08048

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

25 Jul 2010

Transfer Date

Engine failure/very hard landing. Crash occurred in Pul-e-Charkhi east of Kabul.

On 25 July 2010, Chinook helicopter 08-08048 suffered a catastrophic failure of the 4th turbine wheel in the number two engine while on short final to Camp Blackhorse in Kabul, Afghanistan. The aircraft was owned by B Company, 2nd General Support Aviation Battalion (GSAB), 4th Combat Aviation Brigade (B, 2-4 CAB) and operationally controlled (OPCON) to 4th Battalion, 4th Combat Aviation Brigade (4-4 CAB), Task Force Gambler and staffed a crew of six. 22 passengers and about 4000 pounds of cargo were on board at the time of the incident. One passenger sustained a broken arm and all other personnel sustained minor injuries (bumps and bruises). The aircraft was a total loss. 08-08048 was shipped back to Florida for utilization as a non-destructive inspection (NDI) training aid in mid September.

Build
M8049

08-08049

CH-47F

Delivery Date
29 Apr 2009

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
86-01652

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8050

Delivery Date
30 Apr 2009

Induction Date

Prev Model
CH-47D

Prev SN
86-01657

08-08050

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8051

08-08051

CH-47F

Delivery Date
30 May 2009

Induction Date

Prev Model
CH-47D

Prev SN
84-24163

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Wheeler AFB HI*

Loss Date

Transfer Date

Build
M8052

08-08052

CH-47F

Delivery Date
30 May 2009

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
87-00087

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8053

Delivery Date
30 Jul 2009

Induction Date

Prev Model
CH-47D

Prev SN
84-24165

08-08053

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8054

Delivery Date
29 Jul 2009

Induction Date

Prev Model
CH-47D

Prev SN
87-00081

08-08054

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8055

Delivery Date
31 Jul 2009

Induction Date

Prev Model
CH-47D

Prev SN
86-01655

08-08055

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8056

08-08056

CH-47F

Delivery Date
28 Aug 2009

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
86-01658

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8057

08-08057

CH-47F

Delivery Date
22 Aug 2009

Induction Date

Prev Model
CH-47D

Prev SN
86-01675



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Ft Hood TX

Loss Date

Transfer Date

Hard landing 19 Jun 2011

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8058

Delivery Date
21 Sep 2009

Induction Date

Prev Model
CH-47D

Prev SN
83-24109

08-08058

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8749

Delivery Date
08 Dec 2010

Induction Date

Prev Model

NB-49

Prev SN

08-08749

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Depot - Corpus Christi TX

Build
M8750

Delivery Date
23 Dec 2010

Induction Date

Prev Model

NB-50

Prev SN

08-08750

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Active - Katterbach*

Loss Date

Transfer Date

Build
M8751

Delivery Date
17 Dec 2010

Induction Date

Prev Model

NB-51

Prev SN

08-08751

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8752

Delivery Date
27 Jan 2011

Induction Date

Prev Model

NB-52

Prev SN

08-08752

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8753

Delivery Date
12 Feb 2011

Induction Date

Prev Model
NB-53

Prev SN

08-08753

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8754

Delivery Date
12 Feb 2011

Induction Date

Prev Model
NB-54

Prev SN

08-08754

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8755

Delivery Date
28 Feb 2011

Induction Date

Prev Model

NB-55

Prev SN

08-08755

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8757

Delivery Date
22 Mar 2011

Induction Date

Prev Model

NB-56

Prev SN

08-08756

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8756

08-08757

CH-47F

Delivery Date
18 Mar 2011

Combat Service

Induction Date

Converted To

Prev Model

NB-57

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8758

08-08758

CH-47F

Delivery Date
30 Mar 2011

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model

NB-58

Prev SN

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8759

Delivery Date
12 Apr 2011

Induction Date

Prev Model
NB-59

Prev SN

08-08759

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8760

Delivery Date
07 Apr 2011

Induction Date

Prev Model

NB-60

Prev SN

08-08760

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8761

Delivery Date
29 Apr 2011

Induction Date

Prev Model

NB-61

Prev SN

08-08761

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8762

Delivery Date
19 Apr 2011

Induction Date

Prev Model
NB-62

Prev SN

08-08762

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8763

Delivery Date
25 May 2011

Induction Date

Prev Model

NB-63

Prev SN

08-08763

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8764

Delivery Date
20 May 2011

Induction Date

Prev Model
NB-64

Prev SN

08-08764

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8765

Delivery Date
13 Jun 2011

Induction Date

Prev Model
NB-65

Prev SN

08-08765



CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8766

Delivery Date
21 Jun 2011

Induction Date

Prev Model
NB-66

Prev SN

08-08766

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8767

Delivery Date
28 Jun 2011

Induction Date

Prev Model
NB-67

Prev SN

08-08767

CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8768

Delivery Date
31 Jul 2011

Induction Date

Prev Model

NB-68

Prev SN

08-08768

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Windsor Locks CT

Build
M8769

Delivery Date
26 Jul 2011

Induction Date

Prev Model

NB-69

Prev SN

08-08769

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Windsor Locks CT

Build
M8770

Delivery Date
30 Jul 2011

Induction Date

Prev Model

NB-70

Prev SN

08-08770

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Windsor Locks CT

Build
M8771

Delivery Date
31 Aug 2011

Induction Date

Prev Model
NB-71

Prev SN

08-08771

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8772

Delivery Date
21 Sep 2011

Induction Date

Prev Model

NB-72

Prev SN

08-08772

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8773

Delivery Date
03 Oct 2011

Induction Date

Prev Model
NB-73

Prev SN

08-08773

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8774

Delivery Date
29 Sep 2011

Induction Date

Prev Model
NB-74

Prev SN

08-08774

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8775

Delivery Date
04 Oct 2011

Induction Date

Prev Model
NB-75

Prev SN

08-08775

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8776

Delivery Date
27 Oct 2011

Induction Date

Prev Model
NB-76

Prev SN

08-08776

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8777

Delivery Date
29 Oct 2011

Induction Date

Prev Model
NB-77

Prev SN

08-08777

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8059

09-08059

CH-47F

Delivery Date
17 Feb 2010



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Induction Date

Prev Model
YCH-47F

Prev SN
98-00011

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

09-08059 was converted from the YCH-47F prototype (EMD aircraft) 98-00011. 98-00011 was one of the three prototype F model aircraft.

Build
M8060

Delivery Date
12 Feb 2010

Induction Date

Prev Model
CH-47D

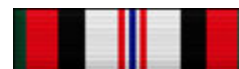
Prev SN
85-24843

09-08060

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Build
M8061

09-08061

CH-47F

Delivery Date
08 Mar 2010

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
88-00078

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8062

09-08062

CH-47F

Delivery Date
08 Apr 2010

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
85-24339

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8063

Delivery Date
27 Apr 2010

Induction Date

Prev Model
CH-47D

Prev SN
82-23765

09-08063

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Redstone Arsenal AL

Build
M8064

Delivery Date
12 May 2010

Induction Date

Prev Model
CH-47D

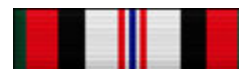
Prev SN
86-01649

09-08064

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8065

Delivery Date
10 Jun 2010

Induction Date

Prev Model
CH-47D

Prev SN
84-24153

09-08065

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8066

Delivery Date
08 Jul 2010

Induction Date

Prev Model
CH-47D

Prev SN
84-24182

09-08066

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8067

09-08067

CH-47F

Delivery Date
02 Aug 2010

Induction Date

Prev Model
CH-47D

Prev SN
85-24333



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8068

Delivery Date
02 Sep 2010

Induction Date

Prev Model
CH-47D

Prev SN
85-24350

09-08068



CH-47F

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Wheeler AFB HI*

Build
M8069

Delivery Date
15 Sep 2010

Induction Date

Prev Model
CH-47D

Prev SN
88-00074

09-08069

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Wheeler AFB HI

Build
M8070

Delivery Date
01 Oct 2010

Induction Date

Prev Model
CH-47D

Prev SN
89-00175

09-08070

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8071

Delivery Date
13 Oct 2010

Induction Date

Prev Model
CH-47D

Prev SN
85-24330

09-08071

CH-47F



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Katterbach*

Build
M8072

Delivery Date
29 Oct 2010

Induction Date

Prev Model
CH-47D

Prev SN
85-24369

09-08072

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Build
M8073

09-08073

CH-47F

Delivery Date
13 Dec 2010

Combat Service

Induction Date

Converted To

Prev Model
YCH-47F

Induction Date

Prev SN
98-00012

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bliss TX

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8778

Delivery Date
31 Oct 2011

Induction Date

Prev Model
NB-78

Prev SN

09-08778

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8779

Delivery Date
02 Dec 2011

Induction Date

Prev Model
NB-79

Prev SN

09-08779

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Birmingham AL

Build
M8780

Delivery Date
14 Dec 2011

Induction Date

Prev Model

NB-80

Prev SN

09-08780

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Savannah GA

Build
M8781

Delivery Date
23 Dec 2011

Induction Date

Prev Model

NB-81

Prev SN

09-08781

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Savannah GA

Build
M8782

09-08782

CH-47F

Delivery Date
27 Dec 2011

Combat Service

Induction Date

Converted To

Prev Model

NB-82

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8783

Delivery Date
29 Dec 2011

Induction Date

Prev Model

NB-83

Prev SN

09-08783

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8784

Delivery Date
25 Jan 2012

Induction Date

Prev Model

NB-84

Prev SN

09-08784

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8785

Delivery Date
31 Jan 2012

Induction Date

Prev Model

NB-85

Prev SN

09-08785

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8786

Delivery Date
03 Feb 2012

Induction Date

Prev Model

NB-86

Prev SN

09-08786

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8787

Delivery Date
06 Mar 2012

Induction Date

Prev Model

NB-87

Prev SN

09-08787

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Savannah GA

Build
M8788

Delivery Date
27 Feb 2012

Induction Date

Prev Model

NB-88

Prev SN

09-08788

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8789

09-08789

CH-47F

Delivery Date
10 Mar 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-89

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - Birmingham AL

Build
M8790

09-08790

CH-47F

Delivery Date
19 Mar 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-90

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8791

09-08791

CH-47F

Delivery Date
15 Mar 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-91

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8792

09-08792

CH-47F

Delivery Date
07 Apr 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-92

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8793

09-08793

CH-47F

Delivery Date
29 Mar 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-93

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8794

09-08794

CH-47F

Delivery Date
30 Mar 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-94

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Campbell KY

Build
M8795

Delivery Date
12 Apr 2012

Induction Date

Prev Model

NB-95

Prev SN

09-08795

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Drum NY

Build
M8796

Delivery Date
23 Apr 2012

Induction Date

Prev Model

NB-96

Prev SN

09-08796

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8797

09-08797

CH-47F

Delivery Date
14 May 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-97

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active

100th F model

Build
M8798

Delivery Date
30 Apr 2012

Induction Date

Prev Model

NB-98

Prev SN

09-08798

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Savannah GA

Build
M8799

09-08799

CH-47F

Delivery Date
11 May 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-99

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - Savannah GA

Build
M8800

Delivery Date
23 May 2012

Induction Date

Prev Model

NB-100

Prev SN

09-08800

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Birmingham AL

Build
M8822

Delivery Date
19 Oct 2012

Induction Date

Prev Model
NB-122

Prev SN

09-08822

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE

Build
M8823

09-08823

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-123

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8824

09-08824

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-124

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8825

09-08825

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-125

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8826

09-08826

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-126

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8827

09-08827

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-127

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8828

09-08828

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-128

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8829

09-08829

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-129

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8074

10-08074

CH-47F

Delivery Date
10 Feb 2011

Induction Date

Prev Model
CH-47D

Prev SN
89-00164



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8075

10-08075

CH-47F

Delivery Date
30 Mar 2011

Induction Date

Prev Model
CH-47D

Prev SN
86-01669



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Bragg NC*

Build
M8076

Delivery Date
18 May 2011

Induction Date

Prev Model
CH-47D

Prev SN
85-24331

10-08076

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Indiantown Gap PA

Build
M8077

10-08077

CH-47F

Delivery Date
10 Jun 2011

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
87-00083

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8078

Delivery Date
27 Jun 2011

Induction Date

Prev Model
CH-47D

Prev SN
86-01661

10-08078

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Winsor Locks CT

Build
M8079

10-08079

CH-47F

Delivery Date
01 Jul 2011

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
89-00157

Serial Number

Status

Loss Date

Transfer Date

Guard - Winsor Locks CT

Build
M8080

Delivery Date
21 Jul 2011

Induction Date

Prev Model
CH-47D

Prev SN
84-24176

10-08080

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Winsor Locks CT

Build
M8081

10-08081

CH-47F

Delivery Date
23 Aug 2011

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
87-00085

Serial Number



Status

Loss Date

Transfer Date

Guard - Birmingham AL

Build
M8082

Delivery Date
10 Sep 2011

Induction Date

Prev Model
CH-47D

Prev SN
85-24353

10-08082

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8083

Delivery Date
28 Sep 2011

Induction Date

Prev Model
CH-47D

Prev SN
85-24323

10-08083

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8084

10-08084

CH-47F

Delivery Date
16 Nov 2011

Induction Date

Prev Model
CH-47D

Prev SN
89-00164



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Wainwright AK

Build
M8085

10-08085

CH-47F

Delivery Date
23 Nov 2011

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
89-00154

Serial Number

Status

Loss Date

Transfer Date

Guard - Savannah GA

Build
M8086

10-08086

CH-47F

Delivery Date
09 Dec 2011

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
86-01662

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M8087

Delivery Date
09 Dec 2011

Induction Date

Prev Model
YCH-47F

Prev SN
03-08003

10-08087

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - Birmingham AL

Build
M8801

10-08801

CH-47F

Delivery Date
31 May 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-101

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8802

Delivery Date
31 May 2012

Induction Date

Prev Model
NB-102

Prev SN

10-08802

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8803

Delivery Date
11 Jul 2012

Induction Date

Prev Model
NB-103

Prev SN

10-08803

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8804

Delivery Date
29 Jun 2012

Induction Date

Prev Model
NB-104

Prev SN

10-08804

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8805

Delivery Date
28 Jun 2012

Induction Date

Prev Model
NB-105

Prev SN

10-08805

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8806

Delivery Date
26 Jun 2012

Induction Date

Prev Model
NB-106

Prev SN

10-08806

CH-47F

Combat Service

Converted To

Induction Date

Serial Number



Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8807

Delivery Date
10 Jul 2012

Induction Date

Prev Model
NB-107

Prev SN

10-08807

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8808

Delivery Date
18 Jul 2012

Induction Date

Prev Model
NB-108

Prev SN

10-08808

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8809

Delivery Date
24 Jul 2012

Induction Date

Prev Model
NB-109

Prev SN

10-08809

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Sold to United Arab Emirates

Loss Date

Transfer Date

15 Oct 2012

10-08809 and 10-08810 diverted to UAE as tail numbers 2501 and 2502

Build
M8809

10-08810

CH-47F

Delivery Date
21 Aug 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-110

Induction Date

Prev SN

Serial Number



Status

Sold to United Arab Emirates

Loss Date

Transfer Date

15 Oct 2012

10-08809 and 10-08810 diverted to UAE as tail numbers 2501 and 2502

Build
M8811

10-08811

CH-47F

Delivery Date
02 Aug 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-111

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8812

10-08812

CH-47F

Delivery Date
15 Aug 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-112

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8813

10-08813

CH-47F

Delivery Date
21 Aug 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-113

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8814

10-08814

CH-47F

Delivery Date
23 Aug 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-114

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8815

10-08815

CH-47F

Delivery Date
29 Aug 2012

Combat Service

Induction Date

Converted To

Prev Model

NB-115

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8816

Delivery Date
20 Sep 2012

Induction Date

Prev Model
NB-116

Prev SN

10-08816

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8817

Delivery Date
17 Sep 2012

Induction Date

Prev Model
NB-117

Prev SN

10-08817

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8818

Delivery Date
20 Sep 2012

Induction Date

Prev Model
NB-118

Prev SN

10-08818

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8819

Delivery Date
27 Sep 2012

Induction Date

Prev Model
NB-119

Prev SN

10-08819

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE/CO

Build
M8820

Delivery Date
12 Oct 2012

Induction Date

Prev Model
NB-120

Prev SN

10-08820

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE/CO

Build
M8821

Delivery Date
19 Oct 2012

Induction Date

Prev Model
NB-121

Prev SN

10-08821

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE/CO

Build
M8088

11-08088

CH-47F

Delivery Date
25 Jan 2012

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
86-01671

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8089

11-08089

CH-47F

Delivery Date
29 Feb 2012

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
86-01677

Serial Number

Status

Loss Date

Transfer Date

Active - Hunter AAF GA

Build
M8090

11-08090

CH-47F

Delivery Date
24 Mar 2012

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
90-00181

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M8091

Delivery Date
30 Apr 2012

Induction Date

Prev Model
CH-47D

Prev SN
89-00159

11-08091

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Rucker AL

Build
M8092

11-08092

CH-47F

Delivery Date
31 May 2012

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24179

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8093

Delivery Date
29 Jun 2012

Induction Date

Prev Model
CH-47D

Prev SN
92-00291

11-08093

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8094

Delivery Date
18 Jul 2012

Induction Date

Prev Model
CH-47D

Prev SN
88-00076

11-08094

CH-47F



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active - Ft Riley KS

Build
M8095

11-08095

CH-47F

Delivery Date
15 Aug 2012

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
88-00101

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8096

Delivery Date
28 Sep 2012

Induction Date

Prev Model
CH-47D

Prev SN
87-00082

11-08096

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - IA/MN

Build
M8097

Delivery Date
10 Oct 2012

Induction Date

Prev Model
CH-47D

Prev SN
86-01656

11-08097

CH-47F

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Guard - NE/CO

Build
M8098

11-08098

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

CH-47D

Prev SN

Serial Number

86-01673

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8830

11-08830

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-130

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8831

11-08831

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-131

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8832

11-08832

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-132

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8833

11-08833

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-133

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8834

11-08834

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-134

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8835

11-08835

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-135

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8836

11-08836

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-136

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8837

11-08837

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-137

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8838

11-08838

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-138

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8839

11-08839

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-139

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8840

11-08840

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-140

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8841

11-08841

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-141

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8842

11-08842

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-142

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8843

11-08843

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-143

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8844

11-08844

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-144

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8845

11-08845

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-145

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8846

11-08846

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-146

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8847

11-08847

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-147

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8848

11-08848

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-148

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8849

11-08849

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-149

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8850

11-08850

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-150

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8851

11-08851

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-151

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8852

11-08852

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-152

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8853

11-08853

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-153

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8855

09-08855

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-155

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8856

09-08856

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-156

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8854

11-08854

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-154

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8099

12-08099

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Induction Date

Prev SN

86-01672

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8100

12-08100

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
85-24347

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8101

12-08101

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

CH-47D

Prev SN

Serial Number

86-01667

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8102

12-08102

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Induction Date

Prev SN

91-00241

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8103

12-08103

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
91-00264

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8104

12-08104

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

CH-47D

Prev SN

Serial Number

90-00199

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8105

12-08105

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Induction Date

Prev SN

89-00155

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8106

12-08106

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

CH-47D

Prev SN

Serial Number

85-24327

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8107

12-08107

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Induction Date

Prev SN

91-00242

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8108

12-08108

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Induction Date

Prev SN

87-00112

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8109

12-08109

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
87-00096

Serial Number

Status

Loss Date

Transfer Date

In Production

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8110

12-08110

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

Induction Date

CH-47D

Prev SN

Serial Number

84-24178

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8111

12-08111

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24167

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8112

12-08112

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8113

12-08113

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

CH-47D

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 10

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8857

12-08857

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-157

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8858

12-08858

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-158

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Build
M8859

12-08859

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-159

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8860

12-08860

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-160

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8861

12-08861

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-161

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8862

12-08862

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-162

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8863

12-08863

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-163

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8864

12-08864

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-164

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8865

12-08865

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-165

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Build
M8866

12-08866

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-166

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8867

12-08867

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-167

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8868

12-08868

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-168

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8869

12-08869

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-169

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8874

12-08874

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-170

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8875

12-08875

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-171

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8876

12-08876

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-172

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8877

12-08877

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-173

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8878

12-08878

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-174

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8879

12-08879

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-175

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8880

12-08880

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-176

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8881

12-08881

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-177

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8882

12-08882

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-178

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8883

12-08883

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-179

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8884

12-08884

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-180

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8885

12-08885

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-181

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8886

12-08886

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-182

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8887

12-08887

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-183

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8888

12-08888

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-184

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Build
M8400

12-08400

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-185

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M8401

12-08401

CH-47F

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

NB-186

Induction Date

Prev SN

Serial Number

Status

Loss Date

Transfer Date

Lot 11

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3014

Delivery Date
26 May 1983

Induction Date

Prev Model
CH-47A

Prev SN
66-19049

82-23763

MH-47D

Combat Service

Converted To

CH-47F

Induction Date
6 Sep 2005

Serial Number
05-08014

Status

Loss Date

Transfer Date

Inducted to F Model Program

Build
M3040

83-24110

MH-47D

Delivery Date
13 Jul 1984

Combat Service

Induction Date

Converted To

Prev Model
CH-47A

Induction Date

Prev SN
64-13111

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Panama]

12 Jun 1990

83-24110, Boeing D model kit number M3040, was a CH-47D helicopter, later modified to an MH-47D. As of 16 July 1990, 83-24110 had accumulated 1,273.5 D model hours and 4,792.9 total aircraft hours. 83-24110 was a conversion from the original A model Chinook 64-13111. On 12 April 1983, 83-24110 was inducted into the D model program, converted, and initially assigned to the 160th Special Operations Aviation Regiment (SOAR) - "Nightstalkers", United States Army Special Operations Command (USASOC), Fort Campbell, Kentucky.

On 12 June 1990, 83-24110, while assigned to Fort Campbell, MH-47D 83-24110 crashed. While operating in Panama, the aircraft contacted the ground in a 90-degree left yaw during an aided night approach (under night vision goggles [NVGs]) to a beach landing area. The entire crew experienced a brown-out condition prior to ground impact. The aircraft rolled onto its right side, pinning the crew chief who had been ejected through the cabin door. He sustained an incomplete green-stick fracture of the lower right fibula. The pilots and the other crewmembers egressed unassisted. They were not injured. There is one report that the aircraft was to be transported by barge and ditched in Panama Bay to become the foundation for a reef.

Build
M3048

Delivery Date
31 Oct 1984

Induction Date

Prev Model
CH-47C

Prev SN
70-15010

83-24118



Status

Inducted to F Model Program

MH-47D

Combat Service

Converted To

CH-47F

Induction Date
3 May 2005

Serial Number
05-08010

Loss Date

Transfer Date

Build
M3112

Delivery Date
30 Apr 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19071

85-24342

MH-47D

Combat Service

Converted To

MH-47G

Induction Date
22 Dec 2004

Serial Number
06-03765

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3130

Delivery Date
02 Sep 1986

Induction Date

Prev Model
CH-47A

Prev SN
66-19018

85-24360

MH-47D

Combat Service

Converted To

MH-47G

Induction Date
3 May 2005

Serial Number
06-03768

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3131

Delivery Date
30 Aug 1986

Induction Date

Prev Model
CH-47C

Prev SN
68-16021

85-24361

MH-47D

Combat Service

Converted To

MH-47G

Induction Date
8 Nov 2006

Serial Number
06-03767

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3137

Delivery Date
17 Oct 1986

Induction Date

Prev Model
CH-47A

Prev SN
65-08010

85-24367



Status

MH-47D

Combat Service

Converted To

CH-47F

Induction Date
15 Jun 2005

Serial Number
05-08011

Loss Date

Transfer Date

Inducted to F Model Program

65-08010 accumulated 3,692.7 aircraft hours. At some point, 65-08010 was assigned an unknown unit. On 6 November 1985, 65-08010 was inducted into the D model program and converted to MH-47D 85-24367. In approximately 2006, the airframe was saved from destruction and has been "restored" as a training aid for the Boeing Fire Department at Ridley Park, PA

Build
M3140

Delivery Date
31 Oct 1986

Induction Date

Prev Model
CH-47A

Prev SN
64-13137

86-01635

MH-47D

Combat Service

Converted To

CH-47F

Induction Date
24 Jun 2005

Serial Number
05-08012

Status

Loss Date

Transfer Date

Inducted to F Model Program

***The airframe, after induction to the F Model program, was relocated to Sierra Army Depot, Herlong, NV

86-01635, Boeing D model kit number M3140, was a CH-47D helicopter, later modified to an MH-47D. The U.S. Army acceptance date was 31 October 1986. As of 22 June 1998,

86-01635 had accumulated 1,893.7 D model hours and 5,222.9 total aircraft hours. 86-01635 was a conversion from the original A model Chinook 64-13137. On 27 November 1985, 86-01635 was inducted into the D model program, converted, and initially assigned to Fort Campbell, Kentucky. As of 1 January 2002, this aircraft was 36.5 years old. As of 31 October 1986, the last known location of 86-01635 was Fort Campbell, Kentucky. Aircraft status: Unknown.

Build
M3285

Delivery Date
17 Jan 1990

Induction Date

Prev Model
CH-47C

Prev SN
69-17106

89-00131

MH-47D

Combat Service

Converted To

MH-47G

Induction Date
24 Jan 2007

Serial Number
06-03766

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3300

Delivery Date
26 Apr 1990

Induction Date

Prev Model
CH-47C

Prev SN
70-15031

89-00146

MH-47D

Combat Service



Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

25 Jun 2005

Transfer Date

An American MH-47D Chinook helicopter, 89-00146, has been destroyed by fire in southeast Afghanistan, US military said. The incident, which happened late Wednesday, was caused by hostile fire. The aircraft crashed west of Asadabad in Kunar province after being hit by a rocket propelled grenade (RPG), while flying into eastern Afghanistan to rescue a SEAL team surrounded by 25 to 50 Taliban. Coalition forces believe the aircraft caught fire after landing in difficult conditions in Spin Boldak, near the border with Pakistan. Thirty one people, including six US troops and 25 Afghans, 16 personnel perished in the crash.

Build
M3314

Delivery Date
27 Jul 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18500

89-00160

MH-47D

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

7 Oct 2005

Transfer Date

An MH-47D Chinook helicopter, 89-00160, of the 160th Special Operations Aviation Regiment was destroyed in an accident 7 Oct 2005, but all crew members emerged virtually unscathed. The helicopter went down at about 8.30 p.m. during a combat operation in the Kunar province in eastern Afghanistan. "Initial indications are it was an engine malfunction which caused the aircraft to make a hard landing," said Lt. Col. Jerry O'Hara, spokesman for Coalition and Joint Task Force 76 at Bagram air base, in an interview. As the twin-rotored helicopter was landing, "the aircraft shifted its balance and a rotor blade hit the ground, causing the aircraft to roll over," he said. The aircraft became unstable during a pinnacle landing and overturned onto its right side and descended down the slope. A fire quickly ensued. However, all crew members onboard were able to exit the wreckage with various injuries. Reports indicate the aircraft was completely destroyed.

Build
M3315

Delivery Date
31 Jul 1990

Induction Date

Prev Model
CH-47C

Prev SN
67-18532

89-00161



Status

Converted to G Model

MH-47D

Combat Service

Converted To

MH-47G

Induction Date
6 Mar 2006

Serial Number
06-03764

Loss Date

Transfer Date

Build
M3258

88-00267

MH-47E

Delivery Date
10 May 1991

Combat Service

Induction Date

Converted To

MH-47G

Prev Model
CH-47C

Induction Date
19 Sep 2007

Prev SN
68-15838

Serial Number
07-03771

Status

Loss Date

Transfer Date

Converted to G Model

68-15838 was remanufactured as YMH-47E 88-00084 and then reseried as 88-00267

There was no 88-00084 produced. 68-15838 almost became CH-47D 88-00084 (M3258). While in the production line this aircraft was selected to become the prototype YMH-47E and the tail number became 88-00267.

This MH-47E airframe was shipped to TAPO to hold in reserve. The airframe from 84-24173 [M3077] (which was inducted into the F model program) was actually used for the conversion to MH-47G 07-03771

Build
M3701

Delivery Date
08 Jan 1994

Induction Date

Prev Model
CH-47C

Prev SN
68-16003

90-00414



MH-47E

Combat Service

Converted To

MH-47G

Induction Date
13 Mar 2009

Serial Number
09-03784

Status

Loss Date

Transfer Date

Converted to G Model

Build
M3702

Delivery Date
14 Sep 1993

Induction Date

Prev Model
CH-47C

Prev SN
76-22681

91-00496

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
4 Aug 2008

Serial Number
08-03779

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3703

91-00497

MH-47E

Delivery Date
21 Oct 1993

Induction Date

Prev Model
CH-47C

Prev SN
74-22289

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

11 Jun 2006

Transfer Date

Damaged beyond repair during emergency landing in Helmand province believed following hits from small arms fire. Aircraft subsequently destroyed by coalition airstrike.

Build
M3704

Delivery Date
29 Mar 1994

Induction Date

Prev Model
CH-47C

Prev SN
74-22288

91-00498



Status

Converted to G Model

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
31 Jan 2009

Serial Number
08-03775

Loss Date

Transfer Date

OEF/Shot Down/10 Jul 06

Build
M3705

Delivery Date
17 May 1994

Induction Date

Prev Model
CH-47C

Prev SN
68-16005

91-00499

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
26 Jan 2009

Serial Number
09-03783

Status

Converted to G Model

Loss Date

Transfer Date

E Model Prototype

Build
M3706

Delivery Date
18 May 1994

Induction Date

Prev Model
CH-47C

Prev SN
74-22277

91-00500

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
9 Sep 2007

Serial Number
07-03772

Status

Loss Date

Transfer Date

Converted to G Model

91-00500 at Atlanta Raceway offloading the pace car.

Build
M3707

Delivery Date
03 Jun 1994

Induction Date

Prev Model
CH-47C

Prev SN
74-22281

91-00501

MH-47E

Combat Service

Converted To

Induction Date
24 Nov 2009

Serial Number
XX-03788



Status

Loss Date

Transfer Date

E Model Shell/Pending G Model Upgrade

91-00501 delivering the pace car for the Golden Coral 500 at Atlanta Motor Speedway on 14 March 2004.

Build
M3708

Delivery Date
10 Jun 1994

Induction Date

Prev Model
CH-47C

Prev SN
70-15007

92-00400



Status

Converted to G Model

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
15 Jul 2009

Serial Number
09-03786

Loss Date

Transfer Date

Build
M3709

Delivery Date
14 Jun 1994

Induction Date

Prev Model
CH-47C

Prev SN
70-15029

92-00401

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
16 Sep 2009

Serial Number
09-03787

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3710

Delivery Date
20 Jul 1994

Induction Date

Prev Model
CH-47C

Prev SN
74-22276

92-00402

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
21 Aug 2008

Serial Number
08-03780

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3711

Delivery Date
08 Feb 1994

Induction Date

Prev Model
CH-47C

Prev SN
70-15030

92-00403

MH-47E

Combat Service

Converted To

Induction Date
2 Mar 2010

Serial Number
XX-03789

Status

E Model Shell/Pending G Model Upgrade

Loss Date

Transfer Date

Build
M3712

Delivery Date
17 Aug 1994

Induction Date

Prev Model
CH-47C

Prev SN
74-22284

92-00464

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
12 Jun 2007

Serial Number
06-03770

Status

Loss Date

Transfer Date

Converted to G Model

This E model airframe was shipped to TAPO for future use. The fuselage from 85-24363 (M3133) was used for the conversion to MH-47G 06-03770

Build
M3713

Delivery Date
19 Aug 1994

Induction Date

Prev Model
CH-47C

Prev SN
76-22677

92-00465

MH-47E

Combat Service

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [US]

Loss Date

7 Mar 1996

Transfer Date

92-00465, Boeing E model kit number M3713, was a MH-47E helicopter. The U.S. Army acceptance date was 19 August 1994. As of 7 March 1996, 92-00465 had accumulated at least

489.0 E model hours and 2,647.0 total aircraft hours. 92-00465 was a conversion from the original C model Chinook 76-22677. On 20 March 1992, 92-00465 was inducted into the E model program, converted, and initially scheduled for assignment to the 160th Special Operations Aviation Regiment (SOAR) - "Nightstalkers", located at Fort Campbell, Kentucky. On 7 March 1996, 92-00465 was lost due to an accident. Shortly after the crew filed for and received an instrument flight rules clearance in instrument meteorological conditions, 92-00465 crashed out of control from approximately 4,000 feet mean sea level (MSL) (3,400 feet above ground level (AGL)). The aircraft was totally destroyed in the impact and post crash fire. All five crew members sustained fatal injuries.

Water Entry Caused MH-47 Accident February 1998

Investigation into the 1996 crash of a US Army MH-47E operated by the 160th Special Operations Aviation Regiment at Fort Campbell, Kentucky, found the likely cause to be loss of electrical power due to the presence of water in the helicopters primary power distribution panels (PDPs). The helicopter was returning from a night vision goggle (NVG) flight when it requested IFR clearance to perform an instrument approach. Approach Control directed a 15 degree right turn to the crew; the radar controller noted that the helicopter tightened its turn radius and passed its assigned heading. Controllers then lost contact with the MH-47E, which was found crashed shortly thereafter.

Investigators determined that heavy precipitation, helicopter washing, or extended overwater operations can result in water leaking into the cockpit area and entering the power distribution panels. This causes certain circuit breakers, known as gang bars (3 circuit breakers connected together), to short -- resulting in either partial or complete loss of electrical power to primary flight instruments.

Since the accident, changes have been made to protect PDPs from water intrusion by installing a plastic cover over the PDP gang bars.

Build
M3714

Delivery Date
29 Sep 1994

Induction Date

Prev Model
CH-47C

Prev SN
74-22285

92-00466

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
19 Oct 2007

Serial Number
07-03774

Status

Loss Date

Transfer Date

Converted to G Model

Crash/accident/7 Mar 1966/Ft Campbell On 7 March 1996, 92-00465 was lost due to an accident. Shortly after the crew filed for and received an instrument flight rules clearance in instrument meteorological conditions, 92-00465 crashed out of control from approximately 4,000 feet mean sea level (MSL) (3,400 feet above ground level (AGL)). The aircraft was totally destroyed in the impact and post crash fire. All five crew members sustained fatal injuries. Investigation into the 1996 crash of a US Army MH-47E operated by the 160th Special Operations Aviation Regiment at Fort Campbell, Kentucky, found the likely cause to be loss of electrical power due to the presence of water in the helicopters primary power distribution panels (PDPs). The helicopter was returning from a night vision goggle (NVG) flight when it requested IFR clearance to perform an instrument approach. Approach Control directed a 15 degree right turn to the crew; the radar controller noted that the helicopter tightened its turn radius and passed its assigned heading. Controllers then lost contact with the MH-47E, which was found crashed shortly thereafter. Investigators determined that heavy precipitation, helicopter washing, or extended overwater operations can result in water leaking into the cockpit area and entering the power distribution panels. This causes certain circuit breakers, known as gang bars (3 circuit breakers connected together), to short -- resulting in either partial or complete loss of electrical power to primary flight instruments.

Build
M3715

Delivery Date
19 Oct 1994

Induction Date

Prev Model
CH-47C

Prev SN
79-23396

92-00467

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
25 Nov 2008

Serial Number
09-03782

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3716

Delivery Date
11 Jul 1994

Induction Date

Prev Model
CH-47C

Prev SN
76-22679

92-00468



Status

Converted to G Model

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
9 Jul 2008

Serial Number
08-03778

Loss Date

Transfer Date

Photo: cockpit circa 2004

Build
M3717

Delivery Date
20 Dec 1994

Induction Date

Prev Model
CH-47C

Prev SN
71-20946

92-00469

MH-47E

Combat Service

Converted To

Induction Date
1 Apr 2010

Serial Number
XX-03790

Status

Loss Date

Transfer Date

E Model Shell/Pending G Model Upgrade

Build
M3718

Delivery Date
30 Sep 1994

Induction Date

Prev Model
CH-47C

Prev SN
71-20950

92-00470



Status

Converted to G Model

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
24 Oct 2008

Serial Number
08-03781

Loss Date

Transfer Date

Build
M3719

92-00471

MH-47E

Delivery Date
28 Oct 1994

Combat Service

Induction Date

Converted To

Prev Model
CH-47C

Induction Date

Prev SN
69-17118

Serial Number

Status

Loss Date

Transfer Date

Accident/Destroyed [Phillipines]

21 Feb 2002

A/C made an "abrupt evasive maneuver" to avoid crashing into the lead A/C, lost control, and plunged nose down into the water at 180 mph, exploding on impact 150 mi. NE of Zamboanga.

Thursday, 21 February 2002, 8:44 PM ADST

MANILA - At least three of the 10 American soldiers on board a U.S. special forces helicopter which crashed in the sea in the southern Philippines on Friday were killed, police said.

A US army helicopter involved in anti-terrorism exercises in the Philippines exploded in mid-air and crashed into the sea Friday, a Filipino military spokesman said.

A senior police official, speaking on condition of anonymity, said three bodies were washed up on a beach near the crash site in the Bohol Strait, 410 miles south of Manila.

Television stations said at least three others were believed rescued by fishermen, but there was no independent confirmation of the reports. "Fishermen in the area heard a loud explosion and saw the helicopter plunge into the sea on fire," local military spokesman Captain Enrico Canaya said in a radio interview.

There was no immediate word on what happened to the others. Eight crew and two passengers were on board Chinook MH-47E helicopter, tail number 92-00471.

Build
M3720

Delivery Date
16 Nov 1994

Induction Date

Prev Model
CH-47C

Prev SN
85-24734

92-00472

MH-47E



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

17 Feb 2007

Transfer Date

17 February 2007: SHAHJOI, Afghanistan - A U.S. helicopter suffered a "sudden, unexplained loss of power" and crashed Sunday in southeastern Afghanistan, killing eight American troops, the military said. Fourteen people on board survived. A NATO spokesman denied the helicopter had been shot down, saying the pilot had radioed ahead to report engine problems. It was the deadliest U.S. crash in Afghanistan since last May. The CH-47 Chinook helicopter was carrying 22 U.S. service members under overcast skies when there was a "sudden, unexplained loss of power and control and crashed," U.S. military spokesman Lt. Col. David Accetta said. The 14 survivors suffered injuries and were air-lifted out of the area for medical treatment. Eleven of the 14 survivors were subsequently air-lifted by a C-17 Globemaster III aircraft to Germany for further treatment at Ramstein Air Base. An accompanying video, below, details the air lift operation. The helicopter crashed in the Shahjoi district of Zabul province, about 50 yards from the main highway between Kabul and Kandahar, and appeared to be destroyed and scattered in several pieces. The aircraft was about 300 feet above the ground when it experienced a sudden loss of power. The remains of the aircraft was quickly destroyed with explosives to prevent exploitation of the wreckage by enemy forces.

Build
M3721

Delivery Date
30 Dec 1994

Induction Date

Prev Model
CH-47C

Prev SN
79-23394

92-00473



Status

Converted to G Model

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
17 Aug 2007

Serial Number
07-03773

Loss Date

Transfer Date

Build
M3722

Delivery Date
14 Mar 1995

Induction Date

Prev Model
CH-47C

Prev SN
70-15015

92-00474

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
22 May 2009

Serial Number
09-03785

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3723

92-00475

MH-47E

Delivery Date
08 May 1995



Induction Date

Prev Model
CH-47C

Prev SN
71-20951

Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Destroyed by Enemy Action [OEF]

Loss Date

4 Mar 2002

Transfer Date

92-00475, Boeing E model kit number M3723, was a MH-47E helicopter. The U.S. Army acceptance date was 8 May 1995. As of 22 June 1998, 92-00475 had accumulated at least 26.4 E model hours and 2,545.4 total aircraft hours. 92-00475 was a conversion from the original C model Chinook 71-20951. On 25 August 1992, 92-00475 was inducted into the E model program, converted, and initially scheduled for assignment to the 160th Special Operations Aviation Regiment (SOAR) - "Nightstalkers", located at Fort Campbell, Kentucky. At some point (post 11 September 2001), 92-00475 was deployed to Afghanistan to conduct operations in support of the war on terrorism. On 4 March 2002, 92-00475 was shot down by ground fire [small arms and rocket propelled grenades (RPG)] while attempting a troop insertion on a mountain top. The airframe was later destroyed in place. As of 1 January 2002, this aircraft was 29.5 years old

Fierce Battle Produces Heroism

On A Legendary Scale By Sean D. Naylor, Times staff writer

ArmyTimes.com

April 18, 2002

BAGRAM AIR BASE, Afghanistan — They call it the Battle of Roberts Ridge.

The 15-hour firefight cost more American lives — seven — than any other engagement in the war against terrorism. It was named after the first American to die amidst the snowy, 10,000-foot mountains of eastern Afghanistan.

But so many troops performed with such extraordinary courage during that long night and day that it could just as easily have been named after any one of at least a dozen men. This is the story of that March 4 battle, and of one of those heroes.

It was approximately 3 a.m. March 4 when an MH-47E Chinook [92-00476], code name "Razor 3," approached Takhur Ghar mountain, known to U.S. forces as "Objective Ginger." The mountain dominates the southern end of the Shah-e-Kot Valley, and the dug-in al-Qaida forces there had proven impossible to dislodge in the 48 hours since U.S. troops had launched Operation Anaconda. A handful of Navy SEALs were riding in the back of the Chinook, moving to a position where they could observe a series of cave complexes in which al-Qaida fighters were concentrated. No place offered a more commanding view of the Anaconda battlefield than the top of Takhur Ghar.

But as the pilot from the 160th Special Operations Aviation Regiment brought the Chinook in to land, the helicopter was met with a fusillade of enemy machine gun and rocket-propelled fire that severed vital hydraulic lines. The pilot jerked the helicopter up and away without inserting the SEAL team.

It was only then that the crew realized that in the chaos one of the SEALs — Petty Officer 1st Class Neil Roberts — had fallen out of the helicopter.

With the controls seizing up, it was all the pilot could do to limp north about four miles to a safer, flatter part of the valley, where he put the helicopter down.

Back at the U.S. headquarters at this sprawling air base, the night crew in the operations center maneuvered a Predator unmanned aerial vehicle to monitor Roberts' movements. What they saw was profoundly disturbing. Within minutes of falling from the helicopter, Roberts was captured and taken away by al-Qaida guerrillas.

Maj. Gen. F.L. "Buster" Hagenbeck, the commander of all U.S. forces in Afghanistan, approved the urgent request from the remaining SEALs on Razor 3 to return and look for their buddy

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3724

Delivery Date
10 Apr 1995

Induction Date

Prev Model
CH-47C

Prev SN
71-20954

92-00476



Status

Converted to G Model

MH-47E

Combat Service



Afghanistan

Converted To

MH-47G

Induction Date
18 Mar 2008

Serial Number
08-03777

Loss Date

Transfer Date

.92-00476, on 28 January 2004 after work was accomplished to return the airframe to flyable status following the battle in Afghanistan

92-00476 was "Razor 3" in the same battle that 92-00475 ["Razor 1"] was destroyed. Razor 3 was recovered by a Mi-26 after a forced landing

92-00476 received damage - yet was still able to survive the encounter with the enemy - during the battle to take Takur Ghar [Objective Ginger]. It is understood that rocket propelled grenades (RPG) inflicted the damage on the left and right sides of the aircraft near the cockpit. Other photographs show bullet holes (marked in red) and electrical wiring damage.

Build
M3725

Delivery Date
16 May 1995

Induction Date

Prev Model
CH-47C

Prev SN
85-24743

92-00477

MH-47E

Combat Service

Converted To

MH-47G

Induction Date
22 Jan 2008

Serial Number
08-03776

Status

Converted to G Model

Loss Date

Transfer Date

Build
M3726

Delivery Date
19 May 2004

Induction Date

Prev Model
CH-47D

Prev SN
86-01678

00-02160

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Photo: 00-12160 landing at Opryland LZ prior to display at AAAA Convention 2009. Note that refueling boom is not installed. 00-02160 was the first/prototype G model

Build
M3727

Delivery Date
14 Apr 2005

Induction Date

Prev Model
CH-47D

Prev SN
85-24358

03-03727

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3728

03-03728

MH-47G

Delivery Date
28 Apr 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24152

Serial Number

Status

Loss Date

Transfer Date

Active

First Aircraft on contract DAAK50-84-C-0004 (36 aircraft buy)

Build
M3729

03-03729

MH-47G

Delivery Date
08 Oct 2004

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
85-24352

Serial Number



Status

Accident/Destroyed [US]

Loss Date

1 Jun 2006

Transfer Date

On 1 Jun 2006, 03-03729 clipped television station tower in rural Colquitt County and crashed enroute from Hunter AAF to Ft Rucker. This was the first MH-47FG to be lost. The remanufactured aircraft had accumulated 18.9 hours at the time of the crash.

Emerged from low cloud and struck 2000' television broadcast tower, crashed into cotton field near Doerun, GA and broke up. 4 killed, 1 injured.

Build
M3730

03-03730

MH-47G

Delivery Date
24 Nov 2004

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
85-04355

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3731

03-03731

MH-47G

Delivery Date
28 Dec 2004

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24161

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3732

03-03732

MH-47G

Delivery Date
26 Jan 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24106

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3733

03-03733

MH-47G

Delivery Date
16 Feb 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24116

Serial Number

Status

Loss Date

Transfer Date

Depot - Corpus Christi

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3734

03-03734

MH-47G

Delivery Date
24 Mar 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
82-23780

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3735

04-03735

MH-47G

Delivery Date
18 May 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
82-23774

Serial Number



Status

Loss Date

Transfer Date

Active

Build
M3736

Delivery Date
27 May 2005

Induction Date

Prev Model
CH-47D

Prev SN
82-23772

04-03736

MH-47G

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3737

04-03737

MH-47G

Delivery Date
20 Jun 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24171

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3738

04-03738

MH-47G

Delivery Date
30 Jun 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
85-24357

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3739

04-03739

MH-47G

Delivery Date
22 Jul 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-54102

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3740

Delivery Date
29 Jul 2005

Induction Date

Prev Model
CH-47D

Prev SN
85-24365

04-03740

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3741

04-03741

MH-47G

Delivery Date
31 Aug 2005

Induction Date

Prev Model
CH-47D

Prev SN
86-01636



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3742

04-03742

MH-47G

Delivery Date
31 Aug 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
86-01637

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3743

04-03743

MH-47G

Delivery Date
26 Sep 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
86-01679

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3744

04-03744

MH-47G

Delivery Date
30 Sep 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
87-00095

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3745

04-03745

MH-47G

Delivery Date
31 Oct 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
82-23773

Serial Number



Status

Loss Date

Transfer Date

Active

Photo: Opryland LZ AAAA Convention

Build
M3746

04-03746

MH-47G

Delivery Date
28 Oct 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
82-23770

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3747

04-03747

MH-47G

Delivery Date
28 Nov 2005

Induction Date

Prev Model
CH-47D

Prev SN
85-24356



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

26 Oct 2009

Transfer Date

26 Oct 09 Shot down in Badghis Province, Afganistan. Ten fatalities, 26 injured.

26 October 2009: AFGHANISTAN — A U.S. Army CH-47G Chinook helicopter, tail number 04-03747, crashed in Badghis province in the western portion of Afghanistan. Seven U.S. service members and three U.S. civilians were killed, according to an International Security Assistance Forces (ISAF) statement. 14 Afghan service members, 11 U.S. service members and one U.S. civilian were injured in the crash. The helicopter was returning from a raid on a compound, ISAF had said earlier, where a firefight had left more than a dozen insurgents dead. Crash was reportedly caused by brown-out conditions during takeoff at night

A/C crashed after departing a successful operation in Badghis province against anti-Afghan forces. Investigation pending.

Build
M3748

04-03748

MH-47G

Delivery Date
15 Dec 2005

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24180

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3749

Delivery Date
29 Dec 2005

Induction Date

Prev Model
CH-47D

Prev SN
85-24341

04-03749

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3750

Delivery Date
30 Dec 2005

Induction Date

Prev Model
CH-47D

Prev SN
85-24364

04-03750

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Depot - Corpus Christi

Build
M3751

Delivery Date
27 Feb 2006

Induction Date

Prev Model
CH-47D

Prev SN
82-23766

05-03751

MH-47G



Combat Service



Afghanistan

Converted To

Induction Date

Serial Number

Status

Accident/Destroyed [OEF]

Loss Date

13 May 2010

Transfer Date

Build
M3752

05-03752

MH-47G

Delivery Date
31 Mar 2006

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
81-23387

Serial Number



Status

Loss Date

Transfer Date

Active

Build
M3753

05-03753

MH-47G

Delivery Date
28 Feb 2006

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
81-23385

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3754

05-03754

MH-47G

Delivery Date
29 Apr 2006

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24112

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3755

Delivery Date
26 May 2006

Induction Date

Prev Model
CH-47D

Prev SN
83-24108

05-03755

MH-47G

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3756

Delivery Date
31 May 2006

Induction Date

Prev Model
CH-47D

Prev SN
85-24359

05-03756

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3757

Delivery Date
11 Jul 2006

Induction Date

Prev Model
CH-47D

Prev SN
81-23388

05-03757

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3758

05-03758

MH-47G

Delivery Date
28 Jul 2006

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
82-23762

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3759

05-03759

MH-47G

Delivery Date
31 Aug 2006

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
83-24117

Serial Number



Status

Loss Date

Transfer Date

Active

Build
M3760

05-03760

MH-47G

Delivery Date
11 Sep 2006

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
82-23779

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3761

Delivery Date
31 Oct 2006

Induction Date

Prev Model
CH-47D

Prev SN
82-23767

05-03761

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3762

05-03762

MH-47G

Delivery Date
12 Dec 2006

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
84-24160

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3763

06-03763

MH-47G

Delivery Date
01 Jun 2007

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
81-23386

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3764

Delivery Date
25 Jul 2007

Induction Date

Prev Model
MH-47D

Prev SN
89-00161

06-03764

MH-47G

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3765

06-03765

MH-47G

Delivery Date
29 Sep 2007

Combat Service

Induction Date

Converted To

Prev Model
MH-47D

Induction Date

Prev SN
85-24342

Serial Number

Status

Loss Date

Transfer Date

Active

D Model M3073 to be F Model M8019 became G model M3765

Build
M3766

06-03766

MH-47G

Delivery Date
27 Dec 2007

Combat Service

Induction Date

Converted To

Prev Model
MH-47D

Induction Date

Prev SN
89-00131

Serial Number

Status

Loss Date

Transfer Date

Active

D Model M3049 to be F Model M8020 became G Model M3766

Build
M3767

Delivery Date
20 Feb 2007

Induction Date

Prev Model
MH-47D

Prev SN
85-24361

06-03767

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3768

06-03768

MH-47G

Delivery Date
04 Dec 2008

Combat Service

Induction Date

Converted To

Prev Model
MH-47D

Induction Date

Prev SN
85-24360

Serial Number

Status

Loss Date

Transfer Date

Active

D Model M3068 to be F Model M8028 became G Model M3768

Build
M3769

07-03769

MH-47G

Delivery Date
14 Jun 2008

Combat Service

Induction Date

Converted To

Prev Model
CH-47D

Induction Date

Prev SN
82-23778

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3770

Delivery Date
09 Oct 2008

Induction Date

Prev Model
MH-47E

Prev SN
92-00464

07-03770

MH-47G

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3771

07-03771

MH-47G

Delivery Date
31 Oct 2008

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
88-00267

Serial Number

Status

Loss Date

Transfer Date

Active

D Model M3077 to be F Model M8031 became G Model M3771

Build
M3772

Delivery Date
30 Jun 2008

Induction Date

Prev Model
MH-47E

Prev SN
91-00500

07-03772

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3773

Delivery Date
30 Oct 2008

Induction Date

Prev Model
MH-47E

Prev SN
92-00473

07-03773

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

07003773 is the yellow aircraft (still in production) in the background behind the F models

Build
M3774

07-03774

MH-47G

Delivery Date
30 Nov 2008

Induction Date

Prev Model
MH-47E

Prev SN
92-00466



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3775

Delivery Date
31 Jan 2009

Induction Date

Prev Model
MH-47E

Prev SN
91-00498

08-03775

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3776

08-03776

MH-47G

Delivery Date
31 Mar 2009

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
92-00477

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3777

08-03777

MH-47G

Delivery Date
30 Jun 2009

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
92-00476

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3778

Delivery Date
31 Oct 2009

Induction Date

Prev Model
MH-47E

Prev SN
92-00468

08-03778

MH-47G



Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3779

08-03779

MH-47G

Delivery Date
30 Nov 2009

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
91-00496

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3780

08-03780

MH-47G

Delivery Date
31 Dec 2009

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
92-00402

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3781

08-03781

MH-47G

Delivery Date
28 Feb 2010

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
92-00470

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3782

08-03782

MH-47G

Delivery Date
31 May 2010

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
92-00467

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3783

Delivery Date
30 Jun 2010

Induction Date

Prev Model
MH-47E

Prev SN
91-00499

09-03783

MH-47G

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3784

09-03784

MH-47G

Delivery Date
31 Aug 2010

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
90-00414

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3785

Delivery Date
30 Sep 2010

Induction Date

Prev Model
MH-47E

Prev SN
92-00474

09-03785

MH-47G

Combat Service

Converted To

Induction Date

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3786

09-03786

MH-47G

Delivery Date
30 Nov 2010

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
92-00400

Serial Number

Status

Loss Date

Transfer Date

Active

Build
M3787

09-03787

MH-47G

Delivery Date
31 Dec 2010

Combat Service

Induction Date

Converted To

Prev Model
MH-47E

Induction Date

Prev SN
92-00401

Serial Number

Status

Loss Date

Transfer Date

Active

Note: GOLDBOOK and other data from the Vietnam War is at best, incomplete. Although CH-47 aircraft started arriving in country in September 1965, data entry did not start until October 1966. Also, it was normal to "transfer" an aircraft to various maintenance organizations for major repairs or phase inspection as well as bailment to organizations like Bell Helicopter. In many cases, the data will indicate locations like "Ft Worth" when, in fact, the aircraft was still in country and flying missions, particularly prior to 6610. Combat incident report dates frequently indicate aircraft activity before the GOLDBOOK entries.

Build
M3788

XX-03788

MH-47G

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Induction Date

Prev SN

91-00501

Serial Number

Status

Loss Date

Transfer Date

Pending Production

Build
M3789

XX-03789

MH-47G

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Induction Date

Prev SN

92-00403

Serial Number

Status

Loss Date

Transfer Date

Pending Production

Build
M3790

XX-03790

MH-47G

Delivery Date

Combat Service

Induction Date

Converted To

Prev Model

MH-47E

Induction Date

Prev SN

92-00469

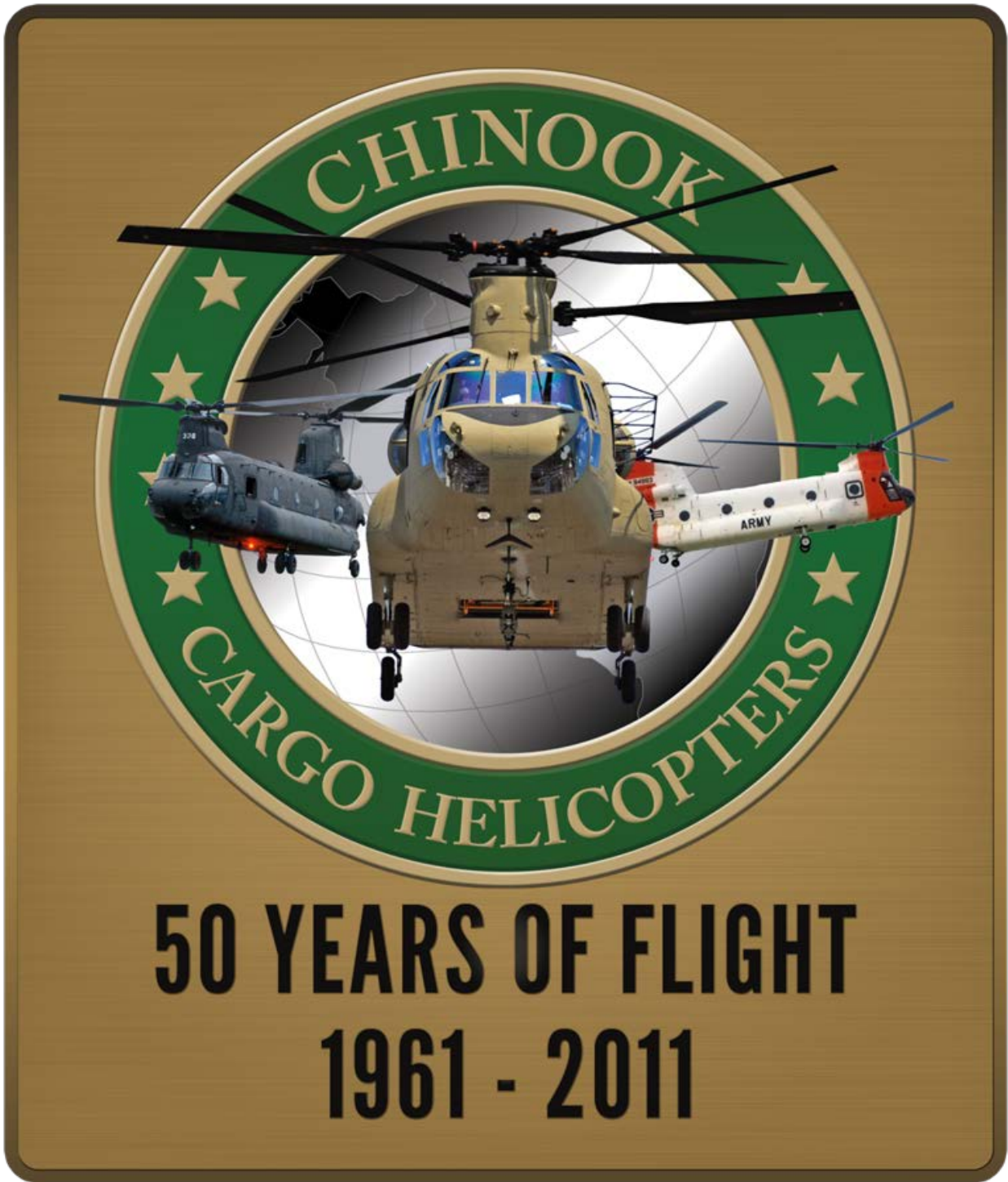
Serial Number

Status

Loss Date

Transfer Date

Pending Production



50 YEARS OF FLIGHT
1961 - 2011