

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.

- Feb 75 To New Cumberland for maintenance, and into storage at same location June 1975. 'Awaiting Disposal' from following month until December 1975 at least.
- 7 Jan 83 Having accumulated 2,407 flying hours as a CH-47A, inducted into CH-47D programme and rebuilt as CH-47D 83-24104, c/n M3034, as one of 472 of this model produced, many being conversions of earlier CH-47A/B/C models.
- 30 Jan 84 Rebuilt aircraft accepted by US Army. Initially scheduled for assignment to Fort Campbell, Kentucky.
- 22 Jun 98 By this date the aircraft had accumulated 1,765.7 flying hours as a -D model from a total including hours flown as a CH-47A of 4,172.7.
- Jan 2007 Remaining forward fuselage flown by USAF from USA to Osnabruck, and hence to RAF Mildenhall in a C-17, along with another CH-47 forward fuselage now in use at RAF Odiham as an escape trainer.
- 12 Jan 2007 Arrived by road at RAFM Hendon from Mildenhall.
- 6 Mar 2007 Moved into Historic Hangars.

Acquired as bare, unpainted shell, for fitting out later, and incorporation into Boeing sponsored helicopter exhibition, to serve as a walk-through exhibition.

Photos as acquired; RAF Museum News Summer 2006 p.3; Flypast May 2007 p.7.

- 18 July 2007 Exhibition opened. Replacements for numerous missing parts such as forward pylon, rotorhead and rotor blades provided by RAF during early 2007 and fitted in situ at Hendon, other parts being fabricated in the museum workshops at Hendon. The pylon fairings were taken from a wreck, and crew seats fabricated by the Odiham station workshop. Given colour scheme and code 'BN' on front of rotor pylon to represent the famous, and still serving, Falklands/Iraq RAF Chinook ZA718 'Bravo November' Exhibition photos - Flypast September 2007 p.4 and Britain at War Magazine April 2009 p.87.

From 2006, a large number of US Army CH-47Ds were remanufactured and upgraded to CH-47F standard, with digital glass cockpit, new engines and revised fuselage structure, this being one 'left-over' from this programme, which also includes new build airframes.

- 2 May 2018 Nose moved to former Milestones building for inclusion in new 'Age of Uncertainty' exhibition, opened May 2018.

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