

History of the  
242nd Assault Support Helicopter Company  
222nd Aviation Battalion

1 January 1974 - 31 January 1975

Prepared by  
CPT James A. Orahood  
Unit Historical Officer

Approved by:

DANIEL E. TAYLOR  
Major, Infantry  
Commanding

Ft. Wainwright, Alaska APO SE 98731

## I. Introduction

A. The 242nd Aviation Company was 33 years old on 1 February 1975, being originally activated on 1 February 1942 at McClellan Field, California, as Detachment Headquarters and 2nd Platoon, 812th Quartermaster Company. The unit went through WW II and several redesignations prior to arrival in Bien Hoa, Republic of Vietnam on 11 August 1967. After 4 years of service in the Vietnam War, the unit moved to Alaska on 19 November 1971, and assumed the name "Sugarbears", with permission of the General Foods Corporation, and adopted a pocket patch depicting the Sugarbear on 16 July 1971.

B. The unit is the prime mover of troops, artillery, and cargo in Alaska. The Sugarbears have participated in every field exercise since its arrival, and maintained a zero accident record since its arrival in Alaska. This is even more phenomenal when you consider that the U.S. Army in Alaska, has the highest accident record of worldwide aviation because of the hazardous flying conditions encountered in Alaska, year around.

C. The Sugarbears are presently, the only "A" model Chinook unit in the world. In November of 1974, the unit received the tail numbers of 3 C-model aircraft, ready for pick up at New Cumberland, Pennsylvania, on or about 29 February 1975. The tail numbers are 68-15861, 68-16021, and 70-15033.

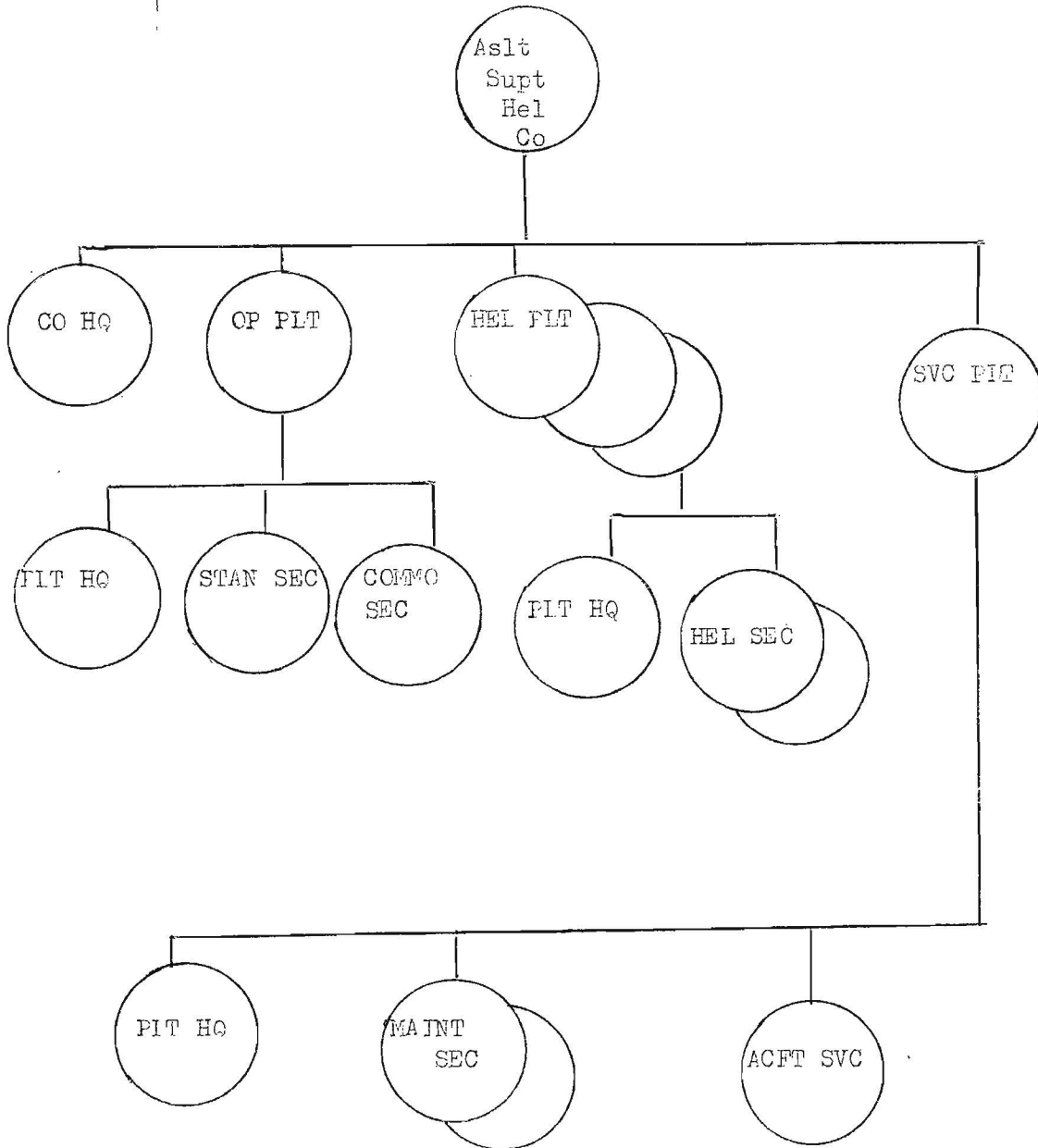
The patch currently worn by all members of the 242nd Assault Support Helicopter Company depicts a picture of the General Foods Corporation "Sugarbear" transposed on top of the silhouette of a CH47 Chinook aircraft.

To people throughout Alaska, both military and civilian, the call sign, "Sugarbear" is very familiar. The Sugarbears participate in everything from domestic aid, such as flood rescue and fire control, to Search and Rescue, to include rescues of mountain climbers from Mt. McKinley.

II. Mission

A. The mission of the Sugarbears, as stated in the MTOE is:  
To provide air transport of personnel and cargo for combat  
service support and combat support operations to United States  
Army, Alaska.

III. Organization:



#### IV. Personnel

<u>Authorized</u>		<u>Assigned</u>
Major	01	01
Captain	11	09 LT - 5
WO	42	33
Total Officers	54	48*
E8	01	01
E7	09	08
E6	32	46
E5	59	46
E4	68	43
E3	25	10
E2	00	12
E1	00	00
Tot EM	194	166
Tot Auth	248	214

\* 4 Officers are attached to HHC, 222nd Aviation An as UH-1 pilots, for all purposes, administrative and otherwise.

#### V. Annual General Inspection: 11 March 1974

The unit received an Overall Satisfactory and a Satisfactory in every inspected area.

#### VI. Major Field Exercises During Past Calendar Year:

##### A. Ace Card VI

1. Location: Buffalo DZ, Ft. Greely, AK
2. Dates: 9-17 February 73
3. Time Flown: 296 hours
4. Passengers transported: 1,135
5. Cargo Hauled: 766,050 pounds

##### B. Susitna I

1. Location: Neibhur DZ, Ft. Richardson, AK
2. Dates: 1-9 April 73
3. Time Flown: 299 hours
4. Passengers transported: 1,286
5. Cargo hauled: 696,000 pounds

##### C. Ace Card VII

1. Location: Buffalo DZ, Ft. Greely, AK
2. Dates: 19-25 February 74, inclusive
3. Time Flown: 269.2 hours
4. Passengers transported: 1,135
5. Cargo hauled: 766,050 pounds

6. Sorties: 1100

7. This was a joint field exercise that tested the ability of the 242nd to support an entire infantry brigade while conducting aircraft maintenance in a field location. The main problems encountered were the inadequate POL support and inadequate air traffic control during peak air density periods. The procedure of placing both engines in ground for loading/off-loading ground soldiers was instituted to decrease the frost-bite hazard caused by rotor wash. The use of two civilian Cushman tractors was tested and found to be invaluable in transporting both crews and equipment through snow and tundra, between parked aircraft and tent areas. Also tested was a tent shelter that covers an entire aircraft and tent areas. Also tested was a tent shelter that covers an entire pylon area and is heated by a Herman Nelson, for maintenance purposes. It was useful in repairing certain malfunctions and makes a more comfortable area to maintain and service aircraft. The only problem with it was the lack of lighting inside the shelter, itself. This was the first extensive use of the CH47 aircraft and the unit had 18 of the 23 assigned aircraft in the field at various times. Also tried during the exercise was the camouflaging of CH47 aircraft with parachute material. This was said to "look like a camouflaged Chinook," by Mohawk surveillance pilots, and was not successful.

D. Ember Dawn, 75

1. Location: King Salmon, Alaska
2. Dates: 12-19 September 74, inclusive
3. Time Flown: 221.0 hours (all CH47A)
4. Passengers transported: 1482 (all CH47A)
5. Cargo Hauled: 566,540
6. Sorties flown: 332
7. This was a Joint Field Training Exercise in support of the 172nd Inf. Bde.

There were 8 CH47A aircraft committed to the exercise and the unit bivouacked in the tundra, 3 miles northwest of King Salmon AFB, the nearest POL point. The bivouac area terrain was boggy with 1/2 foot hillocks, making even foot travel between tents and aircraft an arduous task, and travel by vehicle was almost impossible. In addition, the weather was 40 to 70 degrees Fahrenheit with intermittent drizzle. Tent flooring was made of 4' x 8' plywood and Yukon stoves furnished heat 24 hours per day. Main problems encountered within the unit stemmed from an inadequate Battalion operation order and consequent poor planning, primarily in the area of equipment taken to field. Initially, the 120th Avn Co was to furnish mess and operations for the 242nd, but it was found that the 242nd could better handle our own operations, which we did. However, not enough commo gear was taken to field, the unit was too far from a refuel point, the terrain made maintenance work extremely difficult; and ground units gave poor mission briefings (wrong LZ's and PZ's coordinates and frequencies) as well as imprompt reaction in ground to air communications. Of note, supported units began to fully

utilize pathfinder support to inspect sling loads for correct rigging and serviceable sling equipment as well as to assist in marshalling troops in PZ's. This was prompted by loads shifting and falling apart in flight and excessive ground times in PZ's for troops to load. Ground units are still slow to comprehend the most efficient use as well as the proper use of CH47 aircraft. For the 242nd, the main benefit derived from this exercise was to more thoroughly familiarize supported units with CH47 capabilities, CH47 problems and correct use of CH47 aircraft. But, also learned was the subtle fact that CH47's, and aircraft in general, are not as effectively operated for sustained periods of time, when parked on soft terrain (tundra), and away from refuel sites, as when parked on a hard surface. Aircraft actually sank so much at night that the front blades were inches from the turf by morning. The use of maintenance stands and the one blade change conducted was risky affair of necessity, utilizing only personnel; no equipment. As a result of this exercise the unit has learned that it must conduct its own Flight Operations. To be OPCON for this purpose to any other unit means mis-utilization and general overlooking of the capabilities of CH47 aircraft.

E. Jack Frost, 75

1. Location: Husky DZ, near Eielson AFB, Alaska
2. Dates: 27 January, 5 February 75
3. Time Flown: 550.8 hours
4. Passengers Transported: 3,395
5. Cargo hauled: 1,070,650 pounds
6. Sorties: 847
7. Fuel Consumed: 165,240 gallons (1,074,060 pounds)
8. At this time, final after action reports are not compiled, but this is the biggest exercise to ever take place in Alaska, with a brigade of the 9th Inf Div from Ft. Lewis, Washington participating.

This meant that the 242nd had to move one brigade every day, including movement to the training area and movement from the training area to garrison. It required 15-17 aircraft, flying an average of 10 hours per day to accomplish our support mission. Throughout the exercise aircraft availability dropped only once (to 85% on the second mission day) but jumped to 95% the next day (17 mission ready aircraft) and remained that way for the remainder of the exercise. This was higher than any other unit in the battalion and was due to a phenomenal effort by the unit maintenance personnel and flight engineers of the Sugarbears.

VII. Flying Hours (As of 31 January 75)

A. Total Flight Time Experience of Sugarbears	84,569 hours
1. High Time Pilot: CW3 Glass	4,268 hours
2. Low Time Pilot: 1Lt Michel	352 hours
3. Average Aviator Flying Experience:	1,923 hours

B. Total CH47 Flight Experience:	37,599 hours
1. High Time Pilot: CW2 Maclaren	3,523 hours
2. Low Time Pilot: Cpt Morton	56 hours
3. Average Aviator Flying Experience in CH47's	855 hours
C. Total Aviator Experience in Alaska presently in Unit:	9,624 hours
1. High Time Pilot: CW2 Davidson	984 hours
2. Low Time Pilot: CW2 Evans	20 hours
3. Average Time:	219 hours
D. Total Flight Time for Calendar Year:	3,277.6 hours
1. Flight hours last 90 days:	574.2 hours
2. Flight hours last 30 days:	190.3 hours
E. Total Hours Flown: Since July 1970 (Alaska)	13,045.7 hours
1. Last 90 days:	574.2 hours
2. Last 30 days:	190.3 hours
F. Total Cargo Hauled:	
1. Since July 1970 (Alaska)	25,843,656 lbs.
2. Last Calendar Year:	6,848,656 lbs.
3. Last 90 Days:	294,682 lbs.
4. Last 30 Days:	25,832 lbs.
G. Total Passengers Transported:	
1. Since July 1970 (Alaska)	617,729
2. Last Calendar Year:	41,240
3. Last 90 Days:	1,694
4. Last 30 Days:	176

VIII. Court Martials: None

IX. Article 15's

1. Total during last calendar year	3
2. Total last 90 days:	3
3. Total last 30 days:	1

X. Separations UP AR 635-200

1. Total during last calendar year:	2
2. UP AR 635-200 (conscientious objector):	1
3. UP AR 635-206 (civil conviction)	1

XI. Congressionals

1. Total during last calendar year:	2
2. <u>Subject:</u>	<u>Rank:</u>
Child Support	Sgt
Compassionate reassignment	SP4



XII. Qualitative Management Program Separations: None.

XIII. Bars to Reenlistments initiated:

3

XIV. Operations Platoon Headquarters

A. Organizations

<u>Authorized</u>		<u>Assigned</u>
Capt, Flt Opns Off	01	01
WO, RW Aviator	02	02
E7, Flt Opns Chief	01	01
E5, Sr Flt Opns Spec	01	00
E4, Clerk Typist	01	01 (E5)
E4, Flt Opns Spec	01	00

1. MTOE 2-258 HALol, designates the Operations Officer as the Company XO. However, because of a situation whereby the company is located in 3 different areas, the Commander has elected to have the Operations Officer as OIC of Hangar #1, where the Operations and Flight Crews are located; the Service Platoon Commander is OIC of Hangar 4 and 5, where all DS maintenance is conducted; and the third Platoon Commander is the XO, assuming charge of administrative and HA duties.

2. The WO in Operations are, in reality, supposed to be the UH-1 pilots, but since the UH-1's are attached to HHC, 222nd Avn Bn, so are the pilots. However, due to the size and complexity of being the only CH47 unit in Alaska, it has been found that the WO can be utilized very effectively as Ass't Opn Officers. Presently the Ass't Opns Officer is CW3 Mitchel F. Houck, who has been in Alaska, since the arrival of CH47's, he lends a level of experience to planning and operations that is irreplaceable. The other Ass't Opns Officer, CW2 Charles M. Preaus, is an SIP with 3500 hours of CH47 flight time, 2-1/2 tours in Vietnam and 3 years in Alaska. His CH47 experience and time in Alaska, too, lends a level of expertise to daily operations and a dimension to planning that would not exist with officers of less experience. The present arrangement in operations allow all officers in the operations platoon to maintain aviator proficiency and allows operations to have at least one officer available at all times.

B. Standards

1. Presently an open-book test on the operator's manual when initially joining the unit and a semi annual standardization check ride with an IP are all that is required by regulation.

2. Beyond that required by regulation, this unit requires a standardization check ride every 90 days, following a closed book, 20 question test on the operator's manual and flight regulations. Failure

Failure of the test means a retake of another version of the test at a later date. Once the written test is passed, the flight evaluation is conducted. If an aviator is not considered proficient by the IP, he is scheduled for a recheck at a later date and not allowed to fly except with an IP until successfully completing a standardization check ride.

3. The SIP is CW3 Thomas R. Glass. The unit also has CW2 Charles M. Preaus as an SIP. Since we are the only CH47 unit in Alaska, the two SIP's conduct standardization check rides on each other and the operations officer rates both of them.

4. The unit IP's are in the Officer Flight Platoons, one per each platoon, as are the Instrument Flight Examiners. CW3 Joseph P. Holmes, Jr. is utilized as the Chief Flight Examiner, and as such, lends organization to the instrument evaluation area of standards, although he is rated by his flight platoon leader.

5. The operations itself was evaluated in a recent 10 day ORTT in conjunction with the largest field exercise ever conducted in Alaska. The evaluator called the unit one of the finest units he had ever seen in many years as an aviator and termed operations "the best he had ever seen."

#### XV. Unit Highlights During Past Calendar Year

##### A. Mt McKinley Operations

##### 1. Rescues:

##### (a) 14 July 1973

- (1) Pilots: CW2 Preause                      Crew: SP6 Bezhak  
                    CW3 Boisseau
- (2) Level: 15,000 feet
- (3) Reason: 3 injured mountain climbers evacuated

##### (b) August 1973

- (1) Pilots: CW2 Davidson                      Crew: SP6 Bezhak  
                    CW2 Zeisler                                      SP5 Robinson
- (2) Level: 14,800 feet
- (3) Reason: Altitude sickness and frostbite of members of U.S. Army climbing team.

##### (c) August 1973

- (1) Pilots: CW2 Alexander                      Crew: SP6 Bezhak  
                    CW3 Boisseau                                      SP5 Robinson
- (2) Level: 12,500 ft (plateau near Windy Corner)
- (3) Reason: Altitude sickness

2. Presently, high altitude missions are a "contingency only" for this unit because:

(A) Civilian contractors complained of military taking jobs away from the, so political pressure was placed.

(B) Unit presently has no aircraft equipped with the necessary B-C blades (gives necessary lift at high altitudes).

#### B. Domestic Actions

1. Flood Rescue: This is a contingency mission for the unit although no floods occurred this past year.

2. Aircraft Recovery: The unit recovers civilian aircraft for special contingencies which are dictated by the RCC (Rescue Coordination Center) at Elmendorf AFB. Three aircraft were recovered this past calendar year, two for the Ft. Wainwright Flight Club and one for the Ft. Richardson Flight Club.

3. Fire Fighting: Extensive use of CH47's was made this past summer. The Ft. Wainwright Fire Department has two electro-mechanically operated 1000 gallon water buckets as does the Ft. Greely Fire Department. During the long periods of daylight available in the summer months, the unit flies round the clock, when necessary, as it was this past summer, when Sugarbears flew 126 hours over one weekend to extinguish a fire on the military reservation. Time flown was as follows:

a. BLM (Bureau of Land Management)  
Total: 386 hours (146 hours at Iliamna, the rest at Unalakleet, Galena, Anchorage Area, and Eielson AFB area).

b. Military Reservation: 126 hours.

#### C. New Aircraft

The unit was notified that it will receive 16 new and rebuilt CH47C models to replace the present 24 CH47A model aircraft. In October 1974, 3 CH47A aircraft were packaged and flown to the lower 48 states aboard a C-5A aircraft as part of the replacement program. In November 74, 3 tail numbers (68-15681, 68-16021, 70-15033) of CH47C model aircraft were transmitted and in January 1975, the 3 aircraft were confirmed as ready for pick up by 28 February 1975. The unit plans to send a ferry crew via commercial airlines to New Cumberland Depot for acceptance and ferrying of the aircraft. Tentatively, half of the present fleet should be replaced by the end of the year. It appears that the C model aircraft are equipped with the L-70 engines due to:

1. Problems with the L-11 series engines.

2. Dependability of the L-70 engines.

## XVI. Problems Noted During Year

### A. Groundings.

#### 1. Blades:

(a) November 74. For about 2 weeks all aircraft were grounded for a one time internal inspection of all blades, caused by a maintenance oversight of a required inspection that had not been conducted previously. Many blades were found defective and replaced and the grounding was prolonged due to a shortage of replacement blades in Alaska.

(b) December 74. Almost simultaneously, aircraft were grounded due to defective attitude indicators and for faulty pitch change links.

1. A message emanated from AVSCOM that certain serial-numbered attitude indicators were faulty, causing a grounding until all aircraft were checked (due to the 3 hour period of daylight at this time of year)

2. At nearly the same time, a crewmember was on the ground, turning the aft rotor system when a pitch change link snapped. The maintenance officer immediately grounded the fleet and notified AVSCOM. Subsequent X-rays of all pitch change links found several defective, to the point of some being already sheared. The entire fleet became flyable again in early January 75.

B. Glacier Landings. For several years this unit has conducted landings and sling work on various glaciers. At best, these glaciers are hazardous; problems being compounded by no visual cues and blowing snow whiteouts. Supported units have no feel for the problems and risk involved in glacier work by aircraft and have continually increased the amount of glacier flying required of aviation assets. These controversial missions have been accepted, although not heartily, and were a regular thing until this past summer when a UH-1 pilot was killed conducting glacier work. His death caused a review of the whole mission and stirred considerable controversy with subsequent revision of regulations governing operations of helicopters on glaciers. The policy of this unit was clarified to announce that we consider such operations as "maximum risk" but will continue to conduct such missions as/when required.

C. POL. Availability of sufficient refueling capabilities continues to hamper mission accomplishment of this unit. The POL section is operated by 222nd Avn Bn, S4, and through one reason or another, continuously fails to meet our requirements for refueling. Since we often operate during everyone else's off duty time (weekends, holidays, etc) these are the times when most problems are encountered. It is a recurring cause for consternation to the unit because supported

caused by POL performance and lack of personnel.

XVII. Service Platoon

A. Organization

<u>MOS/Authorized</u>	<u>MOS/Assigned</u>
CPT 64823/01	64823/01
LT 64823/00	64823/01
WO 671C/02	671C/01
EM 67U20/128	67U20/73

Note: This does not depict a true picture of unit strengths due to the actual organization whereby all pilots are in flight platoons and all EM (crews and maintenance) are under the service platoon (due primarily to a shortage of 67U MOS personnel.).

B. Maintenance Management

1. Maintenance man hours required for every hour of flight time is 17 hours.
2. Time items on hand 366 (authorized 403).
3. The number of days required to receive parts on a NORS requisition averages 35 days.
4. Cannibalization is conducted only in emergencies and is controlled by the Maintenance Officer (who is on unit orders) with permission of the unit Commander.

C. Problem Areas

1. The primary problem is caused by the separation between Hangars 4 and 5 and Hangar 1. This causes many of the maintenance delays of a short-term nature, such as:
  - a. Lack of a tug and tow bar to pull an aircraft in or out of a hangar when the tug is at the other hangar.
  - b. Lack of various parts and separation of avionics personnel because they are located at the other hangar, necessitating a trip across the runway and a delay, in the meantime.
2. Lack of avionics float equipment is a problem. This causes necessary cannibalization which is extremely difficult to maintain records for and be able to tell with accuracy what the condition of a given set of radios is, from the records.

XVIII. Unit Supply

A. Present total value of the unit:	\$36,322,532.01
B. Dollar breakdown by section:	
1. 1st Flt	10,400,000.00
2. 2nd Flt	10,400,000.00
3. HQ Sec	22,207.00
4. Service Flt	15,500,325.01

XIX. Vehicle Density:

Total Vehicles assigned:	27
1. 1/4 ton	7
2. 3/4 ton	3
3. 2-1/2 ton	12
4. 2-1/2 ton (shop van)	1
5. 5 ton	1
6. 5 ton, wrecker	1
7. Tracster, Cushman	2
8. Tug	1
9. Warehouse tractor	1

XX. Summary

1. One historical note, not previously mentioned, is the fact that the first CH47 aircraft arrived in Alaska in July 1970, and the unit was the 236th Avn Co until the 242d Avn Co was redeployed from RVN to Alaska in September 1971. So, flying hours and cargo hauled are computed from July 1970, rather than September 1971. Historical summaries are therefore oriented toward portraying the contribution of the only Arctic Chinook Company to Alaska and the US military operations in the Arctic rather than continuing the history from RVN era.

2. Most significant is the 13,000 plus, accident free flying hours accumulated in the most hostile environment that the U.S. Army conducts aviation operations in today. Although Army Aviation in Alaska has the worst accident record worldwide, this unit has never had an accident since it came to Alaska in July 1970. The unit contributes this primarily to the strict individual standards of each aviator in the unit and the tradition that is now imbedded in each aviator that becomes a "Sugarbear." In short, the spirit of safety and professional flying is ingrained in each individual as he joins the unit and the unit's strict standardization program does not allow less than professional pilots to board a Sugarbear aircraft.

DEPARTMENT OF THE ARMY  
242d Aviation Company (ASH)  
222d Aviation Battalion  
APO Seattle 98731

UNIT ORDERS  
NUMBER 3

18 January 1974

1. TC 453, Following Individuals APPOINTED as indicated.


ROSENGRANT, LARUE R 179-32-4843 MAJ 1542 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 IN President  
DALBY, RONALD N 541-58-5605 CW2 100CQ 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 AV Recorder  
SHEALEY HUGH W 413-42-1660 1SG 67Z5H 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 Member  
MENTZER, JACK L 264-48-7574 SFC 67U40 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 Member  
PYLE, HERBERT S 453-62-9283 SSG 76Y40 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 Member  
LYONS, WILLIAM R 493-46-7316 SP6 67U2F 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 Member  
CEBRIAN, RUSSELL W 561-68-2274 SP5 67U2F 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 Member  
BROWN, GEORGE H 263-72-3776 SP5 68F20 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 Member

Authority: AR 230-1  
Designated as: N/A  
Certified as: N/A  
Appointed as: 242d Avn Co Unit Fund Council  
Period: Indef  
Purpose: To perform duties as outlined in AR 230-1  
Effective date: 18 Jan 74  
Special Instructions: These orders supercede all previous orders.

ROSENGRANT, LARUE R 179-32-4843 MAJ 1542 242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO SE 98731 IN

Authority: AR 600-21  
Designated as: N/A  
Certified as: N/A  
Appointed as: Race Relations and Equal Opportunity Officer  
Period: Indef  
Purpose: To perform duties as prescribed in AR 600-21 and USARAC Reg 600-13.  
Effective date: 18 Jan 74  
Special Instructions: N/A vice Reg.

DISTRIBUTION:  
2-Unit File  
3-MAJ Rosengrant/Ea Indiv  
3-ARDMP  
~~2-Unit Fund File~~  
2-RR/EOT Files

  
LARUE R ROSENGRANT  
MAJ IN  
Commander

I

DEPARTMENT OF THE ARMY  
242d Aviation Company (ASFC)  
222d Aviation Battalion  
APO Seattle 98731

UNIT ORDERS  
NUMBER 5

21 January 1974

1. TC 453. Following individuals APPOINTED as indicated.

MOERS, WILLIAM K 452-70-0653 CPT 64823 242d Avn Co (ASFC)  
(WBYDAA A) 222d Avn Bn APO SE 98731 TC

Authority: AE 750-13 and VOCO date confirmed 1 Jan 74

Designated as: N/A

Certified as: N/A

Appointed as: ASCAP Monitor

Period: Indef

Purpose: To perform duties as outlined in AE 750-13 and  
TB 55-6650-300-15

Effective date: 1 Jan 74

Special instructions: N/A

Authority: AR 735-50

Designated as: N/A

Certified as: N/A

Appointed as: Cannabiliation Officer

Period: Indef

Purpose: To perform duties as outlined in AR 735-50

Effective date: 21 Jan 74

Special instructions: N/A

Authority: AE 750-1 and VOC date conformed 1 Jan 74

Designated as: N/A

Certified as: N/A

Appointed as: Maintenance Officer

Period: Indef

Purpose: To perform duties as outlined in AR 750-1

Effective date: 1 Jan 74

Special instructions: N/A



Para 1 UO 5 242d Avn Co (ASH) dtd 21 Jan 74 Continued

WHITMIRE, CHARLES F 276-38-9457 CW3 100C0 242d Avn Co (ASH)  
(WDYDAA A) 222d Avn Bn APO SE 98731 AV

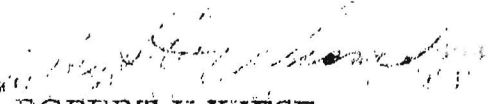
Authority: Para 2-3c(2) AR 190-11  
Designated as: N/A  
Certified as: N/A  
Appointed as: Key/Lock Custodian 242d Avn Co  
Period: Indef  
Purpose: To perform duties as outlined in AR 190-11  
Effective date: 21 Jan 74  
Special instructions: This order supercedes all previous orders

~~LACKEY, CARL L 527-58-6728 CW2 100C0 242d Avn Co (ASH)  
(WDYDAA A) 222d Avn Bn APO SE 98731 AV~~

Authority: AR 420-90 and VOCO date confirmed 1 Jan 74  
Designated as: N/A  
Certified as: N/A  
~~Appointed as: Unit Fire Marshal 242d Avn Co~~  
Period: Indef  
Purpose: To perform duties as outlined in AR 420-90  
Effective date: 1 Jan 74  
Special instructions: This order supercedes all previous orders

VALLOY, DONALD G 256-74-2073 CW2 100C0 242d Avn Co (ASH)  
(WDYDAA A) 222d Avn Bn APO SE 98731 AV

Authority: AR 50-5 and VOCO date confirmed 1 Jul 73  
Designated as: N/A  
Certified as: N/A  
Appointed as: Nuclear Surety Officer 242d Avn Co  
Period: N/A  
Purpose: To perform duties as outlined in AR 50-5  
Effective date: 1 Jul 73  
Special instructions: N/A

  
ROBERT F WIESE  
CPT IN  
Acting Commander

DISTRIBUTION:

2-Unit File  
3-Ea Indiv  
12-ARDMP.  
3-Maint Section

F

DEPARTMENT OF THE ARMY  
242d Aviation Company (ASH)  
222d Aviation Battalion  
APO Seattle 98731

UNIT ORDERS  
NUMBER 7

9 February 1974

1. TC 453. Following individuals APPOINTED as indicated.

SHEALEY, HUGH W., 418-42-1660 1SG 67Z5H 242d Avn Co (ASH), 222d Avn  
Bn APO SE 98731

Authority: USARAL Suppl 4 to AR 601-280  
Designated as: NA  
Certified as: NA  
Appointed as: Reenlistment NCO  
Period: Indef  
Purpose: To perform duties as outlined in AR 601-280  
Effective date: 9 Feb 74  
Special Instructions: This order supercedes all previous orders


BOGGS JACK R., 440-52-2310 SP5 35M20 242d Avn Co (ASH), 222d Avn  
Bn APO SE 98731

Authority: USARAL Reg 750-12  
Designated as: NA  
Certified as: NA  
Appointed as: Calibration Coordinator  
Period: indef  
Purpose: To perform duties as outlined in USARAL Reg 750-12  
Effective date: 19Feb74  
Special Instructions: This order supercedes all previous orders.

WICKWIRE, ROBERT T., 521-66-8349 SP5 67U20 242d Avn Co (ASH), 222d Avn  
Bn APO SE 98731

Authority: USARAL Reg 350-1  
Designated as: NA  
Certified as: NA  
Appointed as: Training NCO  
Period: Indef  
Purpose: To perform duties as outlined in AR 65-75  
Effective date: 9 Feb 74  
Special Instructions: This order supercedes all previous orders.

DISTRIBUTION:  
3- Each Indiv  
3-MILPO (Each Indiv)  
2-Unit BE  
1-222d Avn Bn Reenlistment NCO

  
LARUE R. ROSELGRANT  
MAJ IN  
Commander

DEPARTMENT OF THE ARMY  
242d Aviation Company (ASF)  
222d Aviation Battalion  
APO Seattle 98731

UNIT ORDERS  
NUMBER 12

5 March 1974

The following individual appointed as indicated.

MOERS, William K 452-70-0653 CPT 64823 242d Avn Co (ASF)(WDYDAA)  
222d Avn Bn APO SE 98731 TC

Authority: Para 3-7, AR 230-1 and VOCO date confirmed  
Designated as: N/A  
Certified as: N/A  
Appointed as: President, Unit Fund, Custodian, Unit Fund  
Period: Indef  
Purpose: To administer and safeguard unit fund  
Effective date: 4 March 1974  
Special Instructions: VICE: Rosengrant, Larue R MAJ 179-32-4843 242d  
Avn Co (ASF)(WDYDAA) 1542

Authority: AR 601-280 and VOCO date confirmed  
Designated as: N/A  
Certified as: N/A  
Appointed as: Re-enlistment Officer  
Period: Indef  
Purpose: To perform duties as outlined in AR 601-280  
Effective date: 4 March 1974  
Special Instructions: VICE: Rosengrant, Larue R MAJ 179-32-4843 242d  
Avn Co (ASF)(WDYDAA) 1542

Authority: AR 95-5  
Designated as: N/A  
Certified as: N/A  
Appointed as: President, Unit Aviation Safety  
Period: Indef  
Purpose: To perform duties as outlined in Chapter 3, AR 95-5  
Effective date: 4 March 1974  
Special instructions: VICE: Rosengrant, Larue R MAJ 179-32-4843 242d  
Avn Co (ASF)(WDYDAA) 1542

UNIT ORDERS 12 242d Avn Co (ASF) APO SE 98731 TC

Para 1 UO 12 242d Avn Co (ASH) dtd 4 March 74 Continued

**Authority:** AR 600-21

Designated as: N/A

Certified as: N/A

Appointed as: Race Relations and Equal Opportunity Officer

Period: Indef

Purpose: To perform duties as prescribed in AR 600-21 and USARAL Reg 600-13.

Effective date: 4 March 1974

Special Instructions: VICE: Rosengrant, Larue R MAJ 179-32-4843 242d Avn Co (ASH)(WDYDAA) 1542

**DISTRIBUTION**


2-Unit File

3-CPT Moers

3-MILPO

3-Unit End File

3-Unit Safety Council Files

  
WILLIAM K MOERS

CPT TC

Commander

DEPARTMENT OF THE ARMY  
242d Aviation Company (ASH)  
242d Aviation Battalion  
APO Seattle 98731

UNIT ORDERS  
NUMBER 12

8 March 1974

1. TC 453. Following individuals APPOINTED as indicated.

ALLISON, JAMES R. 263-92-6855 SP6 67U2F 242d Avn Co (ASH) 222d Avn  
Bn APO SE 98731

Authority: USARAL Suppl 4 to AR 601-280

Designated as: NA

Certified as: NA

Appointed as: Reenlistment

Period: Indef

Purpose: To perform duties as outlined in AR 601-280

Effective date: 3 Mar 74

Special Instructions: VICE: SHEALEY, HUGH W 419-62-1000 1SG 67Z5H  
242d Avn Co (ASH) 222d Avn Bn APO SE  
98731

*William H. Moers*  
WILLIAM H. MOERS

CPT TC

Commander

DISTRIBUTION:

3-MILPO

1-Unit BB

3- Indiv Conc

2-Unit Files

1

UNITED STATES ARMY  
242d Aviation Company (ASH)  
222d Aviation Battalion  
APO SF 98731 TC

UNIT ORDERS  
NUMBER 14

9 March 1974

1. TO 453 Following individuals APPOINTED as indicated.

MOREE, ROBERT O 515-32-4752 CW2 671C 242d Avn Co (ASH)  
(WDYDGA A) 222d Avn Bn APC SE 98731 TC

Authority: AR 750-13 and VOCO date confirmed 4 Mar 74

Designated as: N/A

Certified as: N/A

Appointed as: ESCAP Monitor

Period: Indef

Purpose: To perform duties as outlined in AR 750-13 and  
TS 50-6650-300-15

Effective date: 4 March 74

Special Instructions: Vice: MORSE, WILLIAM K 452-70-0653  
CPT 6983S 242d Avn Co (ASH) (WDYDGA A)  
222d Avn Bn APC SE 98731 TC

Authority: AR 750-1 and VOCO date confirmed 4 Mar 74

Designated as: N/A

Certified as: N/A

Appointed as: Assistance Leader

Period: Indef

Purpose: To perform duties as outlined in AR 750-1

Effective date: 4 March 74

Special Instructions: Vice: MORSE, WILLIAM K 452-70-0653  
CPT 6983S 242d Avn Co (ASH) (WDYDGA A)  
222d Avn Bn APC SE 98731 TC

*William K. Morse*  
WILLIAM K. MORSE  
CPT TC  
Commander

DISTRIBUTION:

- 3 - Unit File
- 3 - CW2 Moree
- 3 - AR WWA-MP
- 3 - Production Control

# United States Army

*This Certificate of Merit for Safety  
is awarded to*

242d AVIATION COMPANY, 222d AVIATION BATTALION  
FORT WAINWRIGHT, ALASKA

*for superior achievement in the prevention of accidents*

*from* 1 JANUARY 1974 *to* 31 MARCH 1974



*William L. Martin*

WILLIAM L. MARTIN  
COLONEL, INFANTRY  
COMMANDING

DEPARTMENT OF THE ARMY  
242d Aviation Company (ASH)  
222d Aviation Battalion  
APO Seattle 98731

18 July 1974

SUBJECT: Fact Sheet

1. Mission: To provide air transport of personnel and cargo for combat service support and combat support operations to the United States Army, Alaska.

2. Commanders: MAJ LaRue R. Rosengrant      DATE: 21 Aug 72 to 4 Mar 74  
                  CPT William K. Moers                      4 Mar 74 to 19 Jul 74  
                  MAJ Daniel E. Taylor                     19 Jul 74

3. First Sergeants: 1SG Lester R. Smith                      31 Dec 70 to 21 Oct 73  
                                  1SG Hugh W. Shealey                      21 Oct 73 to Present

4. Personnel:

<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>PERCENTAGE</u>
Off <u>12</u> WO <u>42</u> EM <u>194</u>	Off <u>12</u> WO <u>29</u> EM <u>149</u>	Off <u>100%</u> WO <u>69%</u> EM <u>77%</u>

5. Property Book: WDYDAA

6. SSSC: 253.0

7. Unit Fund Custodian: CPT Moers

8. Key Personnel:

a. Operations Officer	CPT Henson
b. Property Book Officer	CW3 Whitmire
c. Maintenance Officer	CPT Moers
d. Training Officer	CW2 Alexander
e. Fire Marshal	CW2 Pickard
f. Safety Officer	CW2 Little
g. Mess Officer	1LT Stone
h. Motor Officer	2LT Michel
i. Arms Officer	CW3 Whitmire
j. Administrative Officer	CW2 Dalby
k. CBR Officer	CW2 Beach
l. Physical Security Officer	CW2 Zogleman
m. RR/EO	CW2 Alexander
	SP6 Irby
	SP5 Richards, C
	SP5 Robinson



9. Flying hours within USARAL: 12,274.2 (as of 30 Jun 74)

10. Weakness: Shortage of personnel

WILLIAM K MOERS  
CPT TC  
Commanding

ANNUAL HISTORICAL SUMMARY

(RCS CSHIS-6 (R2))

HQ, 222D AVIATION BATTALION

APO Seattle 98731

1 January 1974 to 31 December 1974

## INDEX

<u>SECTION</u>	<u>PAGE NO.</u>
I. Introduction .....	1
II. Organization	
1. Organization .....	2
2. Mission .....	2
3. Commanders .....	2, 3
4. Battalion Command Sergeant Major and Company First Sergeants .....	3
III. Major Accomplishments	
1. Training and Exercises .....	4, 5, 6
2. Civic Action Projects .....	6
IV. Conclusion .....	7

## SECTION I

### INTRODUCTION

1. The 222d Aviation Battalion was constituted in the Regular Army on 25 April 1966. On 25 May 1966, the battalion was activated at Vung Tau, Republic of Vietnam. Throughout its service in Vietnam, fifteen aviation companies were assigned to the "Skymaster" Battalion. The battalion began as a totally fixed-wing organization and concluded its service in Vietnam as a completely rotary-wing organization. (Ref 222d Avn Bn Historical Supplement, 1972).

2. In its short history, the Skymasters have amassed an impressive record. They are credited with 11 campaign phases in Vietnam. Two awards of the Vietnam Cross of Gallantry with Palm recognize the battalion's service to that nation. Since its arrival in Alaska, the Skymaster Battalion has continued rendering the support typified by its outstanding combat record.

3. The battalion's activities, operations and changes which occurred during the calendar year 1974 are summarized in Sections II and III.

## SECTION II

### ORGANIZATION

1. The battalion is organized under Modification Table of Organization and Equipment Numbers as listed for the subordinate units:

Headquarters and Headquarters Company, 222d Aviation Battalion, organized under MTOE 01256GAL01, 30 June 1974.

120th Aviation Company (AH), 222d Aviation Battalion, organized under MTOE 07357HAL02, 30 June 1974.

242d Aviation Company (ASH), 222d Aviation Battalion, organized under MTOE 1-258HAL01, 30 June 1974.

343d Aviation Detachment (HH), 222d Aviation Battalion, organized under MTOE 01500GAL01, 30 June 1974.

568th Transportation Company (Acft GS), 222d Aviation Battalion, organized under MTOE 55458GAL01, 30 June 1974.

2. The mission of the 222d Aviation Battalion has changed only to the extent that it now is in support of the redesignated overseas command, 172d Infantry Brigade (Alaska). The mission is:

"To provide air mobility to the Infantry Brigade; conduct medium range aerial surveillance and target acquisition; provide command and staff transportation to the 172d Infantry Brigade (AK) Commander and his staff. Special missions include search and rescue, fire fighting, flood control, and other domestic emergencies."

3. The battalion and each unit experienced a change in commanders during the year. Commanders were:

a. 222d Aviation Battalion (CBT):

LTC James H. Kitterman	1 January - 7 August 1974
LTC Bradley J. Johnson	8 August 1974 - Present

b. Headquarters and Headquarters Company (CBT):

Major Joe T. West	1 January - 7 March 1974
Major Douglas M. Hughes	8 March 1974 - Present

c. 120th Aviation Company (AH):

Major John J. Keefer 1 January - 21 April 1974  
Major Loren L. Becker 22 April 1974 - Present

d. 242d Aviation Company (ASH):

Major Larue R. Rosengrant 1 January - 4 March 1974  
Captain William K. Moers 5 March 1974 - 19 July 1974  
Major Daniel E. Taylor 20 July 1974 - Present

e. 343d Aviation Detachment (HH):

Major Donald K. Mogensen 1 January - 8 September 1974  
Captain Carl D. McFerren II 9 September 1974 - Present

f. 568th Transportation Company (Acft GS):

Captain Dennis P. Vasey 1 January - 25 April 1974  
Captain Roger A. Pfeifer 26 April 1974 - Present

4. Battalion Command Sergeants Major and Unit First Sergeants:

a. Battalion Command Sergeants Major:

CSM Winfred J. Townsend 1 January - 1 February 1974  
SGM Don R. Van Meter 2 February - 23 May 1974  
CSM Joseph O. Morrell 24 May - Present

b. Headquarters and Headquarters Company (CBT):

First Sergeant Lester R. Smith 1 January - Present

c. 120th Aviation Company (AH):

First Sergeant Richard L. Dickenson 1 January - 17 July 1974  
First Sergeant Thomas Myles 18 July 1974 - Present

d. 242d Aviation Company (ASH):

First Sergeant Hugh W. Shealey 1 January - Present

e. 343d Aviation Detachment (HH):

Sergeant First Class James W. Sparks 1 January - 1 July 1974  
Sergeant First Class Jack L. Mentzer 2 July 1974 - Present

f. 568th Transportation Company (Acft GS):

Sergeant First Class Hulon H. Jackson 1 January - 21 June 1974  
First Sergeant Bobby R. Reese 22 June - Present

### SECTION III

#### MAJOR ACCOMPLISHMENTS

##### 1. Operations and Training.

a. Flight operations were conducted throughout the year in support of USARAL military operations and training requirements, and also in support of various governmental agencies and civilian projects. The total assigned aircraft strength during the year remained the same. During the year the battalion amassed an enviable flying record in almost all respects. Participating in all major field exercises conducted in Alaska, and accumulating some of the total flying hours outside of Alaska, a total of 17,012 hours were flown. Regrettably, this record is marred by the fatality which occurred on 9 May 1974, in a major aircraft accident during training on Eklutna Glacier (UC 948 858) in which CW2 Gary T. Stone was killed. Total flight hours, by type aircraft flown, during calander year 1974 is:

OH-58	815
AH-1G	827
UH-1	9,470
U-21	1,509
OV-1	584
CH-47	3,265
CH-54	542

b. The battalion supported Infantry and Artillery training as indicated below:

(1) FTX Tomahawk Thrust II was the first large scale operation in 1974. Thirteen UH-1 and two CH-47 helicopters supported the 4th Battalion, 23d Infantry during 24-27 January. Two hundred and seven hours were flown, moving 793 passengers and 81,600 pounds of supplies.

(2) During FTX Susatana II from 16 to 24 April, the 120th Aviation Company (AH) flew 133 hours moving 512 troops and 48,000 pounds of supplies in support of the 1st Battalion, 60th Infantry.

(3) The 1st Battalion, 37th Artillery conducted training on Eklutna Glacier 4 through 9 May 1974. The 120th Aviation Company flew 79 hours and hauled 480 passengers and 26,500 pounds of supplies. The 343d Aviation Detachment (HH) provided the heavy lift capability for the artillery pieces and bulk fuel resupply.

(4) During June, the 120th Aviation Company (AH) provided air assets to each of the three infantry battalions during their annual operation readiness training test (ORTT). During the period 3-6 June, the 1st Battalion, 60th Infantry was provided 25 hours of UH-1 time, carrying 395 troops and 6,200 pounds of supplies. The 4th Battalion, 23d Infantry, utilized the UH-1 aircraft 46 hours to transport 515 troops and 8,400 pounds of supplies. During 18-20 June, seven UH-1 helicopters and crews were attached to Headquarters and Headquarters Company to provide air assets to the 4th Battalion, 9th Infantry. They provided 43 hours of UH-1 flying to the Infantry, hauling 505 troops and 8,000 pounds of supplies.

(5) In July, the 120th Aviation Company flew 43 hours, utilizing several small airfields and unprepared landing zones, to support Company C (ABN), 1st Battalion, 60th Infantry, during ten days of Dynamic Arctic Training.

c. The 222d Aviation Battalion participated in two major field problems during the year.

(1) JTX ACE CARD VII was conducted from 18 February through 25 February in the Big Delta training area. The battalion provided air assets for 172d Infantry Brigade tactical operations as well as general aviation support to all of USARAL. Each of the aviation companies, Headquarters and Headquarters Company and the 343d Aviation Detachment participated in the exercise in the Big Delta area while the 568th Transportation Company (Acft GS) provided continuous maintenance service from Fort Wainwright. The operation is statistically depicted below.

<u>UNIT</u>	<u>NUMBER SORTIES</u>	<u>NUMBER PASSENGERS</u>	<u>CARGO</u>	<u>HOURS FLOWN</u>
HHC	380	518	49,230	318.2
120th	564	817	115,200	522.1
242d	11,000	2,999	904,000	368.3
343d	30	0	338,000	45.1
Total	11,974	4,334	1,406,430	1,253.7

(2) EMBER DAWN 75 was conducted in the King Salmon area of Alaska during the period 8-22 September. Selected elements from each unit within the battalion participated during the exercise. Helicopter support provided to elements of the 172d Infantry Brigade consisted of four AH-1G, six CH-47, two CH-54, two OH-58 and sixteen UH-1 aircraft. The operation is statistically depicted below.



<u>MDS</u> <u>AIRCRAFT</u>	<u>NUMBER</u> <u>SORTIES</u>	<u>NUMBER</u> <u>PASSENGERS</u>	<u>CARGO</u>	<u>FLYING</u> <u>HOURS</u>
AH-1G	40			50.9
CH-47	332	1,482	566,540	221.0
CH-54	44	18	276-000	42.9
OH-58	111	58	450	58.5
UH-1	1,031	2,060	65,380	512.7
Total	1,558	3,618	908,820	886.0

2. Civic Action Projects. The 222d Aviation Battalion conducted and/or assisted in several civic action projects during the year. These missions ranged from rescue of lost hunters to transporting emergency generators to the town of Noorvik.

a. Fourteen individuals received assistance from the 222d Aviation Battalion, primarily Headquarters Company. Nine of these were hunters or mountain climbers who were either stranded or lost in the rugged, remote areas of the state. Five others were evacuated from remote areas to medical facilities. (Ref RCC After Action Reports, HHC, 222d Avn Bn for CY 74)

b. During July, extensive flooding in the Watson Lake area of Canada left many American servicemen and dependents, as well as tourists, stranded along the Alaskan Highway. An assistance team consisting of medical and other personnel from 4th Battalion, 9th Infantry, an Air Force pay team from Eielson Air Force Base, and flight personnel from Headquarters Company and 242d Aviation Company (ASH) were sent to support the Royal Canadian Mounted Police in their rescue and assistance efforts. During the period 19-25 July, assistance was provided to 71 servicemen along with their dependents. Medical aid was provided 8 United States citizens and 6 Canadian citizens.

c. One CH-54 "Skycrane" from the 343d Aviation Detachment (HH) and one UH-1 from Headquarters Company flew to Kotzebue, Alaska, on 2 November to assist in restoring electrical power to the rural village of Noorvik, some 36 miles from Kotzebue. Fire had destroyed one of the town's electrical generators and immediate relief was needed. The airlift was completed and aircraft and crews returned on 4 November.

d. Also during the month of November, a CH-54 "Skycrane" from 343d Aviation Detachment and a UH-1 helicopter from 120th Aviation Company (AH) were sent to the town of Iliama, Alaska, to aid in moving a group of modular houses. A fire had destroyed all school facilities in the village of Nondalton in southern Alaska, some 15 miles from Iliama. The houses were rigged for air transport by the Battalion's Pathfinders and transported by "Skycrane" to prepared sites in Nondalton. All the houses were successfully positioned in the village and are providing new school facilities for that isolated town.

## SECTION IV

### CONCLUSION

During 1974, the 222d Aviation Battalion has participated in two major field training exercises as well as supporting the Infantry Brigade in all the annual tests conducted by subordinate elements. Civic action projects ranging in scope from single-ship, UH-1 helicopter rescue missions to multiple-ship, CH-47, fire-fighting missions have been performed by aviators and air crewmembers of the "Skymaster" Battalion. Under the harsh conditions of the Arctic, the 222d Aviation Battalion has successfully performed its mission for another year and thus added to the already well-known reputation of the "Skymasters" for providing outstanding aviation support to the ground units.

# Crew Chief of the Year selected from 222d Avn

BY ROBERT LANCTOT

Before the mission starts, during the mission and when the mission ends, who takes care of that aircraft? Who checks the hydraulic lines, the electrical system, the fuel system, the engines and the rotor blades. This job, a difficult one, rests on the shoulders of the crew chiefs in aviation companies throughout Alaska.

Once a year the United States Army, Alaska, selects one member from its aviation ranks to be Crew Chief of the Year. Competition for the award is based on job knowledge, aircraft performance and qualities of the soldier. During the judging period crew chiefs and flight engineers from all aviation units throughout Alaska are evaluated.

This year the honors went to Specialist Six Ramon Perez, a crack Flight Engineer from the 242d Aviation Company "SUGARBEARS". This marks

the second year in a row that the top crew chief in Alaska has been selected from the 242d.

SP6 Perez has been stationed in Alaska since 1970 and has served with the 242d since 1972. The aircraft that he has been responsible for since July 1972 has not had a precautionary or emergency landing, due primarily to SP6 Perez's efforts. This safety record reflects his thorough knowledge of the CH-47 Chinook which he crews. His aircraft has been mission

ready 95 percent of the time since July 1972 and has flown more hours than any other CH-47 in Alaska.

Long hours are spent performing just the "ROUTINE" maintenance it takes to keep a Chinook flying. For SP6 Perez this means many hours outdoors in sub-zero temperatures during the winter and while on missions in the field.

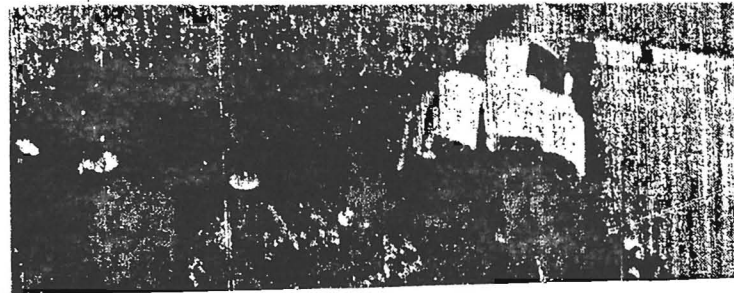
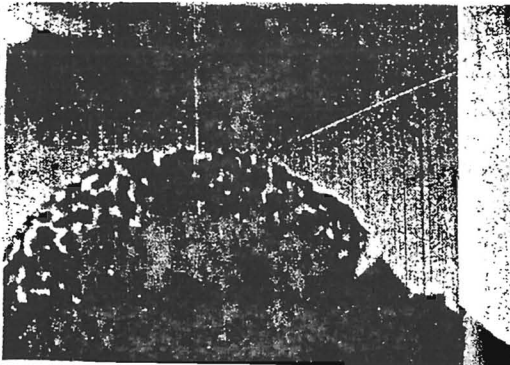
During an interview, SP6 Perez stated that a pre-flight maintenance check must be performed prior to the first flight

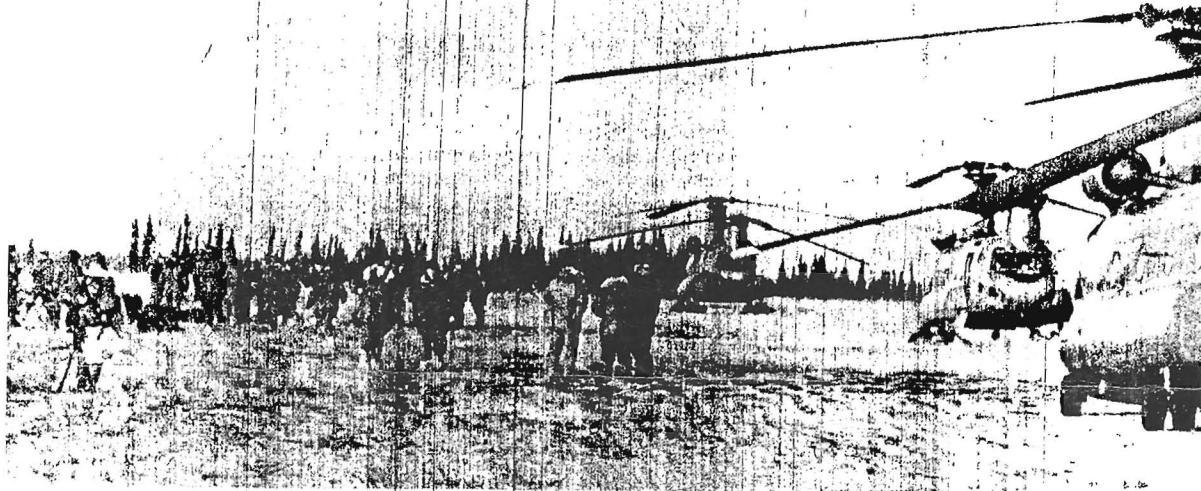
of the day. This maintenance check requiring approximately 1½ hours, is performed to check for worn or broken parts, hydraulic or fuel leaks and oil levels just to name a few. He explained that this check must be completed one hour prior to takeoff time. So if takeoff time is at 7 a.m. then the crew chief must begin his maintenance check no later than 4:30 a.m. in order to have it completed one hour prior to flight.

When the final word came from USARAL that SP6 Perez was selected as the Crew Chief of the Year, he was presented an award by the 222d Aviation Battalion Commander, Lieutenant Colonel James H. Kitterman, and the 242d Aviation Company Commander, Major Larue Rosengrant, along with the expressed appreciation of every member of the "SKYMASTER" Battalion.

## Wear a hat and beat the blahs

PHOTOS BY BILL WATERS





# Aviation in the Arctic

If all the airfields in Alaska were laid end to end, the length would be greater than that of the entire railroad system of the state.

This comparison illustrates the extensive use of aviation in Alaska—a factor created by the vast ruggedness of the state itself. From the frozen tundra of Point Barrow, 300 miles north of the Arctic Circle, to the remote islands of the Aleutian Chain and from Nome on the west coast to the desolate eastern border of Alaska, aviation is the only way to go.

The 222d Aviation Battalion "Skymasters", a major subordinate command of the United States Army, Alaska (USARAL), provides USARAL with a versatile aviation capability. Located at Ft. Wainwright are: the Battalion Headquarters, Headquarters and Headquarters Company "Ramrods", with ten UH-1 Hueys, four OH-58 Scouts, and four OV-1 Mohawks; the 242d Aviation Company (ASB) "Sugarbears", with 24 CH-47A Chinooks; the 343d Aviation Detachment "Polar Lifts", with four CH-54 Skyranes; and the 568th Transportation Company "Old Dukes", which provides the battalion with organic general support maintenance. The 120th Aviation Company "Arctic Knights", with 26 Hueys and six AH-1G Cobras, and the Headquarters and Headquarters Company Command Flight Platoons with three U-21As and one U-21F are located at Ft. Richardson.

The Skymasters mission is to provide airmobility to the Arctic infantry, conduct medium range aerial surveillance and target acquisition and provide command and staff transportation to the USARAL commander and his staff. Special missions performed by the Skymasters include search and rescue operations, fire fighting, flood control and other domestic emergencies.

Troop E (Air) 1st Cavalry, also is located on Ft. Wainwright. It has ten OH-58 Scouts, nine AH-1G Cobras and eight UH-1 Lift Birds. So E Troop differs in mission from the 222d Aviation Battalion. It is directly responsible to the 172d Infantry Brigade, operating forward of the brigade units in tactical maneuvers, and is separate from all other brigade units. E Troop is a combined arms unit, the only organization of its kind in USARAL. If supplies are provided, the men can sustain their own operations indefinitely.

E Troop provides various kinds of support for the infantry. UH-1 Aircraft are used in lift operations. OH-58 Scouts lend command, control, reconnaissance and logistic support, and simulated fire support is provided by E Troop's AH-1G Cobras. So, their routine missions vary directly with the missions of the infantry units.

Since its official organization on December 31, 1972, E Troop has had over 4700 accident free hours. Major Sidney Rosenthal, commanding officer, attributes the remarkable safety record to "the absolute and total professionalism of the instructors, pilots, instrument examiners, safety officials, maintenance people and individual aviators."

The Arctic environment provides a special challenge because of the special equipment required. For example, all helicopters are equipped with skis that allow landings in any type snow, as well as spongy muskeg, without hampering the already hard surface landing capability found with normal skids. The OH-58s are equipped with special high-rise skids which provide adequate tail rotor clearance when making snow landings. Two of the 242d Aviation Company's A-model Chinooks have been equipped with special pressurized hydraulic systems and a locally designed oxygen system and were approved by AVSCOM to operate as high as 18,000 feet. Due to the extreme high altitude requirements (as high as 26,000 feet) involved with crossing some of the Alaskan mountain ranges, the Army has assigned USARAL, and more specifically, the 222d Aviation Battalion, one of the few U-21F models in the Army inventory.

Conversely, during summer, it seems very strange to realize the aid of a landing light and then realize the cold of the winter, every task performed by pilot becomes more challenging.

In maintaining the state of preparedness in the Northern Hemisphere, aviation units in Alaska frequently conduct field exercises (FTXs) designed to obtain the proficiency in an Arctic environment.

In 1973 the Skymasters flew over 40,000 hours providing USARAL with aviation support. More than 3,000,000 pounds of cargo were transported over terrain that is virtually impassable. Operations were conducted at locations where the barren Arctic tundra prevails and Arctic camouflage was gained. The beauty of the tree-covered mountains and the ruggedness of the Alaska Mountain Range were experienced.

E Troop has supported every battalion exercise and several smaller Arctic Training ventures throughout Alaska since its inception. The Troop participated in three major exercises: Ace Card VI; Ember Dawn V, and Ace Card VII.

Aviation played an extremely important part in Ace Card VII, as air support often paved the way for ground operations.

In addition to field training exercises, routine missions and specialized operations provide aviation personnel with the needed experience required to provide timely support to USARAL units while operating over any type of terrain in any weather condition. Routine missions include evacuating villages in the event of spring floods, search for personnel who have not returned from an expedition or seeking out missing aircraft.

The Rescue Coordination Center, located at Elmendorf Air Force Base, has supported the Skymasters more than 50 times in 1973 to perform this type of mission. Each of these missions involved personnel in need of assistance. In some cases, lives hinged on reaction time and experience of personnel.

222d Aviation Battalion aircraft are often employed to fight fires in inaccessible wilderness. One thousand gallon water buckets are slung beneath aircraft, filled at lakes or streams near the fire and then flown to and dumped on the fire.

## High altitude operations

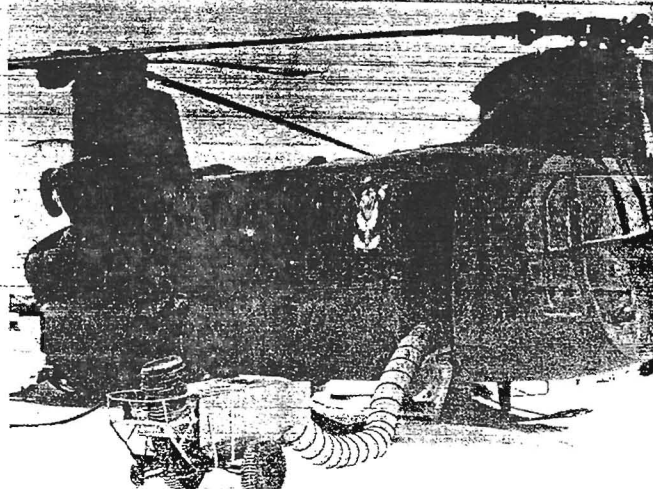
require special preparation

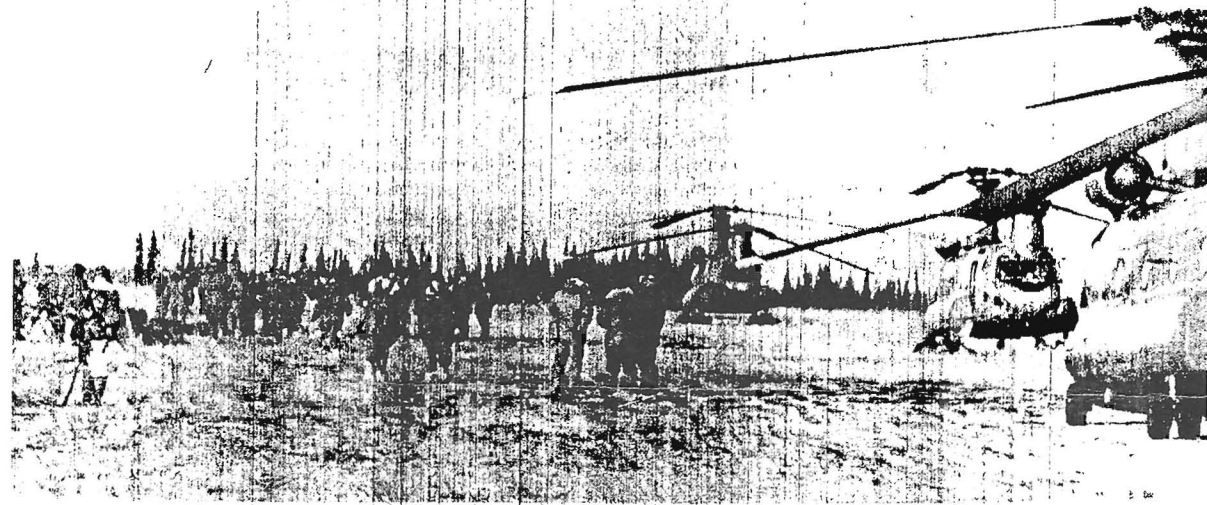
Specialized training is required for high altitude operations such as the rescue performed by the 242d Sugarbears of several severely frost-bitten men from the 17,000 foot level of Mt. McKinley. Many of the 120th Arctic Troop's missions also involved rescue operations on Mt. McKinley.

## Arctic conditions challenge even

the most professional personnel

The Arctic environment with temperatures frequently reaching -60 degrees during 22 hours of darkness, and the pleasant Alaskan summer with temperatures ranging from 65 to 85 degrees during 22 hours of daylight creates conditions that challenge even the most professional personnel. Year round training can be strangely peculiar as, for example, night flight minimums are easily obtainable during the winter months as every mission performed is during darkness requiring night techniques. However, as the dark winter season pass by and an aviator is hard pressed to complete his night minimums





# Aviation in the Arctic

If all the airfields in Alaska were laid end to end, the length would be greater than that of the entire railroad system of the state.

This comparison illustrates the extensive use of aviation in Alaska—a factor created by the vast ruggedness of the state itself. From the frozen tundra of Point Barrow, 300 miles north of the Arctic Circle, to the remote islands of the Aleutian Chain and from Nome on the west coast to the desolate eastern border of Alaska, aviation is the only way to go.

The 222d Aviation Battalion "Skymasters", a major subordinate command of the United States Army, Alaska (USARAL), provides USARAL with a versatile aviation capability. Located at Ft. Wainwright are: the Battalion Headquarters, Headquarters and Headquarters Company "Ramrods", with ten UH-1 Hueys, four OH-58 Scouts, and four OV-1 Mohawks; the 242d Aviation Company (ASH) "Sugarbears", with 24 CH-47A Chinooks; the 343d Aviation Detachment "Polar Lifts", with four CH-54 Skyranes; and the 568th Transportation Company "Old Dukes", which provides the battalion with organic general support maintenance. The 120th Aviation Company "Arctic Knights", with 26 Hueys and six AH-1G Cobras, and the Headquarters and Headquarters Company Command Flight Platoon with three U-21As and one U-21F are located at Ft. Richardson.

The Skymasters mission is to provide airmobility to the Arctic infantry, conduct medium range aerial surveillance and target acquisition and provide command and staff transportation to the USARAL commander and his staff. Special missions performed by the Skymasters include search and rescue operations, fire fighting, flood control and other domestic emergencies.

Troop E (Air) 1st Cavalry, also is located on Ft. Wainwright. It has ten OH-58 Scouts, nine AH-1G Cobras and eight UH-1 Lift Birds. So E Troop differs in mission from the 222d Aviation Battalion. It is directly responsible to the 172d Infantry Brigade, operating forward of the brigade units in tactical maneuvers, and is separate from all other brigade units. E Troop is a combined arms unit, the only organization of its kind in USARAL. If supplies are provided, the men can sustain their own operations indefinitely.

E Troop provides various kinds of support for the infantry. UH-1 Aircraft are used in lift operations. OH-58 Scouts lend command, control, reconnaissance and logistic support, and simulated fire support is provided by E Troop's AH-1G Cobras. So, their routine missions vary directly with the missions of the infantry units.

Since its official organization on December 31, 1972, E Troop has had over 4700 accident free hours. Major Sidney Rosenthal, commanding officer, attributes the remarkable safety record to "the absolute and total professionalism of the instructors, pilots, instrument examiners, safety officials, maintenance people and individual aviators."

The Arctic environment provides a special challenge because of the special equipment required. For example, all helicopters are equipped with skis that allow landings in any type snow, as well as spongy muskeg, without hampering the already hard surface landing capability found with normal skids. The OH-58s are equipped with special high-rise skids which provide adequate tail rotor clearance when making snow landings. Two of the 242d Aviation Company's A-model Chinooks have been equipped with special pressurized hydraulic systems and a locally designed oxygen system and were approved by AVSCOM to operate as high as 18,000 feet. Due to the extreme high altitude requirements (as high as 26,000 feet) involved with crossing some of the Alaskan mountain ranges, the Army has assigned USARAL, and more specifically, the 222d Aviation Battalion, one of the few U-21F models in the Army inventory.

Conversely, during summer, it seems very true the aid of a landing light and then realize how cold of the winter, every task performed by or pilot becomes more challenging.

In maintaining the state of preparedness in the Northern Hemisphere, aviation units in Alaska frequently conduct exercises (FTXs) designed to obtain the proficiency in an Arctic environment.

In 1973 the Skymasters flew over 4000 exercises providing USARAL with aviation support. More than 3,000,000 pounds of cargo were transported over terrain that is virtually impassable. Operations were conducted at locations where the barren Arctic tundra prevails and Arctic camouflage was gained. The beauty and passes of the Alaska Mountain Range were experienced. The tree-covered mountains of aircraft dispersment and glacier operations.

E Troop has supported every battalion exercise and several smaller Arctic Training ventures throughout Alaska since its inception. The Troop participated in three major exercises: Ace Card VI, Ember Dawn V, and Ace Card VII.

Aviation played an extremely important part in Ace Card VII, as air support often paved the way for ground operations.

In addition to field training exercises, routine missions and specialized operations provide aviation personnel with the needed experience required to provide timely support to USARAL units while operating over any type of terrain in any weather condition. Routine missions include evacuating villages in the event of spring floods, search for personnel who have not returned from an adventure or seeking out missing aircraft.

The Rescue Coordination Center, located at Elmendorf Air Force Base, has called on the Skymasters more than 50 times in 1973 to perform this type of mission. Each of these missions involved personnel in need of assistance. In some cases, lives hinged on reaction time and experience of personnel.

222d Aviation Battalion aircraft are often employed to fight fires in inaccessible wilderness. One thousand gallon water buckets are slung beneath aircraft, filled at lakes or streams near the fire and then flown to and dumped on the fire.

## High altitude operations

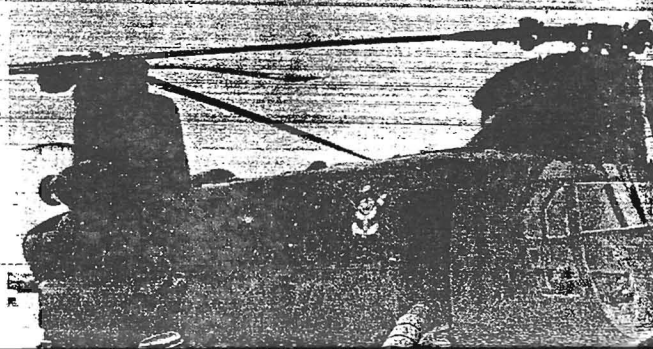
require special preparation

Specialized training is required for high altitude operations such as the rescue performed by the 242d Sugarbears of several severely frost-bitten men from the 17,000 foot level of Mt. McKinley. Many of the 120th Arctic Knights missions also involved rescue operations on Mt. McKinley.

Arctic conditions challenge even

the most professional personnel

The Arctic environment with temperatures frequently reaching -60 degrees during 22 hours of darkness, and the pleasant Alaskan summer with temperatures ranging from 65 to 85 degrees during 22 hours of daylight creates conditions





# Aviation in the Arctic

If all the airfields in Alaska were laid end to end, the length would be greater than that of the entire railroad system of the state.

This comparison illustrates the extensive use of aviation in Alaska—a factor created by the vast ruggedness of the state itself. From the frozen tundra of Point Barrow, 300 miles north of the Arctic Circle, to the remote islands of the Aleutian Chain and from Nome on the west coast to the desolate eastern border of Alaska, aviation is the only way to go.

The 222d Aviation Battalion "Skymasters", a major subordinate command of the United States Army, Alaska (USARAL), provides USARAL with a versatile aviation capability. Located at Ft. Wainwright are: the Battalion Headquarters, Headquarters and Headquarters Company "Ramrods", with ten UH-1 Hueys, four OH-58 Scouts, and four OV-1 Mohawks; the 242d Aviation Company (ASH) "Sugarbears", with 24 CH-47A Chinooks; the 343d Aviation Detachment "Polar Lifts", with four CH-54 Skyranes; and the 568th Transportation Company "Old Dukes", which provides the battalion with organic general support maintenance. The 120th Aviation Company "Arctic Knights", with 26 Hueys and six AH-1G Cobras, and the Headquarters and Headquarters Company Command Flight Platoon with three U-21As and one U-21F are located at Ft. Richardson.

The Skymasters mission is to provide airmobility to the Arctic infantry, conduct medium range aerial surveillance and target acquisition and provide command and staff transportation to the USARAL commander and his staff. Special missions performed by the Skymasters include search and rescue operations, fire fighting, flood control and other domestic emergencies.

Troop E (Air) 1st Cavalry, also is located on Ft. Wainwright. It has ten OH-58 Scouts, nine AH-1G Cobras and eight UH-1 Lift Birds. So E Troop differs in mission from the 222d Aviation Battalion. It is directly responsible to the 172d Infantry Brigade, operating forward of the brigade units in tactical maneuvers, and is separate from all other brigade units. E Troop is a combined arms unit, the only organization of its kind in USARAL. If supplies are provided, the men can sustain their own operations indefinitely.

E Troop provides various kinds of support for the infantry. UH-1 Aircraft are used in lift operations. OH-58 Scouts lend command, control, reconnaissance and logistic support, and simulated fire support is provided by E Troop's AH-1G Cobras. So, their routine missions vary directly with the missions of the infantry units.

Since its official organization on December 31, 1972, E Troop has had over 4700 accident free hours. Major Sidney Rosenthal, commanding officer, attributes the remarkable safety record to "the absolute and total professionalism of the instructors, pilots, instrument examiners, safety officials, maintenance people and individual aviators."

The Arctic environment provides a special challenge because of the special equipment required. For example, all helicopters are equipped with skis that allow landings in any type snow, as well as spongy muskeg, without hampering the already hard surface landing capability found with normal skids. The OH-58s are equipped with special high-rise skids which provide adequate tail rotor clearance when making snow landings. Two of the 242d Aviation Company's A-model Chinooks have been equipped with special pressurized hydraulic systems and a locally designed oxygen system and were approved by AVSCOM to operate as high as 18,000 feet. Due to the extreme high altitude requirements (as high as 26,000 feet) involved with crossing some of the Alaskan mountain ranges, the Army has assigned USARAL, and more specifically, the 222d Aviation Battalion, one of the few U-21F models in the Army inventory.

## Arctic conditions challenge even

### the most professional personnel

The Arctic environment with temperatures frequently reaching -60 degrees during 22 hours of darkness, and the pleasant Alaskan summer with temperatures ranging from 65 to 85 degrees during 22 hours of daylight creates conditions that challenge even the most professional personnel. Year round training can be strangely peculiar as for example night flight minimums are easily obtainable during the winter months as every mission performed is during darkness requiring night techniques. However, let the dark winter season pass by and an aviator is hard pressed to complete his night minimums.

Conversely, during summer, it seems very strange to the aid of a landing light and then realize how cold of the winter, every task performed by a pilot becomes more challenging.

In maintaining the state of preparedness in the Northern Hemisphere, aviation units in Alaska frequently conduct exercises (FTXs) designed to obtain the proficiency to operate in an Arctic environment.

In 1973 the Skymasters flew over 4000 hours providing USARAL with aviation support. More than 3,000,000 pounds of cargo were transported over terrain that is virtually impassable. Operations were conducted at locations where the barren Arctic tundra prevails and where Arctic camouflage was gained. The beauty of the tree-covered mountains and passes of the Alaska Mountain Range was a stark contrast to the beauty of the tree-covered mountains of the Pacific Northwest.

E Troop has supported every battalion exercise and several smaller Arctic Training ventures throughout Alaska since its inception. The Troop participated in three major exercises: Ace Card VI; Ember Dawn V; and Ace Card VII.

Aviation played an extremely important part in Ace Card VII, as it often paved the way for ground operations.

In addition to field training exercises, routine missions and specialized operations provide aviation personnel with the needed experience required to provide timely support to USARAL units while operating over any type of terrain in any weather condition. Routine missions include evacuating villages by spring floods, search for personnel who have not returned from an expedition or seeking out missing aircraft.

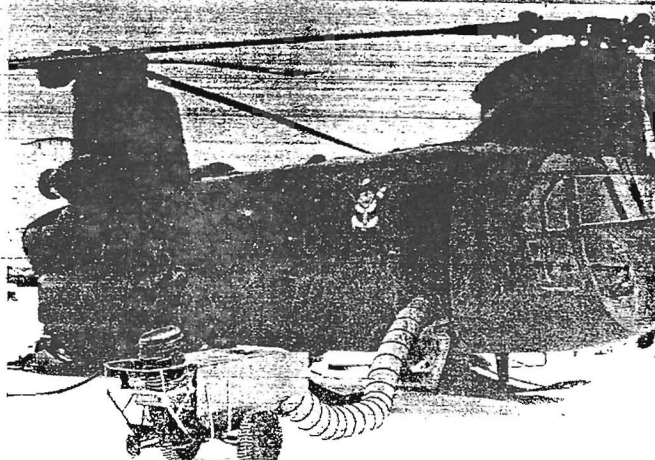
The Rescue Coordination Center, located at Elmendorf Air Force Base, has been used by the Skymasters more than 50 times in 1973 to perform this type of mission. Each of these missions involved personnel in need of assistance. In some cases, lives hinged on reaction time and experience of personnel.

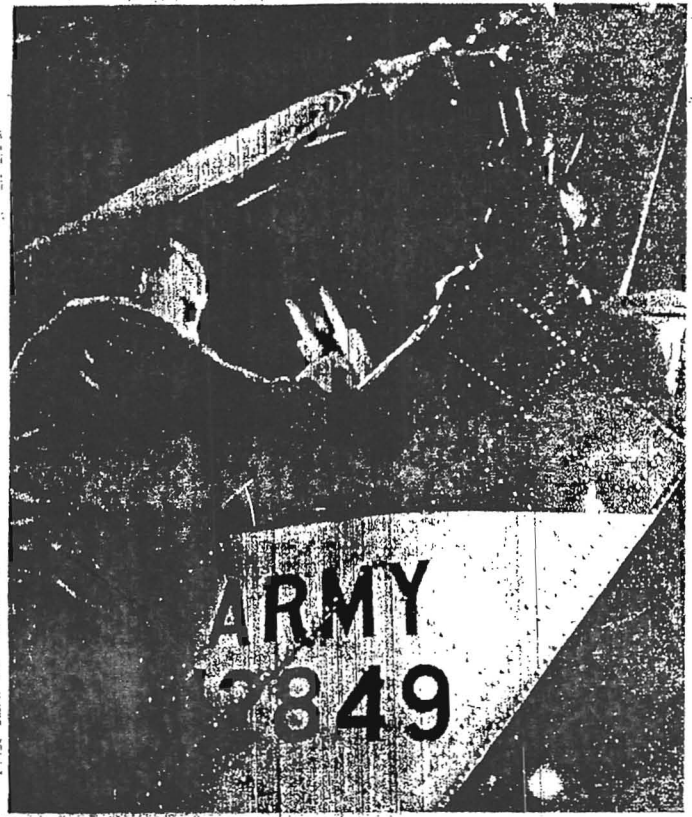
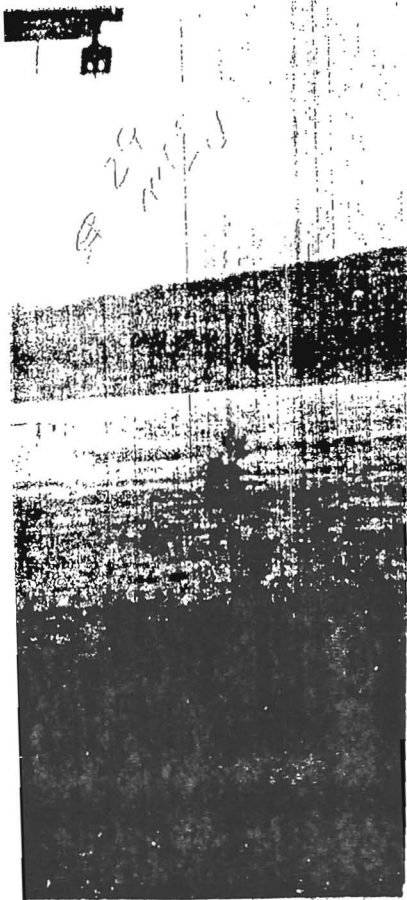
222d Aviation Battalion aircraft are often employed to fight fires in inaccessible wilderness. One thousand gallon water buckets are slung beneath aircraft, filled at lakes or streams near the fire and then flown to and dumped on the fire.

## High altitude operations

### require special preparation

Specialized training is required for high altitude operations such as the rescue performed by the 242d Sugarbears of several severely frost-bitten men from the 17,000 foot level of Mt. McKinley. Many of the 120th Arctic missions also involved rescue operations on Mt. McKinley.





are virtually stripped of every excess  
 ing seals, radios tools and, on one  
 the one week Arctic Survival School  
 Arctic survival techniques and instill  
 peculiar to extreme cold weather.  
 ion and E Troop receive cold weather  
 ue to familiarize all newly assigned  
 ad adversities affecting cold weather  
 icipate in Dynamic Arctic Training  
 le wilderness locations and required  
 b the minimum equipment normally  
 ations carried on aircraft cannot be  
 n one C-ration meal package for each  
 d must be obtained by either fishing

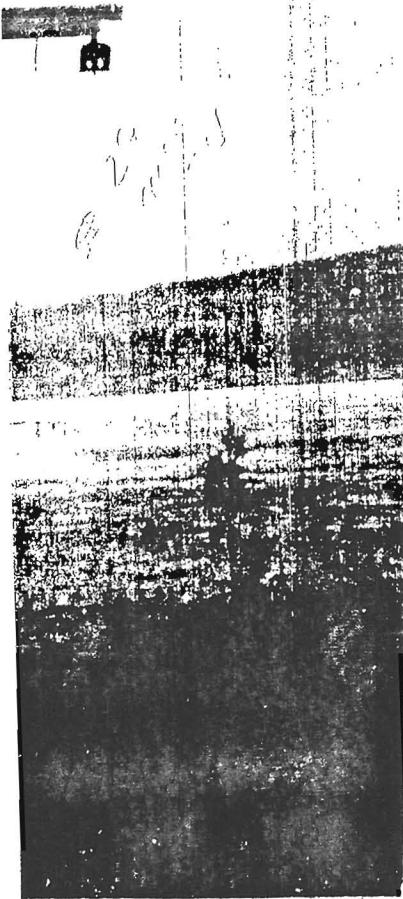
g cold weather survival or  
 one has yet come home hungry.  
 and regarded by the participants  
 y rewarding training experienced

ns afforded, many problem areas  
 cold weather operation. For example,  
 intenance facility that provides space  
 iset frame is slung beneath a Chinook  
 val a canvas cover, which is carried  
 vorkshop is complete. The tentage  
 f the various sections poses problems  
 und is virtually frozen and trying to  
 mpossible. Even with the specially  
 some and time consuming. Once the  
 out of the slippery ice and leave a

re creature comfort and a source of  
 'ot Belly Stove which burns gasoline  
 y temperature. Oil for the numerous  
 sl be guarded against extreme cold,  
 en but is so thick it will not pour  
 be kept warm and protected from  
 ed prior to start to insure seals are  
 anics working on aircraft must have  
 ld weather maintenance procedures.  
 be taken when performing even the  
 run or fitting. Different metals and  
 t different rates causing numerous  
 tressed steel hydraulic line may be

attached with a brass fitting. These two metals will contract at a different rate  
 when subject to extreme cold and cracking or total breaking could occur.  
 Severe cold and blowing snow in and around landing and pick-up points coupled  
 with the already white background of snow-covered terrain, causes a "white out"  
 condition which constantly tests the skills of every crewmember. Add ice fog  
 and visibility is reduced to near zero. The vast distances traversed on routine  
 missions without the benefit of navigational facilities in almost darkness required  
 detailed flight planning to insure mission accomplishment.  
 Added problems such as the lack of available fuel, survival and unscheduled  
 maintenance are routine. These challenges and more are faced by flight personnel  
 every day and through professional determination, these challenging problems  
 are overcome.

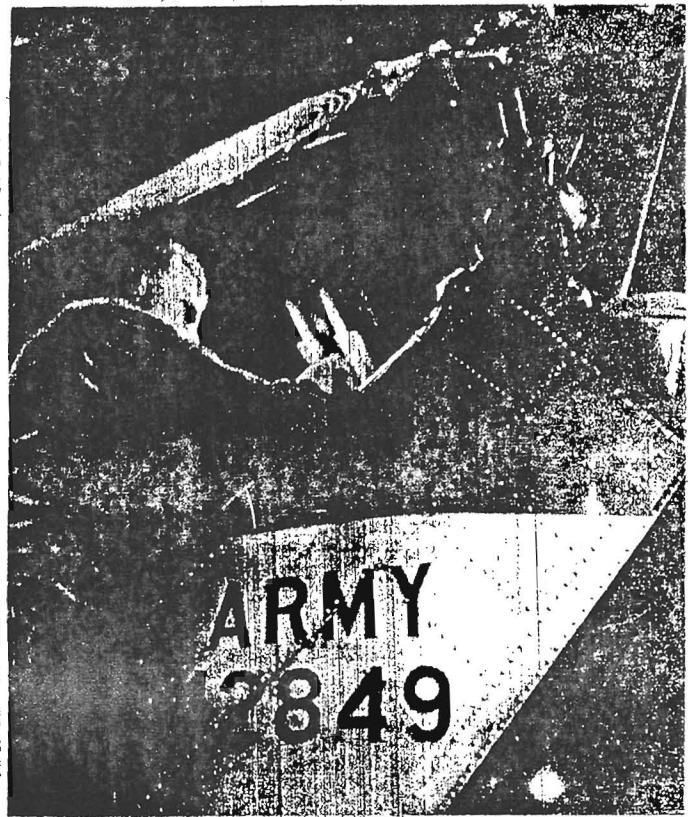




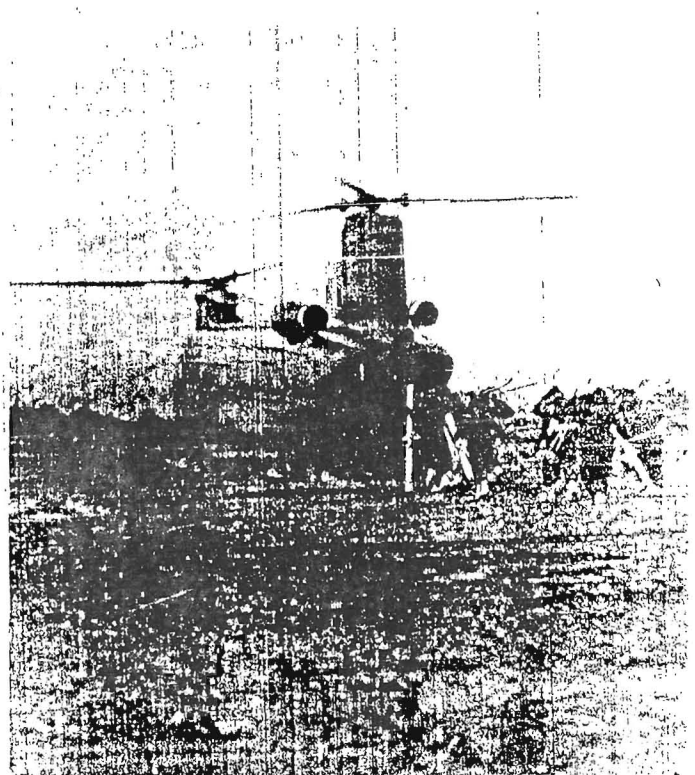
are virtually stripped of every excess  
 g seats, radios, tools and, on one  
 the one-week Arctic Survival School  
 Arctic survival techniques and instill  
 peculiar to extreme cold weather.  
 ion and E Troop receive cold weather  
 que to familiarize all newly assigned  
 id adversities affecting cold weather  
 icipate in Dynamic Arctic Training  
 de wilderness locations and required  
 in the minimum equipment normally  
 stions carried on aircraft cannot be  
 n one C-ration meal package for each  
 d must be obtained by either fishing  
 g cold weather survival or  
 one has yet come home hungry.  
 and regarded by the participants  
 y rewarding training experienced

ns afforded, many problem areas  
 : cold weather operation. For example,  
 intenance facility that provides space  
 set frame is slung beneath a Chinook  
 val a canvas cover, which is carried  
 orkshop is complete. The tentage  
 of the various sections poses problems,  
 und is virtually frozen and trying to  
 mpossible. Even with the specially  
 some and time consuming. Once the  
 out of the slippery ice and leave a

re creature comfort and a source of  
 'ol Belly Stove which burns gasoline  
 y temperature. Oil for the numerous  
 sl be guarded against extreme cold,  
 en but is so thick it will not pour  
 be kept warm and protected from  
 ed prior to start to insure seals are  
 amies working on aircraft must have  
 ld weather maintenance procedures.  
 be taken when performing even the  
 ut or fitting. Different metals and  
 t different rates causing numerous  
 tressed steel hydraulic line may be



attached with a brass fitting. These two metals will contract at a different rate  
 when subject to extreme cold and cracking or total breaking could occur.  
 Severe cold and blowing snow in and around landing and pick-up points coupled  
 with the already white background of snow-covered terrain, causes a "white-out"  
 condition which constantly tests the skills of every crewmember. Add ice fog  
 and visibility is reduced to near zero. The vast distances traversed on routine  
 missions without the benefit of navigational facilities in almost darkness required  
 detailed flight planning to insure mission accomplishment.  
 Added problems such as the lack of available fuel, survival and unscheduled  
 maintenance are routine. These challenges and more are faced by flight personnel  
 every day and through professional determination, these challenging problems  
 are overcome.





# ... the 35-27-38 "Sugarbear"

The 242d Aviation Company (ASH) is happy to announce that they will provide stewardess service on all regularly scheduled flights to locations throughout Alaska. That is IF their entrant to the Miss Alaska Universe Pageant is agreeable.

Miss Marlene Brewer is the 242d's entrant in the pageant to be held tomorrow at 8 p.m. in the Hering Auditorium. This lovely lass comes to the 242d from Bassett Army Hospital where she is on the staff in the OB Gyn clinic. Each girl who chooses to enter the Miss Alaska Universe pageant must be sponsored and when the Sugarbears heard of Marlene (Specialist 4 type) they jumped right in for a chance to assume the role. It's not often that you can find a Sugarbear that looks like this.

Marlene is a busy gal. After long hard days in the hospital she works with the JaCyn modeling agency in Fairbanks. Our vivacious, attractive candidate can be found outdoors whenever her hectic schedule permits. She lists hiking and fishing as two of her favorite

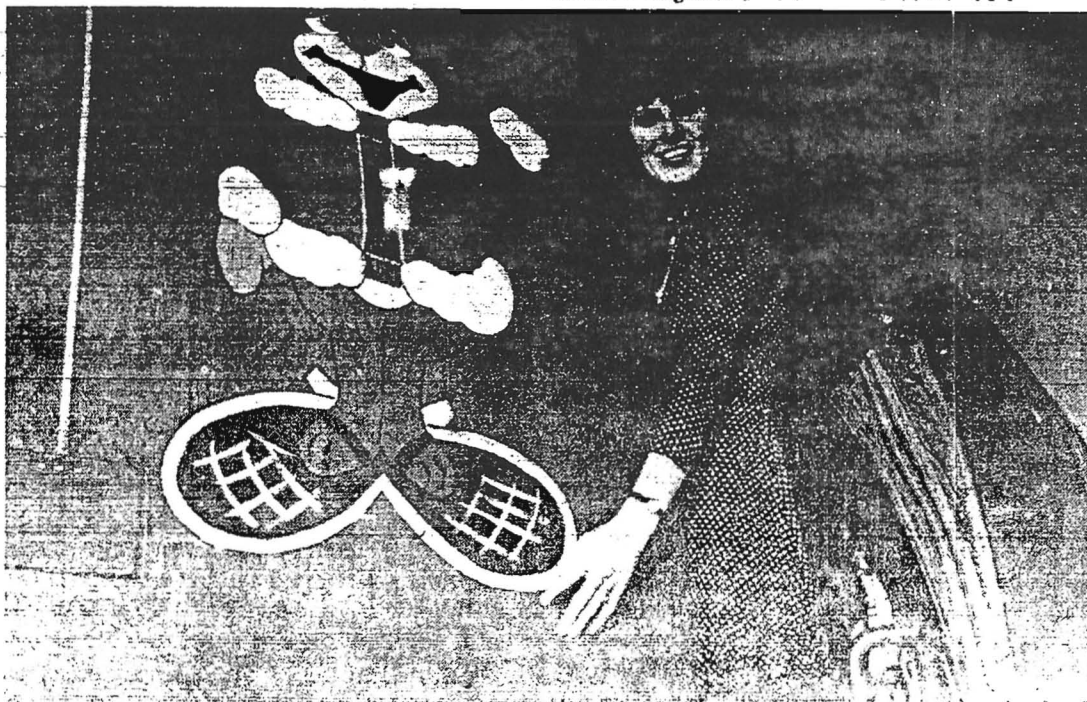
activities but she doesn't discount anything else that gets her outside into the fresh air.

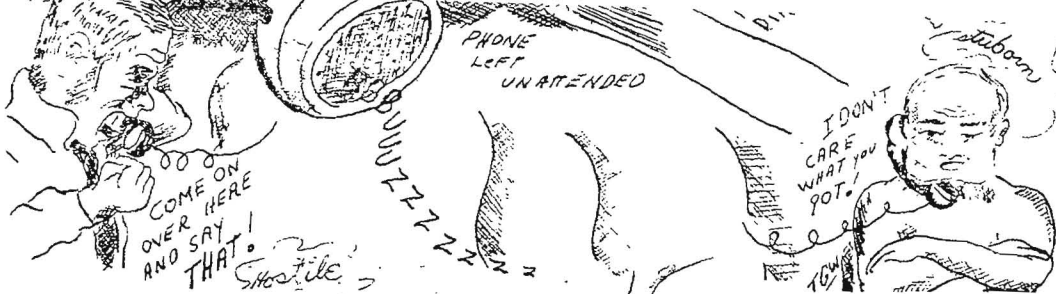
After a tour of duty at West Point, New York, Marlene was assigned to USARAL at her request. In the immediate future she plans to attend the Amateur Modeling Association Convention in New York City in April. For long range plans, she hopes to enter the intensely competitive field of professional modeling, a realistic goal in view of her qualifications and desire to succeed.

Preparing for the upcoming pageant has made great demands of her time and effort. Marlene has been rehearsing "Shangri-La", the opening number, for over three months. Shopping for needed clothes and just practicing even the smallest details keep her constantly on the go.

And now, as the contest is within sight, the tension is mounting and the excitement is tremendous. Marlene has an edge. She can rely on a large crowd of avid supporters cheering her on throughout the ritual of the Miss Alaska Universe Pageant.

DRY  
Y





**Dear Editor:**

I would like to know why a post team gets no support from the post it represents. The post hockey team has had no support since being formed. The members supply their own equipment for the most part. Equipment costing well over \$200. Also the team has played short handed games when members were forced to go to the field, while company basketball players were exempt from field duty. The post hockey team has the best record of any mens team in the Fairbanks area. They creamed two teams from Anchorage (11-4)(17-0). They are now in the process of paying their own way down to play in a tournament in Anchorage. The Army has given no support from company, battalion or post level. If this is the thanks the players get for their time and effort, no thanks.

**EX-MEMBER  
POST HOCKEY TEAM**

*It seems you have missed a lot since you became an ex-member. Since you have left, the team was given some nonappropriated funds. These funds were spent for pucks and other small items.*

*The main reason that the team didn't receive more this year was because it wasn't budgeted last year until it was too late (orders for equipment have to be submitted 6-8 months in advance). But be assured that the team will have their equipment next year because \$3,000 has been put aside for next year's hockey team.*

*As for the reason that the team members are not exempt from going to the field when there are games, no reason was given but a possible lack of communication is suspected. ED.*

**Dear Editor:**

I am writing you this letter in reference to the PX on post. I would like to know why they don't have any items for newborn babies, or any gifts you may want to buy for an expectant mother. I would think that as many expecting mothers as there are on this post at least you should be able to buy and have a better selection of items for the newborn baby.

A large percent of the dependent children in the Army are under 3 years old and a person can find hardly any clothing for them on post. It costs a lot to clothe a baby when purchasing. It would help out a lot more if they just stock a few more items.

April 3.

During their holiday, the ladies will be treated to such things as a Coffee Welcome at the Ft. Richardson Officers Open Mess, a Champagne Welcome and Fashion Show at the Northern Commercial store. Fashion Show and coffee at Sears, and a luncheon at the University Center Mall. As well as the downtown shopping, the Alaskan Exchanges on both Ft. Richardson and Elmendorf Air Force Base will be available to the ladies.

The Ft. Richardson NCO Club will hold a farewell luncheon for the ladies on their last day.

Last year, only 80 wives made the trip. Mrs. Ella Ponder, a veteran of that and the 1972 spring breakaway, intends to travel again this year. She says, "It's a good thing for the women who don't get out." Mrs. Ponder took the bus ride both ways and enjoyed the whole trip, as well as the stay in Anchorage. Mrs. Ponder was impressed with the service she and the other women received. She says a bus was always there to take them somewhere, and the ladies rarely had to carry their own luggage. Mrs. Ponder has only one complaint — once a year isn't often enough.

This will also be the third straight yearly trip for Patty Frederick. "I had a wonderful time," she says, "and I wouldn't miss it for anything." She took the bus to Anchorage but decided to fly back at her own expense. Mrs. Frederick is going this year even though her family will be leaving Alaska in July.

The wives are anxious to get a start on Operation Breakaway, so if you see 160 women carrying suitcases, don't get in their way. You might be the victim of a wife stampede.

