

The following files are for reference only. They can assist the researcher in determining the disposition of the various CH-47 serial (tail) numbers. This list is not up-to-date, is not edited for error and may (probably does) contain information that is not entirely accurate. Use it at your own risk – but please do not use it as a source document to quote factual information (lest you look like a fool later on).

Enjoy

CH-47Ds of B Company, 159<sup>th</sup> Aviation Regiment

With the implementation of ULLS-A and the automation of aircraft historical logbooks we will lose the individual histories of the aircraft assigned to B Company. I have attempted to generate a brief history of our aircraft starting from their time of induction into the CH-47D conversion program. Information prior to CH-47D conversion was not available. The following information was compiled using Boeing Helicopter rebuild records and the historical records of assigned aircraft.

The Original 16 aircraft 1985-1986  
Delivered to 132<sup>nd</sup> Aviation Company (now B Company, 159<sup>th</sup> Aviation Regiment)

84-24165	CH-47A 64-13126 manufactured 21 April, 1965 converted to CH-47D 12 August, 1985 at 3553.7 hours Flew 105.4 combat hours during Desert Storm.	98 <sup>th</sup> CH-47 airframe 69 <sup>th</sup> CH-47D conversion
84-24167	CH-47C 67-18537 manufactured 1 July, 1968 converted to CH-47D 14 August, 1985 at 5475.3 hours Flew 153.7 combat hours during Desert Storm.	57 <sup>th</sup> 50 <sup>th</sup> CH-47 airframe 71 <sup>st</sup> CH-47D conversion
84-24168	CH-47A 64-13123 manufactured 24 March, 1965 converted to CH-47D 26 August, 1985 at 2611.4 hours Flew 104.2 combat hours during Desert Storm. Transferred out to operational readiness float account December, 1996.	95 <sup>th</sup> CH-47 airframe 72 <sup>nd</sup> CH-47D conversion
84-24169	CH-47A 65-7990 manufactured 1 March, 1966 converted to CH-47D 16 August, 1985 at 4022.4 hours Flew 106.4 combat hours during Desert Storm.	162 <sup>nd</sup> CH-47 airframe 73 <sup>rd</sup> CH-47D conversion
84-24176	CH-47A 66-19008 manufactured 10 November, 1966 converted to CH-47D 17 August, 1985 at 4490.5 hours Flew 110.7 combat hours during Desert Storm	266 <sup>th</sup> CH-47 airframe 80 <sup>th</sup> CH-47D conversion
84-24177	CH-47C 71-20947 manufactured 17 April, 1972 converted to CH-47D 17 October, 1985 at 1588.7 hours Destroyed in Southwest Asia during Desert Storm. While flying just after dusk aircraft struck microwave tower. 4 fatalities.	681 <sup>st</sup> CH-47 airframe 81 <sup>st</sup> CH-47D conversion
84-24178	CH-47A 64-13119 manufactured 2 March, 1965 converted to CH-47D 22 October, 1985 at 3927.2 hours Flew 132.8 combat hours during Desert Storm.	91 <sup>st</sup> CH-47 airframe 82 <sup>nd</sup> CH-47D conversion
84-24179	CH-47C 70-15006 manufactured 17 March, 1971 converted to CH-47D (26 October) 1985 at 1886.9 hours Flew 129.2 combat hours during Desert Storm.	648 <sup>th</sup> CH-47 airframe 83 <sup>rd</sup> CH-47D conversion
84-24184	CH-47A 62-2137 manufactured 24 April, 1964 converted to CH-47D 19 November, 1985 at 3989.2 hours Flew 120.1 combat hours during Desert Storm.	53 <sup>rd</sup> CH-47 airframe 88 <sup>th</sup> CH-47D conversion

- 27
- 84-24185 CH-47C 70-15013 manufactured 14 May 1971 655<sup>th</sup> CH-47 airframe  
 converted to CH-47D 22 November, 1985 at 1874.9 hours 89<sup>th</sup> CH-47D conversion  
 Flew 103.1 combat hours during Desert Storm.
- 84-24186 CH-47A 63-7918 manufactured 14 October, 1964 72<sup>nd</sup> CH-47 airframe  
 converted to CH-47D 27 November, 1985 at 3713.0 hours 90<sup>th</sup> CH-47D conversion  
 Flew 88.1 combat hours during Desert Storm.
- 84-24187 CH-47C 68-16020 manufactured 10 October, 1969 612<sup>th</sup> CH-47 airframe  
 converted to CH-47D 30 November, 1985 at 2231.9 hours 91<sup>st</sup> CH-47D conversion  
 Flew 114 combat hours during Desert Storm.
- 85-24324 CH-47A 66-19021 manufactured 10 December, 1966 279<sup>th</sup> CH-47 airframe  
 converted to CH-47D 19 December, 1985 at 3584.8 hours 94<sup>th</sup> CH-47D conversion  
 Flew 146.4 combat hours during Desert Storm.
- 85-24325 CH-47C 70-15025 manufactured 24 September, 1971 667<sup>th</sup> CH-47 airframe  
 converted to CH-47D 23 December, 1985 at 1916.0 hours 95<sup>th</sup> CH-47D conversion  
 Destroyed in in-flight collision with AH-1 during night training mission near Wright Army  
 Airfield, GA. on 9 April, 1986 with 8 fatalities. Aircraft had flown 25 hours since conversion.
- 85-24349 CH-47C 68-15839 manufactured 13 January, 1969 551<sup>st</sup> CH-47 airframe  
 converted to CH-47D 30 May, 1986 at 3313.7 hours 119<sup>th</sup> CH-47D conversion  
 Flew 170 combat hours during Desert Storm.
- 86-1640 CH-47B 67-18439 manufactured 11 September, 1967 409<sup>th</sup> CH-47 airframe  
 converted to CH-47D 3 December, 1986 at 7069.3 hours 145<sup>th</sup> CH-47D conversion  
 Delivered to Doss Aviation at Lakehurst, NJ for prototype modifications.  
 Delivered to 132<sup>nd</sup> Aviation Company September, 1987.  
 Flew 154.9 combat hours during Desert Storm.

#### Replacement Aircraft

- 84-24156 CH-47A 64-13113 manufactured 27 January, 1965 85<sup>th</sup> CH-47 airframe  
 converted to CH-47D 27 February, 1985 at 3465.2 hours 60<sup>th</sup> CH-47D conversion  
 Delivered to CCAD for modification, then to Special Operations Task Force 160 at  
 Ft. Campbell, KY. Aircraft was damaged during ground run and sent to CCAD for repair.  
 Assigned to B Company, 2/159<sup>th</sup> Aviation in 1989 as replacement for aircraft 325. Transferred  
 back to Task Force 160 in 1990.

- 82-23777 CH-47A 66-19072 manufactured 15 March, 1967 330<sup>th</sup> CH-47 airframe  
converted to CH-47D 16 December, 1983 at 2742.2 hours 28<sup>th</sup> CH-47D conversion  
Delivered to CCAD for modifications, then to Special Operations Task Force 160 at  
Ft. Campbell, KY (Designated A Co. 159<sup>th</sup> Aviation Battalion for security reasons until 1985,  
then E Co., Task Force 160.) Hard points located under nose arc for mounting the FLIR pod  
characteristic of Special Operations aircraft. On 21 April 1985, in Honduras, the rotor blades  
came out of phase while the aircraft was waiting for hot refuel. Both transmissions departed the  
aircraft, causing extensive damage to the center fuselage section and fuel pods. Aircraft was sent  
to CCAD for repair at 2949.3 aircraft hours. During repairs the upper halves of CH-47C fuel  
pods were spliced to the undamaged lower halves of the existing composite pods giving 777 its  
unique appearance. Repairs were completed on 3 June, 1992. Aircraft was transferred to  
B Company, 2/159<sup>th</sup> Aviation Regiment on 6 August, 1992 as a replacement for 84-24177.
- 87-0074 CH-47A 61-2422 manufactured 29 June, 1963 26<sup>th</sup> CH-47 airframe  
converted to CH-47D 22 December, 1987 at 4529.0 hours 193<sup>rd</sup> CH-47D conversion  
Delivered to USAREUR, B Company 6/158<sup>th</sup> Aviation Regiment. Flew 100.7 combat hours  
during Desert Storm. Transferred to B Company, 2/159<sup>th</sup> Aviation Regiment in April, 1993  
after deactivation of B Company, 6/158<sup>th</sup>. This aircraft brought B Co. 2/159<sup>th</sup> up to 16 aircraft for  
the first time since converting to CH-47D aircraft.
- 86-1649 CH-47B 67-18472 manufactured 18 December, 1967 442<sup>nd</sup> CH-47 airframe  
converted to CH-47D 17 February, 1987 at 6334.3 hours 154<sup>th</sup> CH-47D conversion  
Delivered to 2<sup>nd</sup> Platoon, 179<sup>th</sup> Aviation Company, Ft Sill, OK (redesignated 2<sup>nd</sup> platoon, A Co.,  
2/158<sup>th</sup> Aviation Regt). Flew 41.6 combat hours during Desert Storm. Transferred to Hunter  
Army Airfield as operational float upon deactivation of Ft. Sill unit. Transferred to B Co. 159<sup>th</sup>  
in December, 1996 as replacement for aircraft 168.

765 xfer for 186

671 xfer for 777

677 xfer for 184

092 187

112 179

*Connecticut July 1999*

current tail	past tail	date / hrs converted
92-00294	85-24742C	2 JUL 93 @ 786 hrs
92-00284	67-18548C	4 FEB 93 @ 4839.0 hrs
91-00263	62-02114A	13 JUL 92 @ 3810.0 hrs
91-00262	70-15003?	17 JUN 92 @ 2550.0 hrs
82-23778	69-17104C	14 NOV 83 @ 2192.1 hrs (on loan from ccad)
87-0097	67-18437B	10 MAY 88 @ 3919.0 hrs
87-00077	66-19132B	18 DEC 87 @ 3310.0 hrs
91-00261	(in mwo not at home station will send data later)	

TOTLOSS	DATE	MTDS	ACFTSN	ANALYSIS
1 Y	22-MAR-72	CH47A	6507973	SUMMARY: ACFT CMDR REPORTED TO TOWER HE HAD CHIP LIGHT ON #1 ENGINE AND WAS SHUTTING #1 DOWN. ACFT WAS OBSERVED TO DESCEND, FLARE ABRUPTLY, LEVEL OFF AND DROP STRAIGHT DOWN. ACFT IMPACTED WITH VERY HIGH "G" FORCE.\
2 Y	10-MAY-72	CH47A	6413157	SUMMARY: DUE TO METAL FATIGUE OF THE SPAR, AFT GREEN BLADE OF AIRCRAFT WAS SLUNG FROM THE AFT HEAD AND THE AFT PYLON AREA WAS TORN FROM THE AIRFRAME. AIRCRAFT FELL TO THE GROUND AND EXPLODED ON IMPACT.\
3 Y	13-JUN-75	CH47C	7015035 20500	SUMMARY: THE AIRCRAFT SUFFERED AN ENGINE FAILURE AND BECAUSE OF WEIGHT COULD NOT MAINTAIN FLIGHT. AIRCRAFT LANDED IN A VINEYARD AND UPON TOUCHDOWN THE FORWARD BLADES SEVERED SEVERAL LUBRICATION LINES, A FIRE STARTED AND THE AIRCRAFT WAS DESTROYED.\
4 Y	05-AUG-76	CH47C	6917108	SUMMARY: AIRCRAFT WAS PREPARING TO TAXI TO THE RUNWAY FOR DEPARTURE. THE AIRCRAFT WAS AT NORMAL OPERATING RPM WITH ALL INSTRUMENTS IN NORMAL OPERATING RANGES WHEN A UNUSUAL NOISE WAS HEARD BBY A CREWMEMBER. THE NOISE INTENSIFIED AND VIBRATIONS DEVELOPED. CREWMEMBERS IMMEDIATELY ATTEMPTED TO TERMINATE AIRCRAFT OPERATIONS. BEFORE ENGINE SHUT DOWN COULD OCCUR THE AIRCRAFT STARTED TO DISINTERGRATE, A FIRE DEVELOPED IN THE AFT SECTION, SEVERAL LOUD BANGS OR EXPLOSIONS OCCURRED CONCURRENTLY WITH THE TOTAL SEPARATIONS OF THE FORWARD AND AFT ROTOR SYSTEMS. THE AIRCRAFT CREW CONSISTED OF SIX CREWMEMBERS ALL OF WHICH EXITED THE AIRCRAFT AS SOON AS THE MAJOR AIRCRAFT COMPONENTS CEASED MOVING. 23-C-1 PRELIMINARY TEARDOWN & ANALYSIS REVEALED THAT AN OLD TYPE SHIM P/N 114D2065-2 WAS INSTALLED DURING OVERHAUL.:
5 Y	02-MAR-77	CH47C	6718511	SUMMARY: AIRCRAFT ENCOUNTERED WEATHER CONDITIONS BELOW PUBLISHED VFR MINIMUMS OVER MOUNTAINOUS TERRAIN AND ATTEMPTED TO MAINTAIN GROUND REFERENCES AND CONTINUE THE MISSION IMPACTING A SET OF SIX (6) HIGH VOLTAGE POWER LINES.:
6 Y	04-JUL-79	CH47C	6815827 17500	SUMMARY CH-47C AIRCRAFT WAS IN TRAFFIC PATTERN CONDUCTING AUTOROTATIONS AT HIGH GROSS WEIGHT. DURING FINAL AUTOROTATION IP ELECTED TO TERMINATE WITH POWER, ROTOR RPM BLED OFF AND AIRCRAFT STRUCK GROUND AND SKIDDED. ROTOR BLADES STRUCK FUSELAGE AND GROUND TEARING THE AFT TRANSMISSION AND PYLON FROM THE AIRCRAFT. CRASH RECOVERY WAS ON SCENE. PERSONNEL EVACUATED UNASSISTED AND MEDEVAC'ED TO HOSPITAL.
7 Y	12-JUL-79	CH47C	6917105	SUMMARY: AIRCRAFT WAS OFFLOADING EQUIPMENT IN A DROP ZONE AND HAD JUST LANDED FROM A HOVER WHEN A CARGO PARACHUTE INFLATED TO THE RIGHT REAR OF THE AIRCRAFT. THE PARACHUTE WAS PULLED INTO THE AFT ROTOR SYSTEM CAUSING THE ROTOR SYSTEMS TO DEPHASE RESULTING IN BLADE MESING. T HE AIRCRAFT CAUGHT FIRE AND WAS TOTALLY ESTROYED.
8 Y	20-AUG-79	CH47A	6508001	SUMMARY: ON 20 AUG 79 THE CREW WAS PERFORMING A TAKEOFF IN SUPOORT OF BRAVE SHIELD XX. THE TAKEOFF WAS BIING 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 AIIICRAFT IMPACTED ONT HE 7 DEG 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. T HE SURVIVING CREW MEMBER WAS EVACUATED BY HELICOPTER AMBULANCE TO HOSPITAL AND SUBSEQUENTLY TO MILITARY HOSPITAL.

TOTLOSS	DATE	MTDS	ACFTSN	ANALYSIS
9 Y ✓	25-FEB-80	CH47C 180th	6815993	SUMMARY: AIRCRAFT WAS ON A MAINTENANCE TEST FLIGHT FOR INSTALLATION OF THE #1 ENGINE. AT APPROXIMATELY 500 FEET AGL, WHILE CONDUCTING THE TURBINE ENGINE ANALYSIS CHECK (TEAC), THE COMBINING TRANSMISSION PHASING MECHANISM DECOUPLED, RESULTING IN ROTOR MESH. THE FORWARD AND AFT TRANSMISSION AND ROTOR SYSTEMS SEPARATED IN FLIGHT, AND THE AIRCRAFT SUBSEQUENTLY CRASHED INTO A PINE FOREST. THE AIRCRAFT WAS TOTALLY DESTROYED, AND ALL FIVE OCCUPANTS SUSTAINED FATAL INJUREIS DURING IMPACT.
10 Y rebuild	22-MAY-80	CH47C 159th	6815831 88 00106	DURING TAKEOFF WITH AN INTERNAL LOAD OF 8,893 LBS, THE CREW NOTED THAT THE NO. 2 ENG WAS LOSING POWER. ATTEMPTS TO INCREASE ENG RPM USIGG THE NORMAL & EMERGENCY ENG BEEP TRIM WERE UNSUCCESSFUL. THE ACFT COULD NOO SUSTAIN FLIGHT ON THE NO. 1 ENG AND DESCENDED FROM APPROX 75 FT UNTIL IMPACTING TWO TREES AND THE GROUND. THE ACFT ROLLED ON ITS RIGHT SIDE AND CAUGHT FIRE. THE CREW AND PASSENGERS EXITED THE ACFT.
11 Y ✓	17-JUL-80	CH47C 160th	7422290	WHILE CLIMBING THROUGH 7,300 FEET MSL (300 FEET AGL), AND DURING A LEFT TURN, ROTOR RPM BEGAN TO BLEED OFF. FULL BEEP WAS APPLIED BUT WAS INEFFECTIVE. DURING THE TURN BACK TOWARD LOWER TERRAIN, THE AIRCRAFT IMPACTED THE SIDE OF A 15-20 DEG SLOPE. THE COPILOT WAS FATALLY INJURED; THE PILOT AND FLIGHT ENGINEER SUSTAINED MAJOR INJURIES, AND THE CREWCHIEF SUSTAINED MINOR INJURIES. THE AIRCRAFT WAS CONSUMED BY POST-CRASH FIRE. THE SURVIVORS WERE EVACUATED TO A LOCAL HOSPITAL BY A SHERIFF'S DEPARTMENT HELICOPTER.
12 Y ✓	19-AUG-80	CH47B	6619110	DUE TO LOW CEILINGS WHIEL APPROACHING A MOUNTAIN PASS, THE PILOT MADE A 180 DEG TURN TO RETURN TO BASE CAMP. THE RPM DETERIORATED, AND THE ACFT IMPACTED MOMENTARILY. RPM AND AIRSPEED THEN INCREASED TO A FLYABLE DEGREE. THE ACFT WAS TURNED DOWNSLOPE AND THE AFT END FELL THROUGH RESULTING IN AN EXTREME PITCH-UP ATTITUDE. THE ACFT THEN SETTLED REARWARD INTO THE TREES AND WAS CONSUMED BY FIRE. ALL PERSONNEL EGRESSSED WITH LITTLE DIFFICULTY.
13 Y ✓	11-SEP-82	CH47C 295th	7422292	A FAILURE OF THE FORWARD TRANSMISSION INPUT PINION CAPSULE CAUSED THE NO. 1 SYNCHRONIZED DRIVESHAFT TO ROTATE ECCENTRIC AND CONTACT THE FORWARD PYLON STRUCTURE, CAUSING THE SHAFT TO FAIL AND DESYNCHRONIZATION OF THE FORE AND AFT ROTOR SYSTEMS. THE FORWARD AND AFT ROTOR BLADES MESHED CAUSING THE AFT PYLON, THE AFT TRANSMISSION AND THE AFT ROTOR SYSTEM TO SEPARATE FROM THE HELICOPTER WITH CATASTROPHIC RESULTS. ALL ABOARD RECEIVED FATAL INJURIES.
14 Y ✓	20-MAR-83	CH47C 160th	6718527	DURING A VFR DAY LOW LEVEL TRAINING FLIGHT OVER WATER, THE LEAD AIRCRAFT OF A FLIGHT OF THREE, WAS SEEN TO DEPART FROM STRAIGHT AND LEVEL FLIGHT, ENTER A STEEP LEFT ROLL AND DIVE INTO THE OCEAN. AS THE ROLL WAS ENTERED A SLINGLOAD WAS RELEASED PRIOR TO IMPACT. ALL FIVE CREWMEMBERS WERE KILLED ON IMPACT. THE AIRCRAFT WAS RECOVERED AFTER A LENGTHY SEARCH. ONE BODY WAS LOST AT SEA.
15 Y	11-JUL-83	CH47C 160th	6815845	A FLIGHT OF TWO CH-47C AIRCRAFT WERE ON A NIGHT NVG LOW-LEVEL TRAINING MISSION OVER A LAKE. AFTER DEVIATING FROM THE PLANNED ROUTE, THE LEAD AIRCRAFT STRUCK A HILL ON A SMALL ISLAND IN A LEVEL ATTITUDE AT 100 KNOTS. THE AIRCRAFT DISINTEGRATED ON IMPACT WITH FATALITIES TO ALL SIX OCCUPANTS AND WAS CONSUMED BY THE POSTCRASH FIRE.

TOTLOSS	DATE	MTDS	ACFTSN	ANALYSIS
16 Y ✓	16-FEB-84	CH47C <i>LORCA</i>	7422275	WHILE ON A SERVICE MISSION AND AT A STABILIZED HOVER OVER AN EXTERNAL LOAD WHICH WAS ON THE GROUND AND READY TO BE RELEASED, THE HELICOPTER, PITCHED NOSE UP AND OVER BACKWARD IMPACTING THE GROUND INVERTED. WITHIN MINUTES, A POST CRASH FIRE HAD CONSUMED ALL BUT THE AFT PYLON (WITH COMPONENTS). NEITHER OF THE FOUR CREWMEMBERS NOR THE TWO PATHFINDERS ON BOARD THE AIRCRAFT SUSTAINED SERIOUS INJURY AND ALL PERSONNEL EXITED THE AIRCRAFT WITHOUT SERIOUS DIFFICULTY (IES). THE CREWMEMBERS AND PATHFINDERS, UNABLE TO ESTABLISHED EMERGENCY RADIO COMMUNICATIONS, REMAINED ON THE ISLAND FOR FOUR HOURS AND FORTY-FIVE MINUTES BEFORE BEING RESCUED BY ANOTHER AIRCRAFT FROM THEIR UNIT AND EVACUATED TO AIR FORCE BASE WHERE THEY RECEIVED FIRST AID TREATMENT.
17 Y	04-OCT-84	CH47B <i>24300 FT LOW</i>	6619117	A SINGLE ACFT WAS ON MISSION IN SUPPORT OF ELEMENTS. PILOT IN COMMAND OF THE MISHAP ACFT, ATTEMPTED TO INSERT A PLATOON OF SCOUTS INTO AN LZ ON A 25 DEG SLOPE. DURING THE SLOPE LANDING THE REAR ROTOR SYSTEM CONTACTED THE GROUND. THE ACFT CRASHED, COMING TO REST ON IT'S LEFT SIDE, 385 FEET DOWN SLOPE FROM THE FIRST POINT OF CONTACT. THERE WAS A SMALL POST CRASH FIRE, LOCATED IN THE AFT SECTION NEAR THE APU, WHICH WAS EXTINGUISHED.
18 Y	21-APR-85	CH47D	8223777	WHILE THE PILOT WAS AWAITING TAXI CLEARANCE INTO POL PARKING WITH THE AIRCRAFT ENGINES AT FLIGHT IDLE, 100% ROTOR RPM, THRUST AT GROUND DETENT (NORMAL OPERATING RANGE FOR GROUND TAXI) 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 BACK RAMP AREA. THE AIRCRAFTS ROTORS SYSTEM DEPHASED ALLOWING THE FORE AND AFT ROTOR BLADES TO STRIKE ONE ANOTHER, RESULTING IN THE FORWARD ROTOR PYLON TO SEPARATE FROM THE AIRCRAFT AND COME TO REST TO THE LEFT OF THE AIRCRAFT. THE AFT ROTOR PYLON COLLAPSED TO THE LEFT OVER ONTO THE NUMBER ONE ENGINE. THERE WAS MAJOR DAMAGE DONE TO THE AIRCRAFT. THERE WAS NO FIRE, OTHER THAN THE INITIAL FLASH FIRE. ALL EIGHT OCCUPANTS OF THE AIRCRAFT 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 HOSPITAL IN FOR FURTHER X-RAYS AND TREATMENT FOR BACK INJURIES.
19 Y	09-APR-86	CH47D <i>13200 FT STEWART</i>	8524325	WHILE IN LOW ALTITUDE CRUISE FLIGHT, DURING A NIGHT VISION GOGGLE TRAINING MISSION, AN ACFT #2 & AN ACFT #1, FLYING IN OPPOSING DIRECTIONS, COLLIDED. THE MAIN ROTOR BLADES OF THE ACFT #2 STRUCK THE FORWARD CABIN AREA & MAIN ROTOR SYSTEM OF THE ACFT #1 WHICH CAUSED AN IN-FLIGHT BREAKUP OF BOTH A/C. THE ACFT #1 CAUGHT FIRE DURING IMPACT, FOLLOWED BY AN IMMEDIATE DESCENDING CRASH. THE A/C CAME TO REST INVERTED, WHERE IT CONTINUED TO BURN. BOTH CREWMEMBERS SUSTAINED FATAL INJURIES. THE ACFT #2 IN-FLIGHT BREAKUP SEQUENCE 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 A/C WAS DISSECTED AT THE MID-CABIN AREA BY A LARGE TREE & ALL THE OCCUPIABLE SPACE WAS DESTROYED. THE A/C CAME TO REST IN MULTIPLE PIECES. THE PILOT, COPILOT, FLIGHT ENGINEER, CREW CHIEF, & TWO SUPPORT PERSONNEL RECEIVED FATAL INJURIES. ALL THE FUEL CELLS RUPTURED DURING THE IMPACT SEQUENCE, BUT THERE WAS NO POSTCRASH FIRE AT THE ACFT #2 SITE.

TOTLOSS	DATE	MTDS	ACFTSN	ANALYSIS
20 Y	15-MAY-87	CH47C	6718539	WHILE IN CRUISE FLIGHT ON A FERRY MISSION A NUMBER 2 GENERATOR LIGHT ILLUMINATED. WHILE THE PILOT WAS ATTEMPTING TO RESET THE GENERATOR THE CREW CHIEF REPORTED THE AIRCRAFT WAS ON FIRE, THIS WAS FOLLOWED BY AN EXPLOSION. SMOKE AND FLAMES WERE FUNNELED FORWARD BY THE INTERNAL AIRFLOW FROM THE AFT PORTIONS OF THE CABIN INTO THE COCKPIT. THE AIRCRAFT WAS OVER A HEAVILY WOODED AREA AND HAD TO BE FLOWN TWO MILES TO A CLEARING WHERE AN EMERGENCY LANDING WAS MADE. THE AIRCRAFT CAME TO REST UPRIGHT AND WAS DESTROYED BY THE FIRE. THE PILOT AND COPILOT EXITED UNASSISTED THROUGH THE COCKPIT EMERGENCY DOORS. THE CREWCHIEF WAS PUSHED OUT OF THE CABIN DOOR, BY THE PASSENGER, AND HUNG SUSPENDED BY HER SAFETY HARNESS UNTIL THE AIRCRAFT LANDED. THE PASSENGER FELL FROM THE AIRCRAFT AT 400 FEET AGL AND WAS FATALLY INJURED. THE THREE CREWMEMBERS SUFFERED FIRST AND SECOND DEGREE BURNS AND WERE TRANSPORTED IN A CIVILIAN PICKUP TRUCK TO A LOCAL HOSPITAL FOR TREATMENT.
21 Y	20-NOV-87	CH47C	6815826	WHILE IN CRUISE FLT ON THE RETURN LEG OF A FORWARD AREA REFUEL EQUIPMENT (FARE) MISSION, THE #2 ENG LOST POWER AND WENT OFF LINE. THE ROTOR RPM DROPPED AND THE COPILOT (ON THE CONTROLS) ATTEMPTED TO BEEP THE #1 ENG UP TO ASSUME THE LOAD. THE #1 ENG ALSO BEGAN TO LOSE POWER AS THE PILOT (PIC) TOOK THE CONTROLS, REGAINED THE LOST ROTOR RPM, AND ESTABLISHED MAXIMUM GLIDE SPEED OF 100 KNOTS. AS THE ACFT NEARED THE SELECTED FORCED LANDING AREA, HE USED THRUST TO CLEAR A SMALL TREE LINE. AS HE DECELERATED, THE AFT ROTOR STRUCK THE TREES. THE ACFT TRAVELED APPROX 150 FT WHERE IT LANDED IN A 90-DEG NOSE HIGH ATTITUDE, SHEARED OFF BOTH ENGS AND THE AFT PYLON, AND CONTINUED TO PITCH OVER BACKWARDS COMING TO REST ON ITS TOP. SEVERED ELECTRICAL WIRING AND FUEL LINES RESULTED IN A POSTCRASH FIRE. ALL CREWMEMBERS MANAGED TO ESCAPE BEFORE THE ACFT WAS COMPLETELY CONSUMED AND DESTROYED BY THE FIRE.
22 Y	25-FEB-88	CH47D	8601643	WHILE IN CRUISE FLIGHT AT 3,000 FEET MSL, A POP WAS HEARD, FOLLOWED BY THE SOUND OF A LOUD EXPLOSION. 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; 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/POSTCRASH FIRE.
23 Y	08-DEC-88	CH47D	8524332	WHILE IN CRUISE FLT ON THE SECOND LEG OF A SERVICE MISSION, THE ACFT 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 & SPREAD RAPIDLY ENGULFING THE ENTIRE PYLON. THE ACFT 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 ACFT CAME TO REST ON A 21-DEG DOWNSLOPE, ORIENTED IN A DIRECTION OPPOSITE TO THE DIRECTION OF FLT. LOCAL CITIZENS WHO OBSERVED THE CRASH ATTEMPTED TO EXTINGUISH THE POSTCRASH FIRE, HOWEVER, THE INTENSITY OF THE FIRE PREVENTED A SUCCESSFUL EFFORT. THE ACFT WAS APPROX 80 PERCENT DESTROYED BY THE INFLT AND POSTCRASH FIRES. ALL FIVE CREWMEMBERS WERE KILLED ON IMPACT DUE TO G LOADS IN EXCESS OF HUMAN TOLERANCE. THE ACFT CONTINUED TO BURN FOR SEVERAL HRS BEFORE THE CRWMEMBERS COULD BE REMOVED AND THE REMAINS EVACUATED FOR AUTOPSY.

196  
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TOTLOSS	DATE	MTDS	ACFTSN	ANALYSIS
24 Y	04-DEC-89	CH47D	8800092	WHILE ASCENDING A DRAW TO CROSS A RIDGE LINE, THE AIRCRAFT WENT INADVERTENT INSTRUMENT METEOROLOGICAL CONDITIONS. THE COPILOT ON THE CONTROLS ESTABLISHED THE INITIAL EMERGENCY PROCEDURE. MOMENTS LATER, VISUAL CONTACT WAS ESTABLISHED WITH THE RIDGE LINE. DUE TO THE 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 POSTCRASH FIRE.
25 Y	24-JUL-90	CH47D	8223764	DURING A NIGHT VISION GOGGLE 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. ALL CREWMEMBERS WERE EVACUATED TO BLANCHFIELD ARMY COMMUNITY HOSPITAL VIA MEDEVAC HELICOPTER.
26 Y	11-JAN-91	CH47D	8900165	THE NUMBER 2 ENGINE EXPERIENCED A CATASTROPHIC FAILURE ACCOMPANIED BY AN IN-FLIGHT FIRE DURING EXECUTION OF AN EMERGENCY LANDING AS A RESULT OF THE ILLUMINATION OF THE NUMBER 2 ENGINE TRANSMISSION HOT LIGHT. THE COPILOT, CREW, AND PASSENGERS EGRESSED AS THE PILOT ACTUATED THE ONBOARD FIRE EXTINGUISHER BOTTLES INTO THE NUMBER 2 ENGINE AREA AND SECURED THE NUMBER 1 ENGINE. THE AIRCRAFT COMBAT INTERNALLY LOADED CARGO (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.
27 Y	01-MAR-91	CH47D	8424177	WHILE FLYING 250 FEET AGL, AT 120 KNOTS AIRSPEED, UNAIDED AND AT NIGHT, THE CREW OF THE CH-47D FAILED TO SEE OR ANTICIPATE A TOWER WHICH WAS MARKED ON THEIR MAP. AS A RESULT, THE AIRCRAFT STRUCK THE TOWER, CRASHED, AND WAS TOTALLY DESTROYED WHILE INFLECTING FATAL INJURIES TO FOUR OF 5 ONBOARD PERSONNEL.
28 Y	10-OCT-92	CH47D	8900173	DURING CONTOUR FLIGHT AT 80 KNOTS INDICATED AIRSPEED, THE CH-47D CREW EXPERIENCED A PARTIAL LOSS OF AIRCRAFT CONTROL. THE AIRCRAFT IMPACTED IN TREES AND CAME TO REST IN AN UPRIGHT ATTITUDE. THE AIRCRAFT WAS DESTROYED BUT THE OCCUPANTS EXPERIENCED ONLY ONE DISABLING INJURY. THEY WERE AIR EVACUATED TO A MEDICAL FACILITY FOR EXAMINATION AND WERE RELEASED FOR DUTY.
29 Y	31-JUL-94	CH47D	9000201	WHILE FOLLOWING A RIVER AND FLYING LOW LEVEL APPROXIMATELY 50 FEET ABOVE THE WATER AND 80 KNOTS INDICATED AIRSPEED, THE AIRCRAFT STRUCK A SET OF FOUR HIGH TENSION POWER LINES THAT CROSSED THE RIVER. THE AIRCRAFT DISINTEGRATED AND FELL INTO APPROXIMATELY 12 TO 15 FEET OF WATER. ALL FOUR CREWMEMBERS WERE FATALLY INJURED.

TOTLOSS	DATE	MTDS	ACFTSN	ANALYSIS
30 Y	23-SEP-94	CH47D	9000220	WHILE ATTEMPTING TO LAND ON AN 11-DEGREE UPSLOPE ALONG A RIDGE LINE, THE AIRCRAFT SLID DOWNSLOPE AND THE FORWARD ROTOR BLADES STRUCK THE GROUND. THE CABIN SUSTAINED MULTIPLE BLADE STRIKES, SEVERING THE DRIVE TRAIN AND 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 CREW MEMBER WAS FATALLY INJURED AND THREE CREW MEMBERS SUFFERED MINOR INJURIES.
31 Y	24-APR-95	CH47D	8601681	DURING A CH-47D MAINTENANCE TEST FLIGHT (MTF) FOR COMPLETION OF PHASE NO. 2 MAINTENANCE, ONE OF THE AFT ROTOR BLADES CONTACTED THE UPPER CABIN AREA, INITIATING AN IN-FLIGHT BREAKUP. THE IN-FLIGHT BREAKUP BEGAN AT APPROXIMATELY 1,100 FEET AGL AT 140 KNOTS. THE AIRCRAFT WAS TOTALLY DESTROYED, AND ALL FIVE OCCUPANTS RECEIVED FATAL INJURIES.
32 Y	07-MAR-96	MH47E	9200465	THE MH-47E CRASHED OUT OF CONTROL FROM APPROXIMATELY 4,000 FEET MSL (3,400 FEET AGL) AFTER THE CREW FILED FOR AND RECEIVED AN INSTRUMENT FLIGHT RULES CLEARANCE IN INSTRUMENT METEOROLOGICAL CONDITIONS. THE AIRCRAFT WAS TOTALLY DESTROYED IN THE IMPACT AND BY THE POSTCRASH FIRE AND ALL FIVE CREWMEMBERS WERE FATALLY INJURED.
33 Count:	32			

## CH47D CROSS REFERENCE

NOTE: Cross reference is indexed on 'D' model serial number.

MFGNO	ORIGMODEL	ORIGSN	BOTDATE	DMODSN	DMODKIT	DMODHRS	STRKDATE	REMARKS
B-283	CH-47A	66-19025	12/12/66	81-23381	M3004	2648.2		DAAK50-80-C-0029 (9 acft buy), First aircraft on contract
B-310	CH-47A	66-19052	<sup>pt D/K</sup> 2/8/67	81-23382	M3005	3483.4		
B-275	CH-47A	66-19017	12/2/66	81-23383	M3006	2708.8		
B-315	CH-47A	66-19057	2/15/67	81-23384	M3007	3309.4		
B-331	CH-47A	66-19073	3/22/67	81-23385	M3008	3101.8		
B-346	CH-47A	66-19088	4/21/67	81-23386	M3009	2811		
B-106	CH-47A	64-13134	6/17/65	81-23387	M3010	4238.7		
B-104	CH-47A	64-13132	5/21/65	81-23388	M3011	6818.9		
B-105	CH-47A	64-13133	6/3/65	81-23389	M3012	4525.7		
B-254	CH-47A	66-00122	10/24/66	82-23762	M3013	3202.8		DAAK50-82-C-0001 (19 acft buy), First aircraft on contract
B-307	CH-47A	66-19049	2/1/67	82-23763	M3014	3248.2		MH-47D
B-183	CH-47A	65-08011	4/26/66	82-23764	M3015	3822.1	1/7/90	ATTRITED-CRASHED
B-251	CH-47A	66-00119	10/20/66	82-23765	M3016	2653.7		
B-316	CH-47A	66-19058	2/21/67	82-23766	M3017	3151.3		
B-301	CH-47A	66-19043	1/20/67	82-23767	M3018	3331.2		
B-238	CH-47A	66-00106	9/25/66	82-23768	M3019	3243.2		
B-177	CH-47A	65-08005	4/6/66	82-23769	M3020	3991.9		
B-240	CH-47A	66-00108	9/30/66	82-23770	M3021	2910.1		
B-332	CH-47A	66-19074	3/22/67	82-23771	M3022	3078		
B-248	CH-47A	66-00116	10/12/66	82-23772	M3023	5167.3		
B-594	CH-47C	68-16002	7/18/69	82-23773	M3024	2186.7		
B-116	CH-47A	64-13144	7/24/65	82-23774	M3025	3860.7		
B-289	CH-47A	66-19031	12/22/66	82-23775	M3026	4816.3		
B-247	CH-47A	66-00115	10/12/66	82-23776	M3027	3460.5		
B-330	CH-47A	66-19072	3/15/67	82-23777	M3028	2742.2		
B-619	CH-47C	69-17104	1/31/70	82-23778	M3029	2192.1		
B-601	CH-47C	68-16009	9/23/69	82-23779	M3030	2687.2		
B-501	CH-47C	67-18531	6/18/68	82-23780	M3031	2133.9		
B-395	CH-47B	66-19137	8/11/67	83-24102	M3032	3168.7		DAAK50-83-C-0003 (24 acft buy), First aircraft on contract
B-641	CH-47C	69-17126	12/28/70	83-24103	M3033	2963.4		
B-087	CH-47A	64-13115	2/16/65	83-24104	M3034	2407		

B-#	CH-#	Serial	Date	Part #	Material #	Cost	Notes
B-453	CH-47B	67-18483	1/30/68	83-24105	M3035	3089.2	
B-617	CH-47C	69-17102	11/7/69	83-24106	M3036	1932.4	
B-076	CH-47A	63-07922	2/23/65	83-24107	M3037	4093.2	
B-434	CH-47B	67-18464	11/29/67	83-24108	M3038	3782.1	
B-676	CH-47C	70-15034	12/17/71	83-24109	M3039	1548.5	
B-083	CH-47A	64-13111	1/22/65	83-24110	M3040	3519.4	7/16/90 ATTRITED-CRASHED-MH47D
B-077	CH-47A	63-07923	11/27/64	83-24111	M3041	3280.4	
B-430	CH-47B	67-18460	11/6/67	83-24112	M3042	2563.9	
B-525	CH-47C	68-15813	8/30/68	83-24113	M3043	3207	
B-084	CH-47A	64-13112	1/27/65	83-24114	M3044	3162.9	
B-426	CH-47B	67-18456	11/6/67	83-24115	M3045	3444.1	
B-588	CH-47C	68-15996	6/2/69	83-24116	M3046	2314.7	
B-090	CH-47A	64-13118	4/16/65	83-24117	M3047	3213.3	
B-652	CH-47C	70-15010	4/15/71	83-24118	M3048	1871.6	MH-47D
B-606	CH-47C	68-16014	7/18/69	83-24119	M3049	2142	
B-094	CH-47A	64-13122	3/10/65	83-24120	M3050	3248.1	
B-511	CH-47C	67-18541	7/16/68	83-24121	M3051	3307.1	
B-593	CH-47C	68-16001	6/30/69	83-24122	M3052	1520.9	
B-099	CH-47A	64-13127	4/16/65	83-24123	M3053	2980.4	
B-624	CH-47C	69-17109	4/27/70	83-24124	M3054	2304.6	
B-080	CH-47A	64-13108	12/23/64	83-24125	M3055	3202.5	
B-583	CH-47C	68-15991	5/19/69	84-24152	M3056	2109.2	DAAK50-84-C-0004 (36 acft buy), First aircraft on contract
B-092	CH-47A	64-13120	3/12/65	84-24153	M3057	3894	
B-112	CH-47A	64-13140	7/16/65	84-24154	M3058	3598	
B-659	CH-47C	70-15017	6/21/71	84-24155	M3059	1709.4	
B-085	CH-47A	64-13113	1/27/65	84-24156	M3060	3465.2	
B-150	CH-47A	65-07978	1/4/66	84-24157	M3061	2276	
B-656	CH-47C	70-15014	5/25/71	84-24158	M3062	1485	
B-097	CH-47A	64-13125	4/20/65	84-24159	M3063	3508.1	
B-278	CH-47A	66-19020	12/2/66	84-24160	M3064	3578.3	
B-658	CH-47C	70-15016	6/17/71	84-24161	M3065	1446.4	
B-101	CH-47A	64-13129	5/10/65	84-24162	M3066	4188.1	
B-122	CH-47A	64-13150	8/25/65	84-24163	M3067	3669.5	
B-542	CH-47C	68-15830	10/29/68	84-24164	M3068	3786.5	
B-098	CH-47A	64-13126	4/21/65	84-24165	M3069	3553.7	
B-507	CH-47C	67-18537	7/1/68	84-24167	M3071	5475.3	
B-095	CH-47A	64-13123	3/24/65	84-24168	M3072	2611.4	
B-162	CH-47A	65-07990	3/1/66	84-24169	M3073	4022.4	
B-643	CH-47C	70-15001	1/28/71	84-24170	M3074	1975.5	
B-089	CH-47A	64-13117	2/18/65	84-24171	M3075	3585.6	
B-313	CH-47A	66-19055	2/22/67	84-24172	M3076	3765.5	
B-552	CH-47C	68-15840	12/16/68	84-24173	M3077	3791.5	

B-093	CH-47A	64-13121	3/10/65	84-24174	M3078	2832.9			
B-628	CH-47C	69-17113	6/15/70	84-24175	M3079	2433.8			
B-266	CH-47A	66-19008	11/10/66	84-24176	M3080	4490.5			
B-681	CH-47C	71-20947	4/17/72	84-24177	M3081	1588.7	4/3/91	ATTRITED-CRASHED	
B-091	CH-47A	64-13119	3/2/65	84-24178	M3082	3927.2			
B-648	CH-47C	70-15006	3/17/71	84-24179	M3083	1886.9			
B-102	CH-47A	64-13130	5/6/65	84-24180	M3084	3432.8			
B-520	CH-47C	67-18550	8/15/68	84-24181	M3085	3224.1			
B-051	CH-47A	62-02135	3/13/64	84-24182	M3086	3949.3			
B-661	CH-47C	70-15019	7/14/71	84-24183	M3087	1868.2			
B-053	CH-47A	62-02137	4/24/64	84-24184	M3088	3989.2			
B-655	CH-47C	70-15013	5/14/71	84-24185	M3089	1874.9			
B-072	CH-47A	63-07918	10/14/64	84-24186	M3090	3713			
B-612	CH-47C	68-16020	10/10/69	84-24187	M3091	2231.4			
B-155	CH-47A	65-07983	2/1/66	85-24322	M3092	3449.4		DAAJ09-85-C-A005 (Multi year I), First aircraft on contract	
B-153	CH-47A	65-07981	1/24/66	85-24323	M3093	3247.7			
B-279	CH-47A	66-19021	12/10/66	85-24324	M3094	3584.8			
B-667	CH-47C	70-15025	9/24/71	85-24325	M3095	1916	9/4/86	ATTRITED-CRASHED	
B-154	CH-47A	65-07982	1/24/66	85-24326	M3096	3534.3			
B-284	CH-47A	66-19026	12/19/66	85-24327	M3097	4295			
B-626	CH-47C	69-17111	5/28/70	85-24328	M3098	1953			
B-294	CH-47A	66-19036	1/5/67	85-24329	M3099	3357			
B-309	CH-47A	66-19051	2/8/67	85-24330	M3100	3976.7			
B-602	CH-47C	68-16010	9/29/69	85-24331	M3101	2840.2			
B-255	CH-47A	66-00123	10/22/66	85-24332	M3102	3241.3	8/12/88	ATTRITED-CRASHED	
B-189	CH-47A	65-08017	5/16/66	85-24333	M3103	3089.1			
B-627	CH-47C	69-17112	5/28/70	85-24334	M3104	2385.7			
B-186	CH-47A	65-08014	5/12/66	85-24335	M3105	3862			
B-256	CH-47A	66-00124	10/26/66	85-24336	M3106	3461.4			
B-479	CH-47C	67-18509	4/19/68	85-24337	M3107	3029			
B-151	CH-47A	65-07979	1/10/66	85-24338	M3108	3794.6			
B-191	CH-47A	65-08019	5/23/66	85-24339	M3109	3357.5			
B-636	CH-47C	69-17121	10/28/70	85-24340	M3110	2562.2			
B-209	CH-47A	66-00077	7/11/66	85-24341	M3111	3768.3			
B-329	CH-47A	66-19071	3/16/67	85-24342	M3112	3258.1		MH-47D, REBULIT BY CCAD	
B-562	CH-47C	68-15850	12/13/68	85-24343	M3113	3178.8			
B-239	CH-47A	66-00107	9/30/66	85-24344	M3114	3144.8			
B-222	CH-47A	66-00090	8/18/66	85-24345	M3115	3046.7			
B-474	CH-47C	67-18504	4/8/68	85-24346	M3116	3170			
B-221	CH-47A	66-00089	8/11/66	85-24347	M3117	3157.7			

B-233	CH-47A	66-00101 9/9/66	85-24348	M3118	3453.3		(
B-551	CH-47C	68-15839 1/13/69	85-24349	M3119	3313.7		(
B-318	CH-47A	66-19060 2/21/67	85-24350	M3120	3256.4		(
B-143	CH-47A	65-07971 12/14/65	85-24351	M3121	3859.6		(
B-555	CH-47C	68-15843 1/27/69	85-24352	M3122	3263.9		(
B-190	CH-47A	65-08018 5/18/66	85-24353	M3123	3562.6		(
B-267	CH-47A	66-19009 11/14/66	85-24354	M3124	3047.5		(
B-573	CH-47C	68-15861 4/28/69	85-24355	M3125	3025.5		(
B-258	CH-47A	66-19000 10/28/66	85-24356	M3126	3694.9		(
B-225	CH-47A	66-00093 8/18/66	85-24357	M3127	3803.9		(
B-653	CH-47C	70-15011 4/23/71	85-24358	M3128	4387.5		(
B-324	CH-47A	66-19066 3/8/67	85-24359	M3129	3655.9		(
B-276	CH-47A	66-19018 11/29/66	85-24360	M3130	2831.7	MH-47D	]
B-613	CH-47C	68-16021 10/15/69	85-24361	M3131	2423.2	MH-47D	]
B-282	CH-47A	66-19024 12/9/66	85-24362	M3132	3325.7		(
B-335	CH-47A	66-19077 4/3/67	85-24363	M3133	3513.4		(
B-605	CH-47C	68-16013 7/16/69	85-24364	M3134	1626.4		(
B-174	CH-47A	65-08002 3/29/66	85-24365	M3135	4037.3		(
B-149	CH-47A	65-07977 1/7/66	85-24366	M3136	4282.8		(
B-182	CH-47A	65-08010 4/19/66	85-24367	M3137	3692.7	MH-47D	]
B-302	CH-47A	66-19044 1/23/67	85-24368	M3138	3731.2		(
B-312	CH-47A	66-19054 2/8/67	85-24369	M3139	3770.9		(
B-109	CH-47A	64-13137 6/28/65	86-01635	M3140	3329.2	MH-47D	]
B-195	CH-47A	65-08023 5/27/66	86-01636	M3141	3521.8		(
B-408	CH-47B	67-18438 9/14/67	86-01637	M3142	6862.5		(
B-131	CH-47A	64-13159 10/9/65	86-01638	M3143	3444		(
B-156	CH-47A	65-07984 2/4/66	86-01639	M3144	4133.8		(
B-409	CH-47B	67-18439 9/11/67	86-01640	M3145	7069.3		(
B-136	CH-47A	64-13164 11/9/65	86-01641	M3146	3506.7		(
B-306	CH-47A	66-19048 1/26/67	86-01642	M3147	4137.5		(
B-379	CH-47B	66-19121 7/6/67	86-01643	M3148	4250.3	2/25/88	]
B-176	CH-47A	65-08004 3/31/66	86-01644	M3149	4315.8		(
B-192	CH-47A	65-08020 5/18/66	86-01645	M3150	4415.6		(
B-373	CH-47B	66-19115 6/22/67	86-01646	M3151	8358.4		(
B-206	CH-47A	66-00074 6/29/66	86-01647	M3152	4813.3		(
B-185	CH-47A	65-08013 5/2/66	86-01648	M3153	4518.1		(
B-442	CH-47B	67-18472 12/18/67	86-01649	M3154	6334.3		(
B-235	CH-47A	66-00103 9/15/66	86-01650	M3155	2938.1		(
B-187	CH-47A	65-08015 5/10/66	86-01651	M3156	3341.3		(
B-421	CH-47B	67-18451 10/19/67	86-01652	M3157	6876.2		(
B-165	CH-47A	65-07993 3/1/66	86-01653	M3158	3301.6		(
B-286	CH-47A	66-19028 12/16/66	86-01654	M3159	3375.5		(
B-372	CH-47B	66-19114 6/20/67	86-01655	M3160	7379.5		(
						ATTRITED- CRASHED, TAGS AIRCRAFT, FT. SILL	]

B-152	CH-47A	65-07980	1/26/66	86-01656	M3161	3708.8			
B-181	CH-47A	65-08009	4/15/66	86-01657	M3162	3561.8			
B-383	CH-47B	66-19125	7/18/67	86-01658	M3163	7285.2			
B-234	CH-47A	66-00102	9/12/66	86-01659	M3164	3725.9			
B-167	CH-47A	65-07995	3/15/66	86-01660	M3165	3727.5			
B-398	CH-47B	66-19140	8/16/67	86-01661	M3166	4564			
B-114	CH-47A	64-13142	7/19/65	86-01662	M3167	4624.5			
B-127	CH-47A	64-13155	11/17/65	86-01663	M3168	3975.3			
B-391	CH-47B	66-19133	7/26/67	86-01664	M3169	3771.8			
B-246	CH-47A	66-00114	10/11/66	86-01665	M3170	3743.7			
B-492	CH-47C	67-18522	5/21/68	86-01666	M3171	3885.7			
B-139	CH-47A	65-07967	11/24/65	86-01667	M3172	3962.5			
B-207	CH-47A	66-00075	7/7/66	86-01668	M3173	4056.1			
B-414	CH-47B	67-18444	9/27/67	86-01669	M3174	3671.7			
B-345	CH-47A	66-19087	4/27/67	86-01670	M3175	4319.4			
B-354	CH-47A	66-19096	5/4/67	86-01671	M3176	3879.6			
B-418	CH-47B	67-18448	10/7/67	86-01672	M3177	3570.5			
B-355	CH-47A	66-19097	5/12/67	86-01673	M3178	3398			
B-236	CH-47A	66-00104	9/23/66	86-01674	M3179	3263.5			
B-365	CH-47B	66-19107	6/9/67	86-01675	M3180	4194			
B-107	CH-47A	64-13135	6/23/65	86-01676	M3181	3588.3			
B-288	CH-47A	66-19030	12/19/66	86-01677	M3182	4089.2			
B-567	CH-47C	68-15855	1/13/69	86-01678	M3183	3329.6			
B-163	CH-47A	65-07991	2/21/66	86-01679	M3184	4932.3			
B-175	CH-47A	65-08003	3/29/66	86-01680	M3185	4257.3			
B-184	CH-47A	65-08012	4/27/66	86-01681	M3186	2001.1	4/24/95	ATTRITED- CRASHED NEAR FT. HOOD	
B-664	CH-47C	70-15022	8/23/71	86-01682	M3187	2856.9			
B-229	CH-47A	66-00097	8/31/66	87-00069	M3188	4544.7			
B-028	CH-47A	61-02424	7/30/63	87-00070	M3189	2048.4			
B-441	CH-47B	67-18471	12/17/67	87-00071	M3190	4787.2			
B-137	CH-47A	64-13165	11/12/65	87-00072	M3191	3799.5			
B-416	CH-47B	67-18446	10/4/67	87-00073	M3192	3855			
B-026	CH-47A	61-02422	6/29/63	87-00074	M3193	4529			
B-360	CH-47B	66-19102	5/24/67	87-00075	M3194	1940			
B-033	CH-47A	62-02117	9/25/63	87-00076	M3195	4646			
B-390	CH-47B	66-19132	7/24/67	87-00077	M3196	3310			
B-406	CH-47B	67-18436	9/6/67	87-00078	M3197	3173.8			
B-378	CH-47B	66-19120	6/27/67	87-00079	M3198	5322			
B-034	CH-47A	62-02118	9/13/63	87-00080	M3199	4754			
B-447	CH-47B	67-18477	1/12/68	87-00081	M3200	3740			
B-073	CH-47A	63-07919	10/29/64	87-00082	M3201	4388			
B-436	CH-47B	67-18466	12/12/67	87-00083	M3202	3962			
B-048	CH-47A	62-02132	2/14/64	87-00084	M3203	4484		200TH PRODUCTION	

## 'D' MODEL

B-423	CH-47B	67-18453	10/25/67	87-00085	M3204	4305
B-049	CH-47A	62-02133	2/14/64	87-00086	M3205	4330
B-369	CH-47B	66-19111	6/19/67	87-00087	M3206	5239
B-052	CH-47A	62-02136	4/22/64	87-00088	M3207	4114
B-454	CH-47B	67-18484	2/9/68	87-00089	M3208	4594
B-056	CH-47A	63-07902	4/30/64	87-00090	M3209	3071
B-392	CH-47B	66-19134	7/27/67	87-00091	M3210	2940
B-057	CH-47A	63-07903	5/18/64	87-00092	M3211	4182
B-393	CH-47B	66-19135	7/28/67	87-00093	M3212	3180
B-058	CH-47A	63-07904	5/25/64	87-00094	M3213	4500

USED FOR  
CHINESE  
DEMO -  
RETURNED TO  
U.S. ARMY 21  
JAN 1989.

B-404	CH-47B	67-18434	9/8/67	87-00095	M3214	5880
B-060	CH-47A	63-07906	6/22/64	87-00096	M3215	4701
B-407	CH-47B	67-18437	9/15/67	87-00097	M3216	3919
B-061	CH-47A	63-07907	6/26/64	87-00098	M3217	2943
B-444	CH-47B	67-18474	1/8/68	87-00099	M3218	2490
B-063	CH-47A	63-07909	7/24/64	87-00100	M3219	3582
B-377	CH-47B	66-19119	6/27/67	87-00101	M3220	5330
B-065	CH-47A	63-07911	7/29/64	87-00102	M3221	3942
B-370	CH-47B	66-19112	6/20/67	87-00103	M3222	6430
B-068	CH-47A	63-07914	8/31/64	87-00104	M3223	4496
B-385	CH-47B	66-19127	7/18/67	87-00105	M3224	4531
B-071	CH-47A	63-07917	10/1/64	87-00106	M3225	3740
B-402	CH-47B	67-18432	8/23/67	87-00107	M3226	5104
B-045	CH-47A	62-02129	1/22/64	87-00108	M3227	4285
B-356	CH-47B	66-19098	5/10/67	87-00109	M3228	4772
B-433	CH-47B	67-18463	11/26/67	87-00110	M3229	4443
B-382	CH-47B	66-19124	7/7/67	87-00111	M3230	5863
B-074	CH-47A	63-07920	10/29/64	87-00112	M3231	2251
B-413	CH-47B	67-18443	9/26/67	87-00113	M3232	4315
B-422	CH-47B	67-18452	10/23/67	87-00114	M3233	4599
B-429	CH-47B	67-18459	11/13/67	87-00115	M3234	3759
B-075	CH-47A	63-07921	11/16/64	87-00116	M3235	2387
B-394	CH-47B	66-19136	8/7/67	88-00062	M3236	3854
B-399	CH-47B	66-19141	8/17/67	88-00063	M3237	3519
B-417	CH-47B	67-18447	10/11/67	88-00064	M3238	4243
B-461	CH-47B	67-18491	2/26/68	88-00065	M3239	4365
B-363	CH-47B	66-19105	5/25/67	88-00066	M3240	3846
B-420	CH-47B	67-18450	10/16/67	88-00067	M3241	4841
B-456	CH-47B	67-18486	2/10/68	88-00068	M3242	3534
B-446	CH-47B	67-18476	1/9/68	88-00069	M3243	4566
B-387	CH-47B	66-19129	7/21/67	88-00070	M3244	4005
B-411	CH-47B	67-18441	9/21/67	88-00071	M3245	3626

B-389	CH-47B	66-19131 7/24/67	88-00072	M3246	3800		
B-380	CH-47B	66-19122 7/5/67	88-00073	M3247	4051		
B-459	CH-47B	67-18489 2/20/68	88-00074	M3248	3755		
B-388	CH-47B	66-19130 7/22/67	88-00075	M3249	3265		
B-462	CH-47B	67-18492 2/27/68	88-00076	M3250	2865		
B-452	CH-47B	67-18482 1/24/68	88-00077	M3251	4486		
B-448	CH-47B	67-18478 1/16/68	88-00078	M3252	4145		
B-410	CH-47B	67-18440 9/15/67	88-00079	M3253	4039		
B-366	CH-47B	66-19108 6/13/67	88-00080	M3254	3636		
B-357	CH-47B	66-19099 5/19/67	88-00081	M3255	4803		
B-424	CH-47B	67-18454 10/31/67	88-00082	M3256	4563		
B-367	CH-47B	66-19109 6/12/67	88-00083	M3257	2438		
B-374	CH-47B	66-19116 6/23/67	88-00085	M3259	4087		
B-458	CH-47B	67-18488 2/19/68	88-00086	M3260	3740		
B-443	CH-47B	67-18473 12/19/67	88-00087	M3261	3035		
B-381	CH-47B	66-19123 7/14/67	88-00088	M3262	5248		
B-358	CH-47B	66-19100 5/19/67	88-00089	M3263	3518		
B-435	CH-47B	67-18465 12/9/67	88-00090	M3264	4004		
B-437	CH-47B	67-18467 12/14/67	88-00091	M3265	4158		
B-362	CH-47B	66-19104 5/29/67	88-00092	M3266	3823	4/12/89	ATTRITED- CRASHED
B-580	CH-47C	68-15868 5/14/69	88-00093	M3267	3064		
B-563	CH-47C	68-15851 12/16/68	88-00094	M3268	3544		
B-559	CH-47C	68-15847 12/5/68	88-00095	M3269	3986		
B-608	CH-47C	68-16016 8/29/69	88-00096	M3270	1502		
B-686	CH-47C	71-20952 9/29/72	88-00097	M3271	2383		
B-631	CH-47C	69-17116 7/31/70	88-00098	M3272	6466		
B-577	CH-47C	68-15865 4/30/69	88-00099	M3273	3396		
B-579	CH-47C	68-15867 5/13/69	88-00100	M3274	3316		
B-558	CH-47C	68-15846 11/25/68	88-00101	M3275	4233		
B-589	CH-47C	68-15997 6/12/69	88-00102	M3276	3127		
B-598	CH-47C	68-16006 9/2/69	88-00103	M3277	2873		
B-539	CH-47C	68-15827 10/22/68	88-00104	M3278	4298		
B-587	CH-47C	68-15995 5/26/69	88-00105	M3279	3692		
B-543	CH-47C	68-15831 10/29/68	88-00106	M3280	4018		
B-730	CH-47C	79-23398 2/8/80	88-00107	M3281	1564		
B-629	CH-47C	69-17114 6/30/70	88-00108	M3282	3235		
B-638	CH-47C	69-17123 11/21/70	88-00109	M3283	2602		
B-609	CH-47C	68-16017 12/15/69	89-00130	M3284	3563		
B-621	CH-47C	69-17106 2/25/70	89-00131	M3285	2966		MH-47D
B-650	CH-47C	70-15008 3/26/71	89-00132	M3286	3159		
B-679	CH-47C	71-20945 2/17/72	89-00133	M3287	2755		
B-475	CH-47C	67-18505 4/9/68	89-00134	M3288	4206		
B-532	CH-47C	68-15820 9/27/68	89-00135	M3289	3489		
B-716	CH-47C	76-22675 2/24/77	89-00136	M3290	4010		
B-487	CH-47C	67-18517 5/15/68	89-00137	M3291	3572		BAILED ACFT @ BHC (LH)

B-503	CH-47C	67-18533	6/28/68	89-00138	M3292	3969		
B-561	CH-47C	68-15849	12/16/68	89-00139	M3293	3810		
B-582	CH-47C	68-15990	5/15/69	89-00140	M3294	3493		
B-546	CH-47C	68-15834	11/20/68	89-00141	M3295	4759		
B-486	CH-47C	67-18516	5/9/68	89-00142	M3296	4054		
B-541	CH-47C	68-15829	10/28/68	89-00143	M3297	3846		
B-600	CH-47C	68-16008	9/11/69	89-00144	M3298	3655		
B-654	CH-47C	70-15012	5/10/71	89-00145	M3299	2487		
B-673	CH-47C	70-15031	11/16/71	89-00146	M3300	2466		MH-47D, 300TH "D" MODEL
B-548	CH-47C	68-15836	11/25/68	89-00147	M3301	4290		
B-575	CH-47C	68-15863	4/30/69	89-00148	M3302	3273		
B-644	CH-47C	70-15002	1/31/71	89-00149	M3303	2815		
B-647	CH-47C	70-15005	2/26/71	89-00150	M3304	3160		
B-719	CH-47C	76-22678	5/10/77	89-00151	M3305	1972		
B-725	CH-47C	76-22684	1/11/78	89-00152	M3306	1787		
B-574	CH-47C	68-15862	4/30/69	89-00153	M3307	4078		BAILED A/C RETURNED TO FT. RUCKER MAY 1982.
B-534	CH-47C	68-15822	10/4/68	89-00154	M3308	4566		
B-603	CH-47C	68-16011	7/1/69	89-00155	M3309	3583		
B-572	CH-47C	68-15860	4/23/69	89-00156	M3310	3824		
B-564	CH-47C	68-15852	12/18/68	89-00157	M3311	4214		
B-698	CH-47C	74-22279	11/21/75	89-00158	M3312	2541		
B-496	CH-47C	67-18526	6/4/68	89-00159	M3313	4443		
B-470	CH-47C	67-18500	3/29/68	89-00160	M3314	4545		MH-47D
B-502	CH-47C	67-18532	6/18/68	89-00161	M3315	4420		MH-47D
B-527	CH-47C	68-15815	9/23/68	89-00162	M3316	5059		
B-665	CH-47C	70-15023	8/30/71	89-00163	M3317	3225		
B-519	CH-47C	67-18549	8/9/68	89-00164	M3318	4701		
B-697	CH-47C	74-22278	9/30/75	89-00165	M3319	2875	11/1/91	ATTRITED- CRASHED
B-516	CH-47C	67-18546	8/9/68	89-00166	M3320	4342		
B-490	CH-47C	67-18520	5/17/68	89-00167	M3321	4438		
B-669	CH-47C	70-15027	10/12/71	89-00168	M3322	2436		
B-604	CH-47C	68-16012	7/10/69	89-00169	M3323	3218		
B-473	CH-47C	67-18503	3/29/68	89-00170	M3324	3480		
B-533	CH-47C	68-15821	9/28/68	89-00171	M3325	4170		
B-537	CH-47C	68-15825	10/18/68	89-00172	M3326	4651		
B-498	CH-47C	67-18528	6/7/68	89-00173	M3327	4395	10/10/92	ATTRITED- CRASHED, Fastener, Ft. Richardson, AK
B-521	CH-47C	67-18551	8/19/68	89-00174	M3328	3338		
B-560	CH-47C	68-15848	12/10/68	89-00175	M3329	4888		
B-396	CH-47B	66-19138	8/11/67	89-00176	M3330	1596		TAGS PROGRAM -

						NASA FILED ACTIVE	
B-531	CH-47C	68-15819	9/23/68	89-00177	M3331	4665	
B-705	CH-47C	74-22286	4/30/76	90-00180	M3332	2167	DAAJ09-85-C-A010 (Multi year II), First aircraft on contract
B-690	CH-47C	74-22271	1/30/75	90-00181	M3333	2717	KOR B-2-501
B-691	CH-47C	74-22272	5/19/75	90-00182	M3334	2839	KOR B-2-501
B-528	CH-47C	68-15816	9/24/68	90-00183	M3335	4387	TEXAS NG
B-540	CH-47C	68-15828	10/24/68	90-00184	M3336	2714	FT. EUSTIS
B-651	CH-47C	70-15009	4/12/71	90-00185	M3337	3091	TEXAS NG
B-485	CH-47C	67-18515	5/8/68	90-00186	M3338	4951	TEXAS NG
B-660	CH-47C	70-15018	7/15/71	90-00187	M3339	3147	KOR B-2-501
B-689	CH-47C	71-20955	7/31/74	90-00188	M3340	3043	KOR B-2-501
B-480	CH-47C	67-18510	4/29/68	90-00189	M3341	4443	KOR B-2-501
B-524	CH-47C	68-15812	8/28/68	90-00190	M3342	4081	KOR B-2-501
B-692	CH-47C	74-22273	5/30/75	90-00191	M3343	2734	KOR B-2-501
B-693	CH-47C	74-22274	6/20/75	90-00192	M3344	2997	KOR B-2-501
B-571	CH-47C	68-15859	4/28/69	90-00193	M3345	2891	TEXAS NG
B-713	CH-47C	74-22294	12/17/76	90-00194	M3346	2306	TEXAS NG
B-576	CH-47C	68-15864	4/30/69	90-00195	M3347	3438	HAWAII
B-622	CH-47C	69-17107	3/26/70	90-00196	M3348	2913	HAWAII
B-632	CH-47C	69-17117	8/20/70	90-00197	M3349	3062	HAWAII
B-723	CH-47C	76-22682	9/23/77	90-00198	M3350	3278	PANAMA
B-717	CH-47C	76-22676	3/11/77	90-00199	M3351	2109	TX AIRCRAFT TRANSFERRED TO EAATS
B-670	CH-47C	70-15028	10/14/71	90-00200	M3352	2882	PANAMA
B-500	CH-47C	67-18530	6/17/68	90-00201	M3353	3274	7/31/94 ATTRITED-CRASHED, OSAGE RIVER
B-712	CH-47C	74-22293	11/29/76	90-00202	M3354	2101	PANAMA
B-596	CH-47C	68-16004	9/5/69	90-00203	M3355	5573	PANAMA
B-706	CH-47C	74-22287	6/30/76	90-00204	M3356	4244	BAILED A/C RETURNED TO FT. RUCKER 5/30/79 DD FORM 1149 VOUCHER 000679C578.
B-640	CH-47C	69-17125	12/28/70	90-00205	M3357	3232	PANAMA
B-724	CH-47C	76-22683	11/2/77	90-00206	M3358	2217	PANAMA
B-642	CH-47C	70-15000	1/28/71	90-00207	M3359	3266	HAWAII
B-637	CH-47C	69-17122	10/28/70	90-00208	M3360	2400	HAWAII
B-530	CH-47C	68-15818	9/23/68	90-00209	M3361	4080	HAWAII
B-565	CH-47C	68-15853	12/20/68	90-00210	M3362	4248	HAWAII
B-663	CH-47C	70-15021	8/16/71	90-00211	M3363	3003	HAWAII
B-568	CH-47C	68-15856	1/15/69	90-00212	M3364	4279	HAWAII
B-727	CH-47C	79-23395	12/18/79	90-00213	M3365	1699	HAWAII

B-584	CH-47C	68-15992 5/19/69	90-00214	M3366	1498		FT. EUSTIS CAT B	(
B-554	CH-47C	68-15842 1/17/69	90-00215	M3367	4275		HAWAII	(
B-607	CH-47C	68-16015 8/27/69	90-00216	M3368	3591		HAWAII	(
B-590	CH-47C	68-15998 6/11/69	90-00217	M3369	1917		FT. EUSTIS CAT B	(
B-646	CH-47C	70-15004 2/26/71	90-00218	M3370	2437		HAWAII	(
B-569	CH-47C	68-15857 1/27/69	90-00219	M3371	3839		HAWAII	(
B-570	CH-47C	68-15858 4/30/69	90-00220	M3372	3377	9/23/94	ATTRITED- CRASHED, 35 MI E OF McCALL, IDAHO	)
B-599	CH-47C	68-16007 9/16/69	90-00221	M3373	2689		FT. EUSTIS CAT B	(
B-491	CH-47C	67-18521 5/20/68	90-00222	M3374	3994		Lightning strike 21 Apr 93 at Everett WA: FT. Eustis	(
B-630	CH-47C	69-17115 7/28/70	90-00223	M3375	2006		FT. EUSTIS	(
B-529	CH-47C	68-15817 9/23/68	90-00224	M3376	4324		FT. EUSTIS	(
B-683	CH-47C	71-20949 7/14/72	90-00225	M3377	2892		ALASKA	(
B-729	CH-47C	79-23397 6/30/80	90-00226	M3378	1591		ALASKA	(
B-687	CH-47C	71-20953 10/31/72	91-00230	M3379	2467		KS USAR	(
B-699	CH-47C	74-22280 12/19/75	91-00231	M3380	1873		ALASKA	(
B-675	CH-47C	70-15033 12/16/71	91-00232	M3381	2799		ALASKA	(
B-611	CH-47C	68-16019 9/11/69	91-00233	M3382	1536		FT. EUSTIS CAT B	(
B-526	CH-47C	68-15814 9/11/68	91-00234	M3383	3206		AEFA	(
B-495	CH-47C	67-18525 5/31/68	91-00235	M3384	4091		ALASKA	(
B-545	CH-47C	68-15833 11/8/68	91-00236	M3385	4465		ALASKA	(
B-682	CH-47C	71-20948 6/29/72	91-00237	M3386	2934		ALASKA	(
B-714	CH-47C	76-22673 12/17/76	91-00238	M3387	1842		ALASKA	(
B-715	CH-47C	76-22674 1/21/77	91-00239	M3388	1869		ALASKA	(
B-464	CH-47C	67-18494 3/30/68	91-00240	M3389	3274		First -C- model built. ALASKA	(
B-701	CH-47C	74-22282 2/13/76	91-00241	M3390	1966		PA AIRCRAFT TRANSFERRED TO EAATS	(
B-731	CH-47C	79-23399 4/29/80	91-00242	M3391	1851		ALASKA	(
B-733	CH-47C	79-23401 5/30/80	91-00243	M3392	1406		ALASKA	(
B-732	CH-47C	79-23400 5/28/80	91-00244	M3393	1528		ALASKA	(
B-721	CH-47C	76-22680 7/27/77	91-00245	M3394	2023		ALASKA	(
B-625	CH-47C	69-17110 4/30/70	91-00246	M3395	3350		ALASKA	(
B-465	CH-47C	67-18495 3/29/68	91-00247	M3396	5958		CA NG	(
B-517	CH-47C	67-18547 7/28/68	91-00248	M3397	4763		CA NG	(
B-610	CH-47C	68-16018 9/9/69	91-00249	M3398	4015		CA NG	(
B-523	CH-47C	68-15811 8/20/68	91-00250	M3399	4495		400TH D- MODEL - CA AIRCRAFT	(

							TRANSFERRED TO EAATS
B-556	CH-47C	68-15844	11/20/68	91-00251	M3400	4530	CA NG (
B-668	CH-47C	70-15026	9/28/71	91-00252	M3401	2784	CA NG (
B-666	CH-47C	70-15024	9/17/71	91-00253	M3402	2500	CA NG (
B-674	CH-47C	70-15032	11/30/71	91-00254	M3403	3130	WASH AR (
B-703	CH-47C	74-22284	3/23/76	91-00255	M3404	2525	KS USAR (
B-616	CH-47C	69-17101	12/9/69	91-00256	M3405	3752	KS USAR (
B-710	CH-47C	74-22291	10/27/76	91-00257	M3406	2581	KS USAR (
B-662	CH-47C	70-15020	7/23/71	91-00258	M3407	2692	KS USAR (
B-618	CH-47C	69-17103	1/14/70	91-00259	M3408	1299	FT. EUSTIS CAT B (
B-020	CH-47A	61-02416	4/29/63	91-00260	M3409	4173	STORAGE - DAVIS MONTHAN TUSCON (
B-013	CH-47A	61-02409	1/9/63	91-00261	M3410	2463	STORAGE - DAVIS MONTHAN TUSCON (
B-645	CH-47C	70-15003	2/19/71	91-00262	M3411	2550	CANG (
B-030	CH-47A	62-02114	8/23/63	91-00263	M3412	3810	STORAGE - DAVIS MONTHAN TUSCON (
B-024	CH-47A	61-02420	6/27/63	91-00264	M3413	3775	STORAGE - DAVIS MONTHAN TUSCON (
B-014	CH-47A	61-02410	2/13/63	91-00265	M3414	4099.7	(
B-019	CH-47A	61-02415	4/30/63	91-00266	M3415	2092.5	(
B-021	CH-47A	61-02417	5/31/63	91-00267	M3416	3898.6	(
B-023	CH-47A	61-02419	5/31/63	91-00268	M3417	4349.6	(
B-025	CH-47A	61-02421	6/29/63	91-00269	M3418	3071.3	(
B-027	CH-47A	61-02423	6/30/63	91-00270	M3419	2764.3	(
B-510	CH-47C	67-18540	7/11/68	91-00271	M3420	3472.2	(
B-031	CH-47A	62-02115	8/28/63	92-00280	M3421	3506.2	(
B-736	CH-47C	85-24736	8/9/85	92-00281	M3422	793.8	(
B-032	CH-47A	62-02116	8/31/63	92-00282	M3423	2030.9	(
B-740	CH-47C	85-24740	8/13/85	92-00283	M3424	606.2	(
B-518	CH-47C	67-18548	8/5/68	92-00284	M3425	4844.3	(
B-741	CH-47C	85-24741	8/9/85	92-00285	M3426	576.7	(
B-046	CH-47A	62-02130	1/28/64	92-00286	M3427	2316	(
B-047	CH-47A	62-02131	1/29/64	92-00287	M3428	2683.3	(
B-739	CH-47C	85-24739	8/15/85	92-00288	M3429	566.2	(
B-059	CH-47A	63-07905	5/27/64	92-00289	M3430	2336.8	(
B-062	CH-47A	63-07908	6/29/64	92-00290	M3431	1944.3	(
B-735	CH-47C	85-24735	8/9/85	92-00291	M3432	954.9	(
B-070	CH-47A	63-07916	9/28/64	92-00292	M3433	3306	(
B-043	CH-47A	62-02127	12/31/63	92-00293	M3434	1432.1	(

B-742	CH-47C	85-24742	8/13/85	92-00294	M3435	798	
B-066	CH-47A	63-07912	8/25/64	92-00295	M3436	3452.7	
B-044	CH-47A	62-02128	1/4/64	92-00296	M3437	2116.2	
B-744	CH-47C	85-24744	8/15/85	92-00297	M3438	808.3	
B-069	CH-47A	63-07915	9/8/64	92-00298	M3439	2923.5	
B-017	CH-47A	61-02413	3/28/63	92-00299	M3440	383.8	
B-737	CH-47C	85-24737	8/9/85	92-00300	M3441	891.8	
B-016	CH-47A	61-02412	2/15/63	92-00301	M3442	1330.2	
B-039	CH-47A	62-02123	11/19/63	92-00302	M3443	3487.6	
B-508	CH-47C	67-18538	7/25/68	92-00303	M3444	2251.8	Prototype 76-18538 flew 2413 D-hrs from Dec 76
B-180	CH-47A	65-08008	4/13/66	92-00304	M3445	3504.2	Prototype 76-08008 flew 288 D-hrs from Dec 76
B-054	CH-47A	63-07900	4/23/64	92-00305	M3446	2048.3	PREV. STRKDATE 15 APR 69
B-738	CH-47C	85-24738	8/13/85	92-00306	M3447	542.9	
B-035	CH-47A	62-02119	9/8/64	92-00307	M3448	171.3	
B-040	CH-47A	62-02124	11/27/63	92-00308	M3449	2147.3	
B-008	JCH-47A	60-03449	2/20/63	92-00309	M3450	275	
B-92A	CH-47D	92-00367	2/28/94	92-00367	M4301		
B-92B	CH-47D	92-00368	3/15/94	92-00368	M4302		
CE005	CH-47C	A15-0005		93-00928	M3455	2134.5	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1
CE006	CH-47C	A15-0007		93-00929	M3456	2636.9	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1
CE007	CH-47C	A15-0008		93-00930	M3457	3001.6	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1
CE008	CH-47C	A15-0009		93-00931	M3458	2913.6	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1
CE009	CH-47C	A15-0010		93-00932	M3459	3583.1	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1

CONVERTED  
 RAAF ACFT TO

CE010 CH-47C A15-0011 93-00933 M3460 2074.2

U.S. ARMY ON ( )  
CONTRACT  
#8DGA1  
CONVERTED  
RAAF ACFT TO  
U.S. ARMY ON ( )  
CONTRACT  
#8DGA1

CE011 CH-47C A15-0012 93-00934 M3461 2383.5

Last Update: 6/22/98

Name: Pamela L. Kingdon

147 <sup>th</sup> <del>ASHC</del> <del>ASHC</del> (ASHC)	RVN, HAWAII
154 <sup>th</sup> <del>ASHC</del> <del>AVA Co</del>	FT SILL, OK (BECAME 178 <sup>th</sup> POST RVN)
177 <sup>th</sup> ASHC	FT BENNING, GA (POST RVN REDESIGNATED 213 <sup>th</sup> ) AND SENT TO ROK
178 <sup>th</sup> ASHC	RVN, FT SILL
179 <sup>th</sup> ASHC	RVN, FT CARSON
180 <sup>th</sup> ASHC	RVN, SCHWABEISEN HAU
203 <sup>rd</sup>	FORMER A/228 <sup>th</sup>
205 <sup>th</sup> ASHC	RVN / MAINZ FINTHEN
213 <sup>th</sup> ASHC	RVN / ROK
6 <sup>th</sup> ASHC	FORMER C/228 <sup>th</sup>
362 <sup>nd</sup> ASHC	FORMER B/228 <sup>th</sup>
200 <sup>th</sup> ASHC	A/159 RVN → FT CLKY
272 <sup>nd</sup> ASHC	C/159 <sup>th</sup> RVN → FT CLKY
C/159 <sup>th</sup> ASHC	RVN → FT CLKY
196 <sup>th</sup> ASHC	RVN → FT BRAGG → A/2/159 → C/159
295 <sup>th</sup> ASHC	FORMER CHS4 COMPANY IN RVN / FRT BECAME CHS7 COMPANY LATE 74 - EARLY 77 MOVED FROM MAINZ FINTHEN TO MAINHORN
271 <sup>st</sup> ASHC	RVN / ROK
242 <sup>nd</sup> ASHC	RVN / ALASKA
243 <sup>rd</sup> ASHC	RVN / FT LEWIS
132 <sup>nd</sup> ASHC	RVN / HUNTER GAP

## CH47D CROSS REFERENCE

NOTE: Cross reference is indexed on 'D' model serial number.

Model  
Indexing  
Hours

MFGNO	ORIGMODEL	ORIGSN	BOTDATE	DMODSN	DMODKIT	DMODHRS	STRKDATE	REMARKS	CURRMODEL	AIRFRM
B-283	CH-47A	66-19025	12/12/66	81-23381	M3004	2648.2		DAAK50-80-C-0029 (9 acft buy), First aircraft on contract	CH-47D	2907.7
B-310	CH-47A	66-19052	2/8/67	81-23382	M3005	3483.4			CH-47D	4187.2
B-275	CH-47A	66-19017	12/2/66	81-23383	M3006	2708.8			CH-47D	7659
B-315	CH-47A	66-19057	2/15/67	81-23384	M3007	3309.4			CH-47D	3913.2
B-331	CH-47A	66-19073	3/22/67	81-23385	M3008	3101.8			CH-47D	4840.3
B-346	CH-47A	66-19088	4/21/67	81-23386	M3009	2811			CH-47D	4593.9
B-106	CH-47A	64-13134	6/17/65	81-23387	M3010	4238.7			CH-47D	5694.8
B-104	CH-47A	64-13132	5/21/65	81-23388	M3011	6818.9			CH-47D	7414.3
B-105	CH-47A	64-13133	6/3/65	81-23389	M3012	4525.7			CH-47D	5778.5
B-254	CH-47A	66-00122	10/24/66	82-23762	M3013	3202.8		DAAK50-82-C-0001 (19 acft buy), First aircraft on contract	CH-47D	6558.6
B-307	CH-47A	66-19049	2/1/67	82-23763	M3014	3248.2		MH-47D	MH-47D	5539.7
B-183	CH-47A	65-08011	4/26/66	82-23764	M3015	3822.1	1/7/90	ATTRITED-CRASHED	RETIRED	4619
B-251	CH-47A	66-00119	10/20/66	82-23765	M3016	2653.7			CH-47D	4569.1
B-316	CH-47A	66-19058	2/21/67	82-23766	M3017	3151.3			CH-47D	4966.8
B-301	CH-47A	66-19043	1/20/67	82-23767	M3018	3331.2			CH-47D	4792.2
B-238	CH-47A	66-00106	9/25/66	82-23768	M3019	3243.2			CH-47D	4804.9
B-177	CH-47A	65-08005	4/6/66	82-23769	M3020	3991.9			CH-47D	6091.3
B-240	CH-47A	66-00108	9/30/66	82-23770	M3021	2910.1			CH-47D	5087
B-332	CH-47A	66-19074	3/22/67	82-23771	M3022	3078			CH-47D	5986.7
B-248	CH-47A	66-00116	10/12/66	82-23772	M3023	5167.3			CH-47D	6902
B-594	CH-47C	68-16002	7/18/69	82-23773	M3024	2186.7			CH-47D	3941.2
B-116	CH-47A	64-13144	7/24/65	82-23774	M3025	3860.7			CH-47D	5765.2
B-289	CH-47A	66-19031	12/22/66	82-23775	M3026	4816.3			CH-47D	5647.9
B-247	CH-47A	66-00115	10/12/66	82-23776	M3027	3460.5			CH-47D	5245.9
B-330	CH-47A	66-19072	3/15/67	82-23777	M3028	2742.2			CH-47D	3580
B-619	CH-47C	69-17104	1/31/70	82-23778	M3029	2192.1			CH-47D	3929.6
B-601	CH-47C	68-16009	9/23/69	82-23779	M3030	2687.2			CH-47D	4342.8
B-501	CH-47C	67-18531	6/18/68	82-23780	M3031	2133.9			CH-47D	4552.8

B-395	CH-47B	66-19137	8/11/67	83-24102	M3032	3168.7		DAAK50-83-C-0003 (24 acft buy), First aircraft on contract	CH-47D	5024.9
B-641	CH-47C	69-17126	12/28/70	83-24103	M3033	2963.4			CH-47D	4692.2
B-087	CH-47A	64-13115	2/16/65	83-24104	M3034	2407			CH-47D	4172.7
B-453	CH-47B	67-18483	1/30/68	83-24105	M3035	3089.2			CH-47D	3696.1
B-617	CH-47C	69-17102	11/7/69	83-24106	M3036	1932.4			CH-47D	2639
B-076	CH-47A	63-07922	2/23/65	83-24107	M3037	4093.2			CH-47D	5849.9
B-434	CH-47B	67-18464	11/29/67	83-24108	M3038	3782.1			CH-47D	4383.8
B-676	CH-47C	70-15034	12/17/71	83-24109	M3039	1548.5			CH-47D	2693.7
B-083	CH-47A	64-13111	1/22/65	83-24110	M3040	3519.4	7/16/90	ATTRITED-CRASHED-MH47D	RETIRED	4792.9
B-077	CH-47A	63-07923	11/27/64	83-24111	M3041	3280.4			CH-47D	5119.3
B-430	CH-47B	67-18460	11/6/67	83-24112	M3042	2563.9			CH-47D	3237.9
B-525	CH-47C	68-15813	8/30/68	83-24113	M3043	3207			CH-47D	5459.8
B-084	CH-47A	64-13112	1/27/65	83-24114	M3044	3162.9			CH-47D	5101.2
B-426	CH-47B	67-18456	11/6/67	83-24115	M3045	3444.1			CH-47D	4899.7
B-588	CH-47C	68-15996	6/2/69	83-24116	M3046	2314.7			CH-47D	5416.3
B-090	CH-47A	64-13118	4/16/65	83-24117	M3047	3213.3			CH-47D	3950.8
B-652	CH-47C	70-15010	4/15/71	83-24118	M3048	1871.6		MH-47D	MH-47D	4017
B-606	CH-47C	68-16014	7/18/69	83-24119	M3049	2142			CH-47D	5829.6
B-094	CH-47A	64-13122	3/10/65	83-24120	M3050	3248.1			CH-47D	6545.3
B-511	CH-47C	67-18541	7/16/68	83-24121	M3051	3307.1			CH-47D	5233.2
B-593	CH-47C	68-16001	6/30/69	83-24122	M3052	1520.9			CH-47D	3326.1
B-099	CH-47A	64-13127	4/16/65	83-24123	M3053	2980.4			CH-47D	4759.1
B-624	CH-47C	69-17109	4/27/70	83-24124	M3054	2304.6			CH-47D	3899.6
B-080	CH-47A	64-13108	12/23/64	83-24125	M3055	3202.5			CH-47D	5272.1
B-583	CH-47C	68-15991	5/19/69	84-24152	M3056	2109.2		DAAK50-84-C-0004 (36 acft buy), First aircraft on contract	CH-47D	3476.5
B-092	CH-47A	64-13120	3/12/65	84-24153	M3057	3894			CH-47D	5403.1
B-112	CH-47A	64-13140	7/16/65	84-24154	M3058	3598			CH-47D	5540.2
B-659	CH-47C	70-15017	6/21/71	84-24155	M3059	1709.4			CH-47D	3585.1
B-085	CH-47A	64-13113	1/27/65	84-24156	M3060	3465.2			CH-47D	4895.4
B-150	CH-47A	65-07978	1/4/66	84-24157	M3061	2276			CH-47D	4153.9
B-656	CH-47C	70-15014	5/25/71	84-24158	M3062	1485			CH-47D	3339.3
B-097	CH-47A	64-13125	4/20/65	84-24159	M3063	3508.1			CH-47D	3793.9
B-278	CH-47A	66-19020	12/2/66	84-24160	M3064	3578.3			CH-47D	6112.8

B-658	CH-47C	70-15016	6/17/71	84-24161	M3065	1446.4			CH-47D	5022.3
B-101	CH-47A	64-13129	5/10/65	84-24162	M3066	4188.1			CH-47D	6127.4
B-122	CH-47A	64-13150	8/25/65	84-24163	M3067	3669.5			CH-47D	6501.3
B-542	CH-47C	68-15830	10/29/68	84-24164	M3068	3786.5			CH-47D	7244.6
B-098	CH-47A	64-13126	4/21/65	84-24165	M3069	3553.7			CH-47D	5457
B-507	CH-47C	67-18537	7/1/68	84-24167	M3071	5475.3			CH-47D	6883.8
B-095	CH-47A	64-13123	3/24/65	84-24168	M3072	2611.4			CH-47D	3796.5
B-162	CH-47A	65-07990	3/1/66	84-24169	M3073	4022.4			CH-47D	5388.9
B-643	CH-47C	70-15001	1/28/71	84-24170	M3074	1975.5			CH-47D	4001
B-089	CH-47A	64-13117	2/18/65	84-24171	M3075	3585.6			CH-47D	5746.3
B-313	CH-47A	66-19055	2/22/67	84-24172	M3076	3765.5			CH-47D	5749.5
B-552	CH-47C	68-15840	12/16/68	84-24173	M3077	3791.5			CH-47D	5844.5
B-093	CH-47A	64-13121	3/10/65	84-24174	M3078	2832.9			CH-47D	4738.3
B-628	CH-47C	69-17113	6/15/70	84-24175	M3079	2433.8			CH-47D	4225.7
B-266	CH-47A	66-19008	11/10/66	84-24176	M3080	4490.5			CH-47D	6363.1
B-681	CH-47C	71-20947	4/17/72	84-24177	M3081	1588.7	4/3/91	ATTRITED-CRASHED	RETIRED	2058.9
B-091	CH-47A	64-13119	3/2/65	84-24178	M3082	3927.2			CH-47D	5380.8
B-648	CH-47C	70-15006	3/17/71	84-24179	M3083	1886.9			CH-47D	3530.8
B-102	CH-47A	64-13130	5/6/65	84-24180	M3084	3432.8			CH-47D	5158.1
B-520	CH-47C	67-18550	8/15/68	84-24181	M3085	3224.1			CH-47D	4952.5
B-051	CH-47A	62-02135	3/13/64	84-24182	M3086	3949.3			CH-47D	5584.9
B-661	CH-47C	70-15019	7/14/71	84-24183	M3087	1868.2			CH-47D	3819.3
B-053	CH-47A	62-02137	4/24/64	84-24184	M3088	3989.2			CH-47D	5409.3
B-655	CH-47C	70-15013	5/14/71	84-24185	M3089	1874.9			CH-47D	3205.3
B-072	CH-47A	63-07918	10/14/64	84-24186	M3090	3713			CH-47D	5055.7
B-612	CH-47C	68-16020	10/10/69	84-24187	M3091	2231.4			CH-47D	3860.8
B-155	CH-47A	65-07983	2/1/66	85-24322	M3092	3449.4		DAAJ09-85-C-A005 (Multi year I), First aircraft on contract	CH-47D	5134.5
B-153	CH-47A	65-07981	1/24/66	85-24323	M3093	3247.7			CH-47D	4816.3
B-279	CH-47A	66-19021	12/10/66	85-24324	M3094	3584.8			CH-47D	5319.4
B-667	CH-47C	70-15025	9/24/71	85-24325	M3095	1916	9/4/86	ATTRITED-CRASHED	RETIRED	1947
B-154	CH-47A	65-07982	1/24/66	85-24326	M3096	3534.3			CH-47D	5647.2
B-284	CH-47A	66-19026	12/19/66	85-24327	M3097	4295			CH-47D	6185
B-626	CH-47C	69-17111	5/28/70	85-24328	M3098	1953			CH-47D	3832

B-294	CH-47A	66-19036	1/5/67	85-24329	M3099	3357			CH-47D	5387.2
B-309	CH-47A	66-19051	2/8/67	85-24330	M3100	3976.7			CH-47D	5483.2
B-602	CH-47C	68-16010	9/29/69	85-24331	M3101	2840.2			CH-47D	4331.6
B-255	CH-47A	66-00123	10/22/66	85-24332	M3102	3241.3	8/12/88	ATTRITED-CRASHED	RETIRED	4040
B-189	CH-47A	65-08017	5/16/66	85-24333	M3103	3089.1			CH-47D	4718.7
B-627	CH-47C	69-17112	5/28/70	85-24334	M3104	2385.7			CH-47D	4013.5
B-186	CH-47A	65-08014	5/12/66	85-24335	M3105	3862			CH-47D	5447
B-256	CH-47A	66-00124	10/26/66	85-24336	M3106	3461.4			CH-47D	4950.5
B-479	CH-47C	67-18509	4/19/68	85-24337	M3107	3029			CH-47D	4728.6
B-151	CH-47A	65-07979	1/10/66	85-24338	M3108	3794.6			CH-47D	5338.6
B-191	CH-47A	65-08019	5/23/66	85-24339	M3109	3357.5			CH-47D	4944
B-636	CH-47C	69-17121	10/28/70	85-24340	M3110	2562.2			CH-47D	3802.9
B-209	CH-47A	66-00077	7/11/66	85-24341	M3111	3768.3			CH-47D	5570.6
B-329	CH-47A	66-19071	3/16/67	85-24342	M3112	3258.1		MH-47D, REBULIT BY CCAD	MH-47D	5367.2
B-562	CH-47C	68-15850	12/13/68	85-24343	M3113	3178.8			CH-47D	4848.4
B-239	CH-47A	66-00107	9/30/66	85-24344	M3114	3144.8			CH-47D	6602.3
B-222	CH-47A	66-00090	8/18/66	85-24345	M3115	3046.7			CH-47D	4950.7
B-474	CH-47C	67-18504	4/8/68	85-24346	M3116	3170			CH-47D	5093.1
B-221	CH-47A	66-00089	8/11/66	85-24347	M3117	3157.7			CH-47D	5160.4
B-233	CH-47A	66-00101	9/9/66	85-24348	M3118	3453.3			CH-47D	5212.4
B-551	CH-47C	68-15839	1/13/69	85-24349	M3119	3313.7			CH-47D	4779
B-318	CH-47A	66-19060	2/21/67	85-24350	M3120	3256.4			CH-47D	4972.6
B-143	CH-47A	65-07971	12/14/65	85-24351	M3121	3859.6			CH-47D	5456.4
B-555	CH-47C	68-15843	1/27/69	85-24352	M3122	3263.9			CH-47D	4522.5
B-190	CH-47A	65-08018	5/18/66	85-24353	M3123	3562.6			CH-47D	5193
B-267	CH-47A	66-19009	11/14/66	85-24354	M3124	3047.5			CH-47D	4593.7
B-573	CH-47C	68-15861	4/28/69	85-24355	M3125	3025.5			CH-47D	4605.7
B-258	CH-47A	66-19000	10/28/66	85-24356	M3126	3694.9			CH-47D	5386.1
B-225	CH-47A	66-00093	8/18/66	85-24357	M3127	3803.9			CH-47D	5774.6
B-653	CH-47C	70-15011	4/23/71	85-24358	M3128	4387.5			CH-47D	6411.8
B-324	CH-47A	66-19066	3/8/67	85-24359	M3129	3655.9			CH-47D	5613
B-276	CH-47A	66-19018	11/29/66	85-24360	M3130	2831.7		MH-47D	MH-47D	4588.5
B-613	CH-47C	68-16021	10/15/69	85-24361	M3131	2423.2		MH-47D	MH-47D	4174
B-282	CH-47A	66-19024	12/9/66	85-24362	M3132	3325.7			CH-47D	4588.2

B-335	CH-47A	66-19077	4/3/67	85-24363	M3133	3513.4		CH-47D	4959.8	
B-605	CH-47C	68-16013	7/16/69	85-24364	M3134	1626.4		CH-47D	2847.3	
B-174	CH-47A	65-08002	3/29/66	85-24365	M3135	4037.3		CH-47D	5163.4	
B-149	CH-47A	65-07977	1/7/66	85-24366	M3136	4282.8		CH-47D	5611.2	
B-182	CH-47A	65-08010	4/19/66	85-24367	M3137	3692.7		MH-47D	5422.6	
B-302	CH-47A	66-19044	1/23/67	85-24368	M3138	3731.2		CH-47D	6903.7	
B-312	CH-47A	66-19054	2/8/67	85-24369	M3139	3770.9		CH-47D	5264.2	
B-109	CH-47A	64-13137	6/28/65	86-01635	M3140	3329.2		MH-47D	5222.9	
B-195	CH-47A	65-08023	5/27/66	86-01636	M3141	3521.8		CH-47D	4767.6	
B-408	CH-47B	67-18438	9/14/67	86-01637	M3142	6862.5		CH-47D	8043.3	
B-131	CH-47A	64-13159	10/9/65	86-01638	M3143	3444		CH-47D	4604.9	
B-156	CH-47A	65-07984	2/4/66	86-01639	M3144	4133.8		CH-47D	5361.8	
B-409	CH-47B	67-18439	9/11/67	86-01640	M3145	7069.3		CH-47D	8377.3	
B-136	CH-47A	64-13164	11/9/65	86-01641	M3146	3506.7		CH-47D	4610.4	
B-306	CH-47A	66-19048	1/26/67	86-01642	M3147	4137.5		CH-47D	5387	
B-379	CH-47B	66-19121	7/6/67	86-01643	M3148	4250.3	2/25/88	ATTRITED-CRASHED, TAGS AIRCRAFT, FT.SILL	RETIRED	4471.3
B-176	CH-47A	65-08004	3/31/66	86-01644	M3149	4315.8		CH-47D	6426.1	
B-192	CH-47A	65-08020	5/18/66	86-01645	M3150	4415.6		CH-47D	5857.9	
B-373	CH-47B	66-19115	6/22/67	86-01646	M3151	8358.4		CH-47D	9385.2	
B-206	CH-47A	66-00074	6/29/66	86-01647	M3152	4813.3		CH-47D	6524.2	
B-185	CH-47A	65-08013	5/2/66	86-01648	M3153	4518.1		CH-47D	5941	
B-442	CH-47B	67-18472	12/18/67	86-01649	M3154	6334.3		CH-47D	7427	
B-235	CH-47A	66-00103	9/15/66	86-01650	M3155	2938.1		CH-47D	4272	
B-187	CH-47A	65-08015	5/10/66	86-01651	M3156	3341.3		CH-47D	4507.1	
B-421	CH-47B	67-18451	10/19/67	86-01652	M3157	6876.2		CH-47D	8391.8	
B-165	CH-47A	65-07993	3/1/66	86-01653	M3158	3301.6		CH-47D	4239	
B-286	CH-47A	66-19028	12/16/66	86-01654	M3159	3375.5		CH-47D	4539.2	
B-372	CH-47B	66-19114	6/20/67	86-01655	M3160	7379.5		CH-47D	8792.9	
B-152	CH-47A	65-07980	1/26/66	86-01656	M3161	3708.8		CH-47D	4962.1	
B-181	CH-47A	65-08009	4/15/66	86-01657	M3162	3561.8		CH-47D	4787.5	
B-383	CH-47B	66-19125	7/18/67	86-01658	M3163	7285.2		CH-47D	8731	
B-234	CH-47A	66-00102	9/12/66	86-01659	M3164	3725.9		CH-47D	4867.7	
B-167	CH-47A	65-07995	3/15/66	86-01660	M3165	3727.5		CH-47D	4888.9	

B-398	CH-47B	66-19140	8/16/67	86-01661	M3166	4564		CH-47D	5887.6	
B-114	CH-47A	64-13142	7/19/65	86-01662	M3167	4624.5		CH-47D	6108.4	
B-127	CH-47A	64-13155	11/17/65	86-01663	M3168	3975.3		CH-47D	5195.9	
B-391	CH-47B	66-19133	7/26/67	86-01664	M3169	3771.8		CH-47D	4921.3	
B-246	CH-47A	66-00114	10/11/66	86-01665	M3170	3743.7		CH-47D	4814.1	
B-492	CH-47C	67-18522	5/21/68	86-01666	M3171	3885.7		CH-47D	5041.8	
B-139	CH-47A	65-07967	11/24/65	86-01667	M3172	3962.5		CH-47D	5245.1	
B-207	CH-47A	66-00075	7/7/66	86-01668	M3173	4056.1		CH-47D	5476.5	
B-414	CH-47B	67-18444	9/27/67	86-01669	M3174	3671.7		CH-47D	4908.4	
B-345	CH-47A	66-19087	4/27/67	86-01670	M3175	4319.4		CH-47D	5370	
B-354	CH-47A	66-19096	5/4/67	86-01671	M3176	3879.6		CH-47D	4877.2	
B-418	CH-47B	67-18448	10/7/67	86-01672	M3177	3570.5		CH-47D	4974	
B-355	CH-47A	66-19097	5/12/67	86-01673	M3178	3398		CH-47D	4614.3	
B-236	CH-47A	66-00104	9/23/66	86-01674	M3179	3263.5		CH-47D	4181.2	
B-365	CH-47B	66-19107	6/9/67	86-01675	M3180	4194		CH-47D	4978.7	
B-107	CH-47A	64-13135	6/23/65	86-01676	M3181	3588.3		CH-47D	4693.1	
B-288	CH-47A	66-19030	12/19/66	86-01677	M3182	4089.2		CH-47D	5025.6	
B-567	CH-47C	68-15855	1/13/69	86-01678	M3183	3329.6		CH-47D	4263.8	
B-163	CH-47A	65-07991	2/21/66	86-01679	M3184	4932.3		CH-47D	6258.9	
B-175	CH-47A	65-08003	3/29/66	86-01680	M3185	4257.3		CH-47D	5533.1	
B-184	CH-47A	65-08012	4/27/66	86-01681	M3186	2001.1	4/24/95	ATTRITED-CRASHED NEAR FT. HOOD	RETIRED	3034.6
B-664	CH-47C	70-15022	8/23/71	86-01682	M3187	2856.9		CH-47D	4208.4	
B-229	CH-47A	66-00097	8/31/66	87-00069	M3188	4544.7		CH-47D	8027.4	
B-028	CH-47A	61-02424	7/30/63	87-00070	M3189	2048.4		CH-47D	5023.5	
B-441	CH-47B	67-18471	12/17/67	87-00071	M3190	4787.2		CH-47D	5969.2	
B-137	CH-47A	64-13165	11/12/65	87-00072	M3191	3799.5		CH-47D	5066.4	
B-416	CH-47B	67-18446	10/4/67	87-00073	M3192	3855		CH-47D	5075.5	
B-026	CH-47A	61-02422	6/29/63	87-00074	M3193	4529		CH-47D	5574.6	
B-360	CH-47B	66-19102	5/24/67	87-00075	M3194	1940		CH-47D	2857.4	
B-033	CH-47A	62-02117	9/25/63	87-00076	M3195	4646		CH-47D	5902.6	
B-390	CH-47B	66-19132	7/24/67	87-00077	M3196	3310		CH-47D	4136.7	
B-406	CH-47B	67-18436	9/6/67	87-00078	M3197	3173.8		CH-47D	4002.2	
B-378	CH-47B	66-19120	6/27/67	87-00079	M3198	5322		CH-47D	6745	

B-034	CH-47A	62-02118	9/13/63	87-00080	M3199	4754		CH-47D	6015.2
B-447	CH-47B	67-18477	1/12/68	87-00081	M3200	3740		CH-47D	4970.1
B-073	CH-47A	63-07919	10/29/64	87-00082	M3201	4388		CH-47D	5564.6
B-436	CH-47B	67-18466	12/12/67	87-00083	M3202	3962		CH-47D	5021.1
B-048	CH-47A	62-02132	2/14/64	87-00084	M3203	4484	200TH PRODUCTION 'D' MODEL	CH-47D	5395.2
B-423	CH-47B	67-18453	10/25/67	87-00085	M3204	4305		CH-47D	5547.8
B-049	CH-47A	62-02133	2/14/64	87-00086	M3205	4330		CH-47D	5602.9
B-369	CH-47B	66-19111	6/19/67	87-00087	M3206	5239		CH-47D	6379.1
B-052	CH-47A	62-02136	4/22/64	87-00088	M3207	4114		CH-47D	5261.3
B-454	CH-47B	67-18484	2/9/68	87-00089	M3208	4594		CH-47D	5849.5
B-056	CH-47A	63-07902	4/30/64	87-00090	M3209	3071		CH-47D	4263.1
B-392	CH-47B	66-19134	7/27/67	87-00091	M3210	2940		CH-47D	4306.6
B-057	CH-47A	63-07903	5/18/64	87-00092	M3211	4182		CH-47D	5418.6
B-393	CH-47B	66-19135	7/28/67	87-00093	M3212	3180		CH-47D	4392.1
B-058	CH-47A	63-07904	5/25/64	87-00094	M3213	4500		CH-47D	5822.5
B-404	CH-47B	67-18434	9/8/67	87-00095	M3214	5880	USED FOR CHINESE DEMO - RETURNED TO U.S. ARMY 21 JAN 1989.	CH-47D	7168.4
B-060	CH-47A	63-07906	6/22/64	87-00096	M3215	4701		CH-47D	6017.2
B-407	CH-47B	67-18437	9/15/67	87-00097	M3216	3919		CH-47D	4846
B-061	CH-47A	63-07907	6/26/64	87-00098	M3217	2943		CH-47D	3975.3
B-444	CH-47B	67-18474	1/8/68	87-00099	M3218	2490		CH-47D	3666.8
B-063	CH-47A	63-07909	7/24/64	87-00100	M3219	3582		CH-47D	4649.9
B-377	CH-47B	66-19119	6/27/67	87-00101	M3220	5330		CH-47D	6555.2
B-065	CH-47A	63-07911	7/29/64	87-00102	M3221	3942		CH-47D	4797.5
B-370	CH-47B	66-19112	6/20/67	87-00103	M3222	6430		CH-47D	7313.4
B-068	CH-47A	63-07914	8/31/64	87-00104	M3223	4496		CH-47D	5327.8
B-385	CH-47B	66-19127	7/18/67	87-00105	M3224	4531		CH-47D	5612.3
B-071	CH-47A	63-07917	10/1/64	87-00106	M3225	3740		CH-47D	4724.9
B-402	CH-47B	67-18432	8/23/67	87-00107	M3226	5104		CH-47D	6166.9
B-045	CH-47A	62-02129	1/22/64	87-00108	M3227	4285		CH-47D	5522.9
B-356	CH-47B	66-19098	5/10/67	87-00109	M3228	4772		CH-47D	5778.3
B-433	CH-47B	67-18463	11/26/67	87-00110	M3229	4443		CH-47D	5463.8
B-382	CH-47B	66-19124	7/7/67	87-00111	M3230	5863		CH-47D	6866.6
B-074	CH-47A	63-07920	10/29/64	87-00112	M3231	2251		CH-47D	3347

B-413	CH-47B	67-18443	9/26/67	87-00113	M3232	4315		CH-47D	5452.4
B-422	CH-47B	67-18452	10/23/67	87-00114	M3233	4599		CH-47D	7792.2
B-429	CH-47B	67-18459	11/13/67	87-00115	M3234	3759		CH-47D	5020.4
B-075	CH-47A	63-07921	11/16/64	87-00116	M3235	2387		CH-47D	3725.1
B-394	CH-47B	66-19136	8/7/67	88-00062	M3236	3854		CH-47D	5167.9
B-399	CH-47B	66-19141	8/17/67	88-00063	M3237	3519		CH-47D	4758.4
B-417	CH-47B	67-18447	10/11/67	88-00064	M3238	4243		CH-47D	5386.5
B-461	CH-47B	67-18491	2/26/68	88-00065	M3239	4365		CH-47D	5591.5
B-363	CH-47B	66-19105	5/25/67	88-00066	M3240	3846		CH-47D	4945.4
B-420	CH-47B	67-18450	10/16/67	88-00067	M3241	4841		CH-47D	6110.1
B-456	CH-47B	67-18486	2/10/68	88-00068	M3242	3534		CH-47D	4851.3
B-446	CH-47B	67-18476	1/9/68	88-00069	M3243	4566		CH-47D	5757.8
B-387	CH-47B	66-19129	7/21/67	88-00070	M3244	4005		CH-47D	5300.5
B-411	CH-47B	67-18441	9/21/67	88-00071	M3245	3626		CH-47D	4803
B-389	CH-47B	66-19131	7/24/67	88-00072	M3246	3800		CH-47D	4874.8
B-380	CH-47B	66-19122	7/5/67	88-00073	M3247	4051		CH-47D	5252.9
B-459	CH-47B	67-18489	2/20/68	88-00074	M3248	3755		CH-47D	4941.8
B-388	CH-47B	66-19130	7/22/67	88-00075	M3249	3265		CH-47D	4444.2
B-462	CH-47B	67-18492	2/27/68	88-00076	M3250	2865		CH-47D	4075.3
B-452	CH-47B	67-18482	1/24/68	88-00077	M3251	4486		CH-47D	5679.5
B-448	CH-47B	67-18478	1/16/68	88-00078	M3252	4145		CH-47D	5335.1
B-410	CH-47B	67-18440	9/15/67	88-00079	M3253	4039		CH-47D	5121.3
B-366	CH-47B	66-19108	6/13/67	88-00080	M3254	3636		CH-47D	4690.3
B-357	CH-47B	66-19099	5/19/67	88-00081	M3255	4803		CH-47D	6067.4
B-424	CH-47B	67-18454	10/31/67	88-00082	M3256	4563		CH-47D	5714.9
B-367	CH-47B	66-19109	6/12/67	88-00083	M3257	2438		CH-47D	3530.3
B-374	CH-47B	66-19116	6/23/67	88-00085	M3259	4087		CH-47D	5194.1
B-458	CH-47B	67-18488	2/19/68	88-00086	M3260	3740		CH-47D	4819.7
B-443	CH-47B	67-18473	12/19/67	88-00087	M3261	3035		CH-47D	4202.9
B-381	CH-47B	66-19123	7/14/67	88-00088	M3262	5248		CH-47D	6430.9
B-358	CH-47B	66-19100	5/19/67	88-00089	M3263	3518		CH-47D	4633.5
B-435	CH-47B	67-18465	12/9/67	88-00090	M3264	4004		CH-47D	5152.9
B-437	CH-47B	67-18467	12/14/67	88-00091	M3265	4158		CH-47D	5166.9
B-362	CH-47B	66-19104	5/29/67	88-00092	M3266	3823	4/12/89	ATTRITED-CRASHED	RETIRED 3840.4

B-580	CH-47C	68-15868	5/14/69	88-00093	M3267	3064		CH-47D	4278.8
B-563	CH-47C	68-15851	12/16/68	88-00094	M3268	3544		CH-47D	4798
B-559	CH-47C	68-15847	12/5/68	88-00095	M3269	3986		CH-47D	5009.3
B-608	CH-47C	68-16016	8/29/69	88-00096	M3270	1502		CH-47D	2469.6
B-686	CH-47C	71-20952	9/29/72	88-00097	M3271	2383		CH-47D	3501.6
B-631	CH-47C	69-17116	7/31/70	88-00098	M3272	6466		CH-47D	7477.5
B-577	CH-47C	68-15865	4/30/69	88-00099	M3273	3396		CH-47D	4467.2
B-579	CH-47C	68-15867	5/13/69	88-00100	M3274	3316		CH-47D	4369.8
B-558	CH-47C	68-15846	11/25/68	88-00101	M3275	4233		CH-47D	5390.9
B-589	CH-47C	68-15997	6/12/69	88-00102	M3276	3127		CH-47D	4262.2
B-598	CH-47C	68-16006	9/2/69	88-00103	M3277	2873		CH-47D	3817.8
B-539	CH-47C	68-15827	10/22/68	88-00104	M3278	4298		CH-47D	5365
B-587	CH-47C	68-15995	5/26/69	88-00105	M3279	3692		CH-47D	5598.9
B-543	CH-47C	68-15831	10/29/68	88-00106	M3280	4018		CH-47D	5248.6
B-730	CH-47C	79-23398	2/8/80	88-00107	M3281	1564		CH-47D	4490.5
B-629	CH-47C	69-17114	6/30/70	88-00108	M3282	3235		CH-47D	4577.8
B-638	CH-47C	69-17123	11/21/70	88-00109	M3283	2602		CH-47D	5533.4
B-609	CH-47C	68-16017	12/15/69	89-00130	M3284	3563		CH-47D	4696
B-621	CH-47C	69-17106	2/25/70	89-00131	M3285	2966	MH-47D	MH-47D	3879.7
B-650	CH-47C	70-15008	3/26/71	89-00132	M3286	3159		CH-47D	4157.7
B-679	CH-47C	71-20945	2/17/72	89-00133	M3287	2755		CH-47D	3717.1
B-475	CH-47C	67-18505	4/9/68	89-00134	M3288	4206		CH-47D	5275.7
B-532	CH-47C	68-15820	9/27/68	89-00135	M3289	3489		CH-47D	4376.8
B-716	CH-47C	76-22675	2/24/77	89-00136	M3290	4010		CH-47D	5038.4
B-487	CH-47C	67-18517	5/15/68	89-00137	M3291	3572	BAILED ACFT @ BHC (LH)	CH-47D	5243.4
B-503	CH-47C	67-18533	6/28/68	89-00138	M3292	3969		CH-47D	5179.4
B-561	CH-47C	68-15849	12/16/68	89-00139	M3293	3810		CH-47D	4938.9
B-582	CH-47C	68-15990	5/15/69	89-00140	M3294	3493		CH-47D	4514.6
B-546	CH-47C	68-15834	11/20/68	89-00141	M3295	4759		CH-47D	5756
B-486	CH-47C	67-18516	5/9/68	89-00142	M3296	4054		CH-47D	5057.7
B-541	CH-47C	68-15829	10/28/68	89-00143	M3297	3846		CH-47D	4959.6
B-600	CH-47C	68-16008	9/11/69	89-00144	M3298	3655		CH-47D	4734.3
B-654	CH-47C	70-15012	5/10/71	89-00145	M3299	2487		CH-47D	3449.5
B-673	CH-47C	70-15031	11/16/71	89-00146	M3300	2466	MH-47D, 300TH "D" MODEL	MH-47D	3364.4

B-548	CH-47C	68-15836	11/25/68	89-00147	M3301	4290		CH-47D	5304.9
B-575	CH-47C	68-15863	4/30/69	89-00148	M3302	3273		CH-47D	4317.5
B-644	CH-47C	70-15002	1/31/71	89-00149	M3303	2815		CH-47D	3383.2
B-647	CH-47C	70-15005	2/26/71	89-00150	M3304	3160		CH-47D	3827.6
B-719	CH-47C	76-22678	5/10/77	89-00151	M3305	1972		CH-47D	2532.8
B-725	CH-47C	76-22684	1/11/78	89-00152	M3306	1787		CH-47D	2688.2
B-574	CH-47C	68-15862	4/30/69	89-00153	M3307	4078		BAILED A/C RETURNED TO FT. RUCKER MAY 1982.	CH-47D 5026.9
B-534	CH-47C	68-15822	10/4/68	89-00154	M3308	4566		CH-47D	5556
B-603	CH-47C	68-16011	7/1/69	89-00155	M3309	3583		CH-47D	4167
B-572	CH-47C	68-15860	4/23/69	89-00156	M3310	3824		CH-47D	4540.1
B-564	CH-47C	68-15852	12/18/68	89-00157	M3311	4214		CH-47D	5266.1
B-698	CH-47C	74-22279	11/21/75	89-00158	M3312	2541		CH-47D	3154
B-496	CH-47C	67-18526	6/4/68	89-00159	M3313	4443		CH-47D	4849.2
B-470	CH-47C	67-18500	3/29/68	89-00160	M3314	4545		MH-47D	5331.2
B-502	CH-47C	67-18532	6/18/68	89-00161	M3315	4420		MH-47D	5250.3
B-527	CH-47C	68-15815	9/23/68	89-00162	M3316	5059		CH-47D	6011.5
B-665	CH-47C	70-15023	8/30/71	89-00163	M3317	3225		CH-47D	4215.5
B-519	CH-47C	67-18549	8/9/68	89-00164	M3318	4701		CH-47D	5482.8
B-697	CH-47C	74-22278	9/30/75	89-00165	M3319	2875	11/1/91	ATTRITED-CRASHED	RETIRED 2925.1
B-516	CH-47C	67-18546	8/9/68	89-00166	M3320	4342		CH-47D	5304.2
B-490	CH-47C	67-18520	5/17/68	89-00167	M3321	4438		CH-47D	5294.1
B-669	CH-47C	70-15027	10/12/71	89-00168	M3322	2436		CH-47D	3420.9
B-604	CH-47C	68-16012	7/10/69	89-00169	M3323	3218		CH-47D	4113.5
B-473	CH-47C	67-18503	3/29/68	89-00170	M3324	3480		CH-47D	4250.8
B-533	CH-47C	68-15821	9/28/68	89-00171	M3325	4170		CH-47D	5022.8
B-537	CH-47C	68-15825	10/18/68	89-00172	M3326	4651		CH-47D	5394.5
B-498	CH-47C	67-18528	6/7/68	89-00173	M3327	4395	10/10/92	ATTRITED-CRASHED, Fastener, Ft. Richardson, AK	CH-47D 4691.3
B-521	CH-47C	67-18551	8/19/68	89-00174	M3328	3338		CH-47D	4129.5
B-560	CH-47C	68-15848	12/10/68	89-00175	M3329	4888		CH-47D	5913.9
B-396	CH-47B	66-19138	8/11/67	89-00176	M3330	1596		TAGS PROGRAM - NASA AMES ACTIVE	CH-47D 2399.5
B-531	CH-47C	68-15819	9/23/68	89-00177	M3331	4665		CH-47D	5419

B-705	CH-47C	74-22286	4/30/76	90-00180	M3332	2167		DAAJ09-85-C-A010 (Multi year II), First aircraft on contract	CH-47D	3617.5
B-690	CH-47C	74-22271	1/30/75	90-00181	M3333	2717		KOR B-2-501	CH-47D	3492.1
B-691	CH-47C	74-22272	5/19/75	90-00182	M3334	2839		KOR B-2-501	CH-47D	3746.3
B-528	CH-47C	68-15816	9/24/68	90-00183	M3335	4387		TEXAS NG	CH-47D	5024.2
B-540	CH-47C	68-15828	10/24/68	90-00184	M3336	2714		FT. EUSTIS	CH-47D	3429.9
B-651	CH-47C	70-15009	4/12/71	90-00185	M3337	3091		TEXAS NG	CH-47D	3953.5
B-485	CH-47C	67-18515	5/8/68	90-00186	M3338	4951		TEXAS NG	CH-47D	5729.9
B-660	CH-47C	70-15018	7/15/71	90-00187	M3339	3147		KOR B-2-501	CH-47D	3991
B-689	CH-47C	71-20955	7/31/74	90-00188	M3340	3043		KOR B-2-501	CH-47D	4275
B-480	CH-47C	67-18510	4/29/68	90-00189	M3341	4443		KOR B-2-501	CH-47D	5987.8
B-524	CH-47C	68-15812	8/28/68	90-00190	M3342	4081		KOR B-2-501	CH-47D	4832.1
B-692	CH-47C	74-22273	5/30/75	90-00191	M3343	2734		KOR B-2-501	CH-47D	4561
B-693	CH-47C	74-22274	6/20/75	90-00192	M3344	2997		KOR B-2-501	CH-47D	4423.2
B-571	CH-47C	68-15859	4/28/69	90-00193	M3345	2891		TEXAS NG	CH-47D	3431
B-713	CH-47C	74-22294	12/17/76	90-00194	M3346	2306		TEXAS NG	CH-47D	3103.5
B-576	CH-47C	68-15864	4/30/69	90-00195	M3347	3438		HAWAII	CH-47D	4723.9
B-622	CH-47C	69-17107	3/26/70	90-00196	M3348	2913		HAWAII	CH-47D	3815.9
B-632	CH-47C	69-17117	8/20/70	90-00197	M3349	3062		HAWAII	CH-47D	4120.3
B-723	CH-47C	76-22682	9/23/77	90-00198	M3350	3278		PANAMA	CH-47D	4559.6
B-717	CH-47C	76-22676	3/11/77	90-00199	M3351	2109		TX AIRCRAFT TRANSFERRED TO EAATS	CH-47D	2904.3
B-670	CH-47C	70-15028	10/14/71	90-00200	M3352	2882		PANAMA	CH-47D	3584.9
B-500	CH-47C	67-18530	6/17/68	90-00201	M3353	3274	7/31/94	ATTRITED-CRASHED, OSAGE RIVER	RETIRED	3765.6
B-712	CH-47C	74-22293	11/29/76	90-00202	M3354	2101		PANAMA	CH-47D	2894.7
B-596	CH-47C	68-16004	9/5/69	90-00203	M3355	5573		PANAMA	CH-47D	6341.2
B-706	CH-47C	74-22287	6/30/76	90-00204	M3356	4244		BAILED A/C RETURNED TO FT. RUCKER 5/30/79 DD FORM 1149 VOUCHER 000679C578.	CH-47D	5274.2
B-640	CH-47C	69-17125	12/28/70	90-00205	M3357	3232		PANAMA	CH-47D	3825.6
B-724	CH-47C	76-22683	11/2/77	90-00206	M3358	2217		PANAMA	CH-47D	3345.9
B-642	CH-47C	70-15000	1/28/71	90-00207	M3359	3266		HAWAII	CH-47D	4235.2
B-637	CH-47C	69-17122	10/28/70	90-00208	M3360	2400		HAWAII	CH-47D	2881.3
B-530	CH-47C	68-15818	9/23/68	90-00209	M3361	4080		HAWAII	CH-47D	4949.5

B-565	CH-47C	68-15853	12/20/68	90-00210	M3362	4248	HAWAII	CH-47D	5323.3
B-663	CH-47C	70-15021	8/16/71	90-00211	M3363	3003	HAWAII	CH-47D	3888.4
B-568	CH-47C	68-15856	1/15/69	90-00212	M3364	4279	HAWAII	CH-47D	5159.5
B-727	CH-47C	79-23395	12/18/79	90-00213	M3365	1699	HAWAII	CH-47D	2629
B-584	CH-47C	68-15992	5/19/69	90-00214	M3366	1498	FT. EUSTIS CAT B	CH-47D	2359
B-554	CH-47C	68-15842	1/17/69	90-00215	M3367	4275	HAWAII	CH-47D	5484.5
B-607	CH-47C	68-16015	8/27/69	90-00216	M3368	3591	HAWAII	CH-47D	4487.1
B-590	CH-47C	68-15998	6/11/69	90-00217	M3369	1917	FT. EUSTIS CAT B	CH-47D	2654.3
B-646	CH-47C	70-15004	2/26/71	90-00218	M3370	2437	HAWAII	CH-47D	3202.7
B-569	CH-47C	68-15857	1/27/69	90-00219	M3371	3839	HAWAII	CH-47D	4431.2
B-570	CH-47C	68-15858	4/30/69	90-00220	M3372	3377	9/23/94 ATTRITED-CRASHED, 35 MI E OF McCALL, IDAHO	RETIRED	4007
B-599	CH-47C	68-16007	9/16/69	90-00221	M3373	2689	FT. EUSTIS CAT B	CH-47D	3499.5
B-491	CH-47C	67-18521	5/20/68	90-00222	M3374	3994	Lightning strike 21 Apr 93 at Everett WA: FT. Eustis	CH-47D	4818.1
B-630	CH-47C	69-17115	7/28/70	90-00223	M3375	2006	FT. EUSTIS	CH-47D	2918.5
B-529	CH-47C	68-15817	9/23/68	90-00224	M3376	4324	FT. EUSTIS	CH-47D	5227.4
B-683	CH-47C	71-20949	7/14/72	90-00225	M3377	2892	ALASKA	CH-47D	3918.6
B-729	CH-47C	79-23397	6/30/80	90-00226	M3378	1591	ALASKA	CH-47D	2482.2
B-687	CH-47C	71-20953	10/31/72	91-00230	M3379	2467	KS USAR	CH-47D	3082.5
B-699	CH-47C	74-22280	12/19/75	91-00231	M3380	1873	ALASKA	CH-47D	2334.7
B-675	CH-47C	70-15033	12/16/71	91-00232	M3381	2799	ALASKA	CH-47D	3538.8
B-611	CH-47C	68-16019	9/11/69	91-00233	M3382	1536	FT. EUSTIS CAT B	CH-47D	2313.4
B-526	CH-47C	68-15814	9/11/68	91-00234	M3383	3206	AEFA	CH-47D	4124.1
B-495	CH-47C	67-18525	5/31/68	91-00235	M3384	4091	ALASKA	CH-47D	4992.8
B-545	CH-47C	68-15833	11/8/68	91-00236	M3385	4465	ALASKA	CH-47D	5189.1
B-682	CH-47C	71-20948	6/29/72	91-00237	M3386	2934	ALASKA	CH-47D	3643.2
B-714	CH-47C	76-22673	12/17/76	91-00238	M3387	1842	ALASKA	CH-47D	2318.5
B-715	CH-47C	76-22674	1/21/77	91-00239	M3388	1869	ALASKA	CH-47D	2437.5
B-464	CH-47C	67-18494	3/30/68	91-00240	M3389	3274	First -C- model built. ALASKA	CH-47D	3659
B-701	CH-47C	74-22282	2/13/76	91-00241	M3390	1966	PA AIRCRAFT TRANSFERRED TO EAATS	CH-47D	2744.6
B-731	CH-47C	79-23399	4/29/80	91-00242	M3391	1851	ALASKA	CH-47D	2250.6
B-733	CH-47C	79-23401	5/30/80	91-00243	M3392	1406	ALASKA	CH-47D	1831.6
B-732	CH-47C	79-23400	5/28/80	91-00244	M3393	1528	ALASKA	CH-47D	2289.8

B-721	CH-47C	76-22680	7/27/77	91-00245	M3394	2023	ALASKA	CH-47D	2790.9
B-625	CH-47C	69-17110	4/30/70	91-00246	M3395	3350	ALASKA	CH-47D	3966.6
B-465	CH-47C	67-18495	3/29/68	91-00247	M3396	5958	CA NG	CH-47D	6530.8
B-517	CH-47C	67-18547	7/28/68	91-00248	M3397	4763	CA NG	CH-47D	5317.1
B-610	CH-47C	68-16018	9/9/69	91-00249	M3398	4015	CA NG	CH-47D	4738.6
B-523	CH-47C	68-15811	8/20/68	91-00250	M3399	4495	400TH D-MODEL - CA AIRCRAFT TRANSFERRED TO EAATS	CH-47D	5395.3
B-556	CH-47C	68-15844	11/20/68	91-00251	M3400	4530	CA NG	CH-47D	5070.2
B-668	CH-47C	70-15026	9/28/71	91-00252	M3401	2784	CA NG	CH-47D	3320.5
B-666	CH-47C	70-15024	9/17/71	91-00253	M3402	2500	CA NG	CH-47D	2739.1
B-674	CH-47C	70-15032	11/30/71	91-00254	M3403	3130	WASH AR	CH-47D	3633.3
B-703	CH-47C	74-22284	3/23/76	91-00255	M3404	2525	KS USAR	CH-47D	3145.6
B-616	CH-47C	69-17101	12/9/69	91-00256	M3405	3752	KS USAR	CH-47D	4286.8
B-710	CH-47C	74-22291	10/27/76	91-00257	M3406	2581	KS USAR	CH-47D	2931.9
B-662	CH-47C	70-15020	7/23/71	91-00258	M3407	2692	KS USAR	CH-47D	3089.8
B-618	CH-47C	69-17103	1/14/70	91-00259	M3408	1299	FT. EUSTIS CAT B	CH-47D	1667.7
B-020	CH-47A	61-02416	4/29/63	91-00260	M3409	4173	STORAGE - DAVIS MONTHAN TUSCON	CH-47D	4555.5
B-013	CH-47A	61-02409	1/9/63	91-00261	M3410	2463	STORAGE - DAVIS MONTHAN TUSCON	CH-47D	2971
B-645	CH-47C	70-15003	2/19/71	91-00262	M3411	2550	CANG	CH-47D	2951.9
B-030	CH-47A	62-02114	8/23/63	91-00263	M3412	3810	STORAGE - DAVIS MONTHAN TUSCON	CH-47D	4310.1
B-024	CH-47A	61-02420	6/27/63	91-00264	M3413	3775	STORAGE - DAVIS MONTHAN TUSCON	CH-47D	4333.2
B-014	CH-47A	61-02410	2/13/63	91-00265	M3414	4099.7		CH-47D	4929.7
B-019	CH-47A	61-02415	4/30/63	91-00266	M3415	2092.5		CH-47D	2812.5
B-021	CH-47A	61-02417	5/31/63	91-00267	M3416	3898.6		CH-47D	4674.6
B-023	CH-47A	61-02419	5/31/63	91-00268	M3417	4349.6		CH-47D	5030.6
B-025	CH-47A	61-02421	6/29/63	91-00269	M3418	3071.3		CH-47D	3591.3
B-027	CH-47A	61-02423	6/30/63	91-00270	M3419	2764.3		CH-47D	3069.3
B-510	CH-47C	67-18540	7/11/68	91-00271	M3420	3472.2		CH-47D	3909.2
B-031	CH-47A	62-02115	8/28/63	92-00280	M3421	3506.2		CH-47D	3962.2
B-736	CH-47C	85-24736	8/9/85	92-00281	M3422	793.8		CH-47D	1074.8
B-032	CH-47A	62-02116	8/31/63	92-00282	M3423	2030.9		CH-47D	2414.9

B-740	CH-47C	85-24740	8/13/85	92-00283	M3424	606.2		CH-47D	1119.2
B-518	CH-47C	67-18548	8/5/68	92-00284	M3425	4844.3		CH-47D	5353.3
B-741	CH-47C	85-24741	8/9/85	92-00285	M3426	576.7		CH-47D	974.7
B-046	CH-47A	62-02130	1/28/64	92-00286	M3427	2316		CH-47D	2585
B-047	CH-47A	62-02131	1/29/64	92-00287	M3428	2683.3		CH-47D	3063.3
B-739	CH-47C	85-24739	8/15/85	92-00288	M3429	566.2		CH-47D	993.2
B-059	CH-47A	63-07905	5/27/64	92-00289	M3430	2336.8		CH-47D	2976.8
B-062	CH-47A	63-07908	6/29/64	92-00290	M3431	1944.3		CH-47D	2537.3
B-735	CH-47C	85-24735	8/9/85	92-00291	M3432	954.9		CH-47D	1287.9
B-070	CH-47A	63-07916	9/28/64	92-00292	M3433	3306		CH-47D	3832
B-043	CH-47A	62-02127	12/31/63	92-00293	M3434	1432.1		CH-47D	1792.1
B-742	CH-47C	85-24742	8/13/85	92-00294	M3435	798		CH-47D	1244
B-066	CH-47A	63-07912	8/25/64	92-00295	M3436	3452.7		CH-47D	3452.7
B-044	CH-47A	62-02128	1/4/64	92-00296	M3437	2116.2		CH-47D	2171.2
B-744	CH-47C	85-24744	8/15/85	92-00297	M3438	808.3		CH-47D	1184.3
B-069	CH-47A	63-07915	9/8/64	92-00298	M3439	2923.5		CH-47D	3187.5
B-017	CH-47A	61-02413	3/28/63	92-00299	M3440	383.8		CH-47D	622.8
B-737	CH-47C	85-24737	8/9/85	92-00300	M3441	891.8		CH-47D	1113.8
B-016	CH-47A	61-02412	2/15/63	92-00301	M3442	1330.2		CH-47D	1654.2
B-039	CH-47A	62-02123	11/19/63	92-00302	M3443	3487.6		CH-47D	3682.6
B-508	CH-47C	67-18538	7/25/68	92-00303	M3444	2251.8	Prototype 76-18538 flew 2413 D-hrs from Dec 76	CH-47D	4884.8
B-180	CH-47A	65-08008	4/13/66	92-00304	M3445	3504.2	Prototype 76-08008 flew 288 D-hrs from Dec 76	CH-47D	3978.2
B-054	CH-47A	63-07900	4/23/64	92-00305	M3446	2048.3	PREV. STRKDATE 15 APR 69	CH-47D	2340.3
B-738	CH-47C	85-24738	8/13/85	92-00306	M3447	542.9		CH-47D	866.9
B-035	CH-47A	62-02119	9/8/64	92-00307	M3448	171.3		CH-47D	467.3
B-040	CH-47A	62-02124	11/27/63	92-00308	M3449	2147.3		CH-47D	2608.3
B-008	JCH-47A	60-03449	2/20/63	92-00309	M3450	275		CH-47D	739
B-92A	CH-47D	92-00367	2/28/94	92-00367	M4301			CH-47D	390
B-92B	CH-47D	92-00368	3/15/94	92-00368	M4302			CH-47D	425
CE005	CH-47C	A15-0005		93-00928	M3455	2134.5	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1 CONVERTED RAAF ACFT TO	CH-47D	2210.5

CE006	CH-47C	A15-0007	93-00929	M3456	2636.9	U.S. ARMY ON CONTRACT #8DGA1	CH-47D	2758.9
CE007	CH-47C	A15-0008	93-00930	M3457	3001.6	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1	CH-47D	3093.6
CE008	CH-47C	A15-0009	93-00931	M3458	2913.6	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1	CH-47D	3022.6
CE009	CH-47C	A15-0010	93-00932	M3459	3583.1	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1	CH-47D	3675.1
CE010	CH-47C	A15-0011	93-00933	M3460	2074.2	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1	CH-47D	2131.2
CE011	CH-47C	A15-0012	93-00934	M3461	2383.5	CONVERTED RAAF ACFT TO U.S. ARMY ON CONTRACT #8DGA1	CH-47D	2433.5

Last Update: 6/22/98

Name: Pamela L. Kingdon

Aerospace Support - Philar ia  
Fielded Aircraft

1154 TR.

Customer	Current Fleet	STATUS		Comments
		Last Month	Current Month	

As Of: January 20, 1999

CH-46 / 107

374

U.S. Navy & Marines	317
Columbia Helicopters Inc. (KV-107)	15
Canada (CH-113)	13
Sweden (KV-107)	14
Saudia Arabia (KHI)	15

G	G	
G	G	
G	G	
G	G	Concern- Open Technical Issues
G	G	

234 Aircraft

6/3/2/2  
= 3

Taiwan	3
Columbia Helicopters	6

G	G	
G	G	Concern- Corrosive Pitting

CH-47 Chinook

172314  
+ 7  
44  
410 + 50  
30  
16  
6  
6  
6  
12  
5  
150

U.S. Army - CH-47D	442
U.S. Army - MH-47E	25

Y	Y	Fan Shaft/Bellcranks
G	G	Concern- Sustaining Eng. Tasks

Kawasaki Heavy Ind. - 414-100	48
United Kingdom	34
Korea	24
Spain - 414-100	17
Egypt - CH-47C	15
Greece - 414-100	9
Netherlands	13
Minos	6
Thailand - 414-100	6
Australia - CH-47D	4
Argentina - CH-47C	2
Other - CH-47 C - Agusta	117

G	G	
Y	Y	Aft Shaft Shortage/AOG Aircraft
G	G	
G	G	
G	G	
G	G	
G	G	
Y	Y	2 Aircraft Grounded (parts)
G	G	
G	G	
n/a	n/a	

771

1009  
514 into 2 DAE  
302 to 78

6 Singapore  
4 ~~U.S. Army~~ Egypt  
2 Australian  
8 U.K.  
G T. 10  
Japan 27

CH-47/234/414 CUSTOMER DATA

5/5/99

US ARMY	MODEL	TOTAL	TOTAL	MC	NMCM	NMCS	UTIL	HIGH	AS OF:
		A/C	FLT HRS	AVERAGE	AVERAGE	AVERAGE	AVERAGE	TIME	
				10/79->07/93	10/79->07/93	10/79->07/93	10/79->07/93	A/C	
	CH-47A	0	887,332	59.1%	30.1%	10.8%	5.7		
	CH-47B	0	367,979	63.8%	26.6%	9.6%	12.1		
	CH-47C	0	735,742	66.7%	24.7%	8.6%	11.8		
	*CH/MH-47D	442	587,496	72.0%	21.6%	6.4%	14.5	9.612	*AVERAGE FROM FIELDING IN MARCH OF 1983 THRU JUL 1993
	MH-47E	25	20,973						LTF ACFT (BEARCAT 1) - 4,948 HRS
		AS OF 6/98							
	SUB-TOTAL	467	2,599,522						MAR 97 35,400

COMMERCIAL	CUSTOMER	TOTAL	TOTAL	REG	PUNC	UTIL	PAX	REV	REV PAX	REV	HIGH	AS OF:
		AIRCRAFT	FLT HRS				CARRIED	FLIGHTS	MILES	MILES	TIME	
							TOTAL	TOTAL	TOTAL	TOTAL	A/C	
	**BIH	0	38,488	100.00%	82.11%	131.51	603,771	7,987	152,330,000	4,046,541	7,817	
	**HS	0	26,473	98.50%	98.50%	91.26	637,187	12,144	79,134,704	2,598,602	11,234	04 DEC 95
	CHI	9	41,822	*	*	*	3,292	78	829,928	45,250	17,573	31 MAR 99
	BOEING	0	1,088	*	*	*	2,249	65	710,133	38,922	1,088	
	**TRUMP	0	152	100.00%	94.74%	11.55	1,378	40	117,130	3,400	6,080	
	ROCA	3	3,562	-	-	-	-	-	-	-	1,267	31 JAN 97
	SUB-TOTAL	12	111,585									

NUMBER OF AIRCRAFT BY MODEL

INTERNATIONAL	CUSTOMER	FLT HRS	NUMBER OF AIRCRAFT BY MODEL					HIGH		AS OF:	414	234	414-100
			A	C	D	E	HCMKI	HCMKII	A/C				
	AUSTRALIA (RAAF)	29,426							3,594	31 DEC 1989			
	AUSTRALIA (ADF)	3,199			4				3,317	31 MAR 1999			
5	ARGENTINA AIR FORCE *	4,993		2					2,435	31 DEC 1990			
	ARGENTINA ARMY *	663		0					397	31 DEC 1990			
	CANADIAN FORCES *	55,721		0					8,136	31 DEC 1990			
	EGYPTIAN FORCES *	13,007		15					928	31 DEC 1990			
	GIFU	62,605							3,122	28 FEB 1995			48
	GREECE	21,131							2,511	31 MAR 1999			9
	IRANIAN AIR FORCES *	110,350		62					2,240	31 DEC 1990			
	ITALIAN ARMY *	31,580		30					1,691	31 DEC 1990			
	LIBYAN AIR FORCE *	14,636		18					1,364	31 DEC 1990			
	MINOS	3,913			6				693	30 NOV 1997			
	MOROCCAN AIR FORCE ***	10,256		7					1,492	31 DEC 1990			
	NETHERLANDS (RNAF)	5,873			13				8,399	31 MAR 1999			
	OTHER	38,938							2,477	31 MAR 1999			30
	ROYAL AIR FORCE	121,304					0		3,270	31 DEC 1990	0		
	ROYAL AIR FORCE	50,938							6,704	31 DEC 1998			
18	SPANISH ARMY	33,762							2,971	31 MAR 1999	8		9
	THAILAND	12,727							3,666	31 JUL 1981			
	THAILAND	6,254							1,328	28 FEB 1999			6
	SUB-TOTAL	631,276		134		23	0	49	8				102
	TOTAL	3,342,383		134		465	25	0	49		8	12	102
	TOTAL AIRCRAFT	795		*ESTIMATED HOURS									

\*\*\*DATA COLLECTION FOR MOROCCAN FLEET ENDED DEC 90 DUE TO INACTIVE AIRCRAFT

906

## **8524362**

ACFT S/N 66-19024, CH-47A, INDUCTED AND CONVERTED TO CH-47D, S/N 85-24362 ON 22 JUL 86.  
TOTAL TIME AT MOD: 3325.7 ACFT HRS.

ACFT 8524362 TEST FLOWN AND ACCEPTED AT 3336.6 ACFT HRS. (15 SEP 86 AT BOEING)

ACFT ACCEPTED BY 243<sup>RD</sup> AVN CO (ASH) WITH 3366.8 AIRFRAME HRS. (23 SEP 86 FT LEWIS)

CURRENT HRS: 5291.7 AS OF 11 AUG 99

## **8700086**

ACFT S/N 62-2133 CH-47A, INDUCTED AND CONVERTED TO CH-47D, S/N 87-0086 ON 24 FEB 88.  
TOTAL TIME AT MODIFICATION: 4330.0 HRS.

ACFT S/N 87-0086 TEST FLOWN AND ACCEPTED AT 4339.1 ACFT HRS. (31 MAR 88 AT BOEING)

ACFT DEPRESERVED AND ACCEPTED IN USAREUR THIS DATE AT 4341.8 HRS. (10 MAY 88)

CURRENT HRS: 6016.6

## **8700089**

AIRCRAFT S/N 67-18484, CH-47B, INDUCTED AND CONVERTED TO CH-47D, S/N: 870089 ON 17 MAR 88. TOTAL TIME AT MODIFICATION 4594.0 HRS.

AIRCRAFT S/N 87-0089 TEST FLOWN AND ACCEPTED 4600.7 HRS. (BOEING 27 APR 88)

ACFT DEPRESERVED AND ACCEPTED IN USAREUR THIS DATE AT 4603.9 HRS. (27 JUN 88)

CURRENT HRS: 6225.6

## **8700114**

AIRCRAFT S/N 67-18452, CH-47B, INDUCTED AND CONVERTED TO CH-47D, S/N: 870114 ON 17 MAR 88. TOTAL TIME AT MODIFICATION 4599.0 HRS.

AIRCRAFT S/N 87-0114 TEST FLOWN AND ACCEPTED 4605.5 HRS. (BOEING 25 OCT 88)

CURRENT HRS: 8399.9

## **8900151**

AIRCRAFT S/N 76-22678, CH-47C, INDUCTED AND CONVERTED TO CH-47D, S/N: 89-0151 ON 12 APR 1990. TOTAL TIME AT MODIFICATION 1972.0 HRS.

AIRCRAFT S/N 89-0151 TEST FLOWN AND ACCEPTED 1978.7 HRS. (BOEING 25 MAY 90)

AIRCRAFT REASSEMBLED AND PREPARED FOR FLIGHT I/A/W TM 55-1520-241S A/C TIME 1988.7 (14 AUG 90 HAWAII)

CURRENT HRS: 3453.3

## **8900155**

AIRCRAFT S/N 68-16011, CH-47C, INDUCTED AND CONVERTED TO CH-47D, S/N: 89-0155 ON 7 MAY 1990. TOTAL TIME AT MODIFICATION 3583.0 HRS.

AIRCRAFT S/N 89-0155 TEST FLOWN AND ACCEPTED 3590.9 HRS. (BOEING 25 JUN 90)

AIRCRAFT REASSEMBLED AND PREPARED FOR FLIGHT I/A/W TM 55-1520-241S A/C TIME 3605.7 (06 AUG 90 HAWAII)

CURRENT HRS: 4797.2

## **8900156**

AIRCRAFT S/N 68-15860, CH-47C, INDUCTED AND CONVERTED TO CH-47D, S/N: 89-0156 ON 15 MAY 1990. TOTAL TIME AT MODIFICATION 3824.0 HRS.

AIRCRAFT S/N 89-0156 TEST FLOWN AND ACCEPTED 3837.0 HRS. (BOEING 06 JUN 90)

CURRENT HRS: 5087.5

## **8900158**

AIRCRAFT S/N 74-22279, CH-47C, INDUCTED AND CONVERTED TO CH-47D, S/N: 89-0158 ON 31 MAY 1990. TOTAL TIME AT MODIFICATION 2541.0 HRS.

AIRCRAFT S/N 89-0155 TEST FLOWN AND ACCEPTED 2547.9 HRS. (BOEING 30 JUN 90)

CURRENT HRS: 3899.8