

AFED-AV-00

Unit Historical Records

CLASSIFICATION

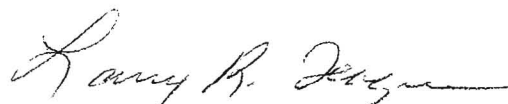
Asst Adjutant
2220 Ave Ft. (CSF)
Ft Vainwright, AF 99703

4 Jan 80

1. Each unit will appoint a Unit Historian (officer and N1).
2. Input from each of the companies within 2220 Ave Ft will be forwarded to the S-1 N1F eight (8) working days after the close of each quarter (1st quarter 1980 due N1F 21 Jan 80).
3. The final quarter being a recap of the entire year.
4. Each company is to maintain their own Historical Records.
5. If nothing of historical significance has happened, a negative report is required. However, be sure to touch on all areas mentioned in the LOI. If the area does not apply, write N/A.
6. Follow the format in the following pages and refer questions to POC.

POC: SP4 San Miguel
MAD

FOR THE COMMANDER:



LARRY R. DECKER
CPT, FA
Asst Adjutant

DISTRIBUTION:
SAC, 2220 Ave Ft
1720 MIDRS
120th Avn
2420 Avn
2530 Avn
568th Troop

DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL

SUBJECT

Unit Historical Records

TO SEE DISTRIBUTION

FROM

Commander
242d Avn Co (ASH)
Ft. Wainwright, AK. 99703

DATE

1 Feb 80

CMT 1

1. Sections/Individuals listed below will provide the information indicated to the unit historian NLT five working days after the close of each quarter. If nothing of historical significance has occurred, a negative report is required. If an area does not apply, write N/A.
2. Supply-Financial management & Fiscal Controls. This section will center on those major financial programs and funding levels experienced during the reporting period which impacted favorably or unfavorably on the unit. Specific examples will be provided.
 - a. Effect of Supply Constraint
 - b. Utility and Mobility fuels and Conservation Measures.
 - c. Funds to Support Firing and other Training.
3. XO/1SG-Personnel Management. This section will deal with all aspects of personnel.
 - a. MOS Mismatch
 - b. Reclassification Programs
 - c. Race Relations/Equal Opportunity
 - d. Expeditious Discharge Program
 - e. Organizational Effectiveness
 - f. Disciplinary Indicators
 - g. Alcohol & Drug Abuse
 - h. Attainment of AIO Training Objectives.
4. Training-Training Mangement. This section will deal with all aspects of training.
 - a. Training Guidelines/Compliance and Problems
 - b. SQI and Results
5. XO/1SG Wellfare, Recreation, and Morale. This section will include significant on-post and off-post community relations and morale building activities.

SUBJECT: Unit Historical Records

1 February 1980

- a. Sports Competition
- b. Awards and Decorations
- c. News Releases
- d. Community Relations Activities
- e. Army Community Services
- f. Recreation Services

DISTRIBUTION

XO
1SG
Supply
Training

GORDAN L. THIBEDEAU
MAJ, FA
Commanding

DEPARTMENT OF THE ARMY
242d Aviation Company (ASH)
222d Aviation Battalion
Fort Wainwright, Alaska 99703

4 February 1980

SUBJECT: Quarterly Historical Report 1 OCT - 31 DEC 79

Commander
222d Avn Bn
ATTN: Unit Historian
Ft. Wainwright, AK. 99703

1. Reference DF, AFZT-AV-CO, SUBJECT: Unit Historical Records, dated 4 Jan 80.
2. The following information is submitted for the period 1 Oct - 31 Dec 79:
 - a. CHAPTER 2 Financial Management and Fiscal Controls.
Conversion to the D Logs system of supply accountability was completed during this period.
 - b. CHAPTER 3 Personnel Management. N/A
 - c. CHAPTER 4 Training Management.
 1. Training Guidelines: N/A
 2. Individual Training: N/A
 3. Unit Training: This unit participated in the 222d Avn Bn exercise Warpath V 27 Nov - 5 Dec . One of the primary objectives of the exercise was the formation of company teams and the development of methods for the employment of CH-47 and UH-1 under this concept. A total of 166.0 CH-47 hours were flown in support of this exercise. Additionally the forward company team flew 102.2 UH-1 hours.
 4. Specialized Training/Inspections. N/A
 5. ALO Attainment: N/A
 - d. CHAPTER 5 Current Operations. N/A
 - e. CHAPTER 6 Logistics Management. N/A

BENJAMIN P. GILLIO
CPT, FA
Operations Officer

All Chinooks grounded after crash in Germany

By Greg Thomas

After the fatal crash in Germany of a U.S. Army Chinook (CH-47) helicopter, the entire Army inventory of Chinooks have been grounded.

Note: Moments before Yukon Sentinel press time, it was learned that a possible solution to the mechanical problems leading to the grounding of the entire fleet of Chinook helicopters had been discovered. Sources have speculated that teams of engineers will be dispatched to areas around the globe to modify the Chinook's combining transmission.

The teams first concern will be aircraft in Europe and Korea, tactically sensitive areas. Secondary concern of the modification teams will be Forces Command (FORSCOM) installations.

Sources predict that Wainwright's Chinooks will sit idle until the end of March or beginning of April.

The crash is speculated to have been caused by the failure of the bird's combining transmission (the device which keeps the chopper's two massive blades from striking each other).

According to unofficial sources, the crash in Germany was caused by two free wheeling (not synchronized) blades striking one another. One Chinook pilot here stated, "It's all

The combining transmission of the

ill-fated Chinook in Germany has been over once that happens...the bird is just ripped apart."

transported to the U.S. Corpus Christi Army Depot, Texas, where the equipment is being torn down and analyzed to determine the cause of the apparent failure. Aero Maintenance Officer for the 222nd Aviation Battalion, CWO 4 Daniel Sullivan, pointed out that the mechanics in Texas would be going over the parts

with a fine tooth comb to determine the failure. Until that time, the estimated 600 Chinooks in the Army inventory will not fly.

According to Sullivan, a similar problem in the combining transmission caused a total grounding of Chinooks last summer.

After depot directed modifications to the combining transmission were made, the Chinooks were allowed to resume flying.

The new grounding came at the end of the 222nd Aviation Battalion's ARTEP. However, many of the Chinooks were supporting other units in their ARTEP when the grounding was announced last Friday. The birds which were deployed at the time of grounding were allowed to fly back to Fort Wainwright's airfield, where they have been idle ever since.



(Photo by Brian Mac Innis)

DEPARTMENT OF THE ARMY
242d Aviation Company (ASH)
222d Aviation Battalion
Fort Wainwright, Alaska 99703

14 May 1980

SUBJECT: Quarterly Historical Report 1 JAN - 31 MAR 80

Commander
222d Avn Bn
ATTN: Unit Historian
Ft. Wainwright, AK. 99703

1. Reference DF, AFZT-AV-CO, Subject: Unit Historical Records, dated 4 Jan 80.
2. The following information is submitted for the period 1 Jan - 31 Mar 80:
 - a. CHAPTER 2: N/A
 - b. CHAPTER 3: N/A
 - c. CHAPTER 4: Training Management Unit Training (ARTEP)

The FY 80 ARTEP was conducted during the period 29 Feb - 9 Mar 80. The ARTEP was conducted in the Ft, Wainwright, Eielson, and Ft. Greeley training areas. This was the first formal evaluation of the Company operating under the split "Company Team" concept. All areas evaluated received a "GO" rating. Several areas were rated as having particular note worthy strength. The field exercise continued after the formal ARTEP evaluation until 8 Mar at which time a safety of-flight message was received grounding all CH47's due to mechanical failures of the combining transmissions. Recovery from the field was then conducted by vehicle and UH1 helicopters.

- d. CHAPTER 5: N/A
- e. CHAPTER 6: N/A

BENJAMIN P. GILLIO
CPT, FA
Operations Officer

no pain, no
ist, however,
uch, follow a

es and ringing
ay after a rest.
ne impression
returned to
s that hearing
rs, and if your
oise "insults,"
ng may occur.
may continue,
a loss of
hed sounds.

a discover an
robably being
you that the
or the type of
ou are simply

health is, of
loss. But for
management
a hearing loss
fferent MOS,
anpower and

ymptoms of
of the ears.
cted ear in a
causes this

ear structure
ive to given
transmit the
m into nerve
hear. The
ight.

noise causes
a tree would
ous bending
to excessive
k and assume

s an irritant.
irritant is a
urs known as

causes tonal
aring acuity
sible.

cessive noise
es is the key
n.

by the unit
er is vital to
a hearing

precautions, specifically mentioned in Army regulations, are considered to be part-of-the-uniform for line units. When any noise level reaches above 85db, ear plugs must be worn--and to be effective, the plugs should be medically fitted and properly inserted.

Is this being done? According to Morris, yes--and no.

"The compliance rate varies from company to company," he admits, with the rate depending upon "the emphasis the commander places on the subject and his ability in the gentle art of persuasion."

The Brigade hearing conservation policy mandates evaluation, education and noise surveillance programs and requires soldiers to attend a hearing class which Morris conducts.

And starting May 1, arctic soldiers will be screened annually.

When a hearing loss reaches a certain level, a hearing aid, tailored to meet the needs of the wearer, may be prescribed. But a hearing aid does not replace the human ear; it merely amplifies the sounds you can hear.

replacing." A hearing loss can have far-reaching effects. For instance, a soldier may discover that after a three-year hitch in the Army, some civilian occupations may be closed to him if not wearing ear plugs has left his hearing damaged. Law enforcement and aviation are only two fields that require hearing tests and set high standards for hearing health.

Strains on personal and marital relationships may also be linked to hearing loss. Morris notes that his women patients often complain their husbands ignore them--"when actually they just can't hear them"

The captain mentions too that the hard-of-hearing employee is ripe to be labelled "dumb"--especially if he didn't hear the proper instructions to perform a task.

"It is the responsibility of the individual to care for his health," Morris emphasizes, "and the Army will do all it can to provide the facts. It's never too late to conserve the hearing you have," he insists, "and there is no better time than now to start."



1 MAJ
27 MAR
1950

16 mag

Sugarbears rescue McKinley

By Brian Mac Innis and Greg Thomas
Two injured Japanese climbers were rescued from the 17,400 ft. level of Mt. McKinley late Tuesday evening by two specially modified CH-47 (Chinook) helicopters of the 242nd Aviation Company (Sugarbears), 222nd Aviation Battalion.

The Sugarbears' High Altitude Rescue Team (HART), the only helicopters in Alaska capable of rescuing injured climbers from such heights. They are equipped with a portable onboard oxygen system for the crew, enabling the pilots to stretch the capability of the aircraft, normally limited to 15,000 ft.

The HART teams from Wainwright were assisted by Para-rescue Airmen from Elmendorf AFB, and an Air Force C-130 Search and Rescue plane.

The crews were alerted early Tuesday evening, and arrived about 8 p.m. at Talkeetna, the staging area for the many climbers who assault North America's tallest peak annually.

There, the Chinooks refueled and picked up the Para-rescue team.

To gain the necessary altitude, the Chinooks must fly with reduced fuel loads and other weight restrictions. This enables the rotors of the craft to gain extra lift.

The rescue techniques employed by the Sugarbears have been sharpened to a fine edge. The SOP for such rescues calls for two Chinooks--one as the lead craft, and one as a chase bird.

The chase craft is there to assist with the rescue of the climbers or, if something happens to the lead craft, rescue that crew and the victims as well.

As one pilot put it, "If something happens to us, who's going to pluck us off McKinley?"

Because of the crowded conditions on the mountain, locating the specific climbers in need was the first problem. (A Talkeetna commercial air taxi operator stated that approximately 150 climbers were on the mountain at the time of the rescue.)

Thanks to the communications relayed by the Air Force C-130 to the Chinook crews, and the displaying of an orange tent flag staked to the snow's surface by the climbers, the crews were able to locate the victims.

Because of ever-changing conditions at such altitudes, the lead chopper made a dummy approach to test the winds. After the dummy run, the lead chopper developed problems with their onboard oxygen system, forcing them to quickly descend below 10,000 ft. After repairing the system in ten minutes, the lead bird returned to the climber's area.

At 11 p.m., with the sun well below the cloud ceiling and clouds moving in on the 17,000 ft. level, the lead bird made its final approach. At such altitudes and conditions, the pilots must be extremely careful. Judging the angle of slopes, is nearly impossible, and the situation is usually compounded by wind-whipped snow.

One pilot who recently participated in the 242nd's high altitude rescue training stated, "You don't know what the conditions really are until you actually touch down on the mountain."

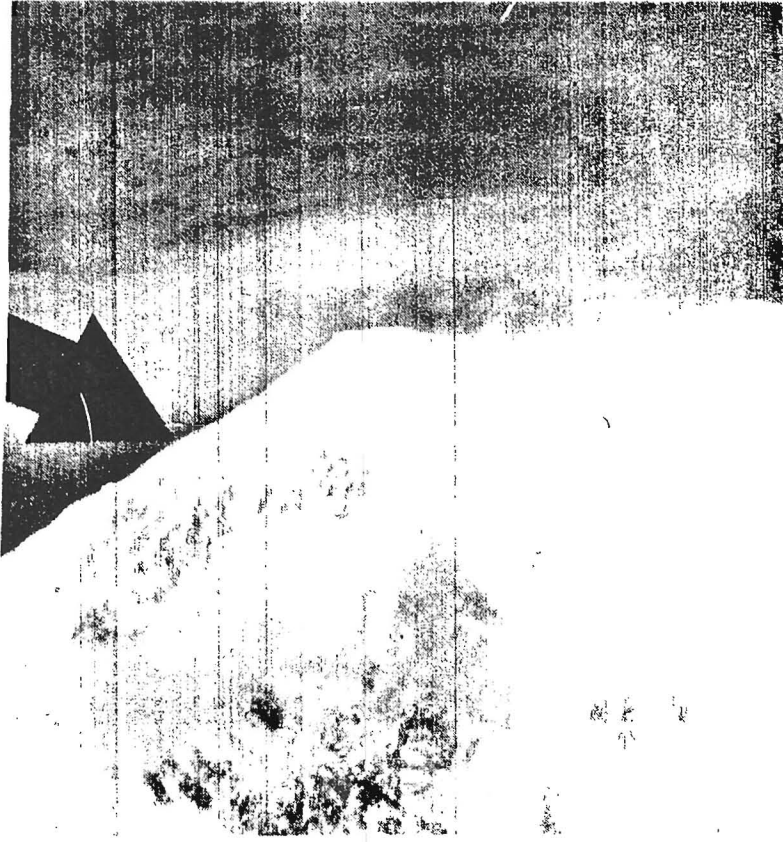
The pilot compared landing a Chinook in such conditions with driving a car into a garage at 40 miles per hour and stopping before hitting the back wall.

After the two climbers were onboard, they received first aid from the Para-rescue team for

frostbite and
11:30 p.m.,
Anchorage

CW3 Terry
and officer
rescues at
of pilot pr
amount of a
month."

Crew mem
Bridgman, p
SSgt. Carl
Joseph H. R
members we
Richard M.
flight engine



THE ARROW IN this photo indicates the approximate location of Tuesday's daring rescue of two Japanese climbers from the 17,400 ft. level of Mt. McKinley. The photo was taken by the pilot

of the chase
was the second
highest being

Mac Innis and Capt. Thomas injured Japanese climbers were rescued from 17,400 ft. level of Mt. McKinley late Tuesday by two specially modified CH-47 (Chinook) helicopters of the 242nd Aviation Company (Sugarbears), 222nd Aviation Battalion.

Sugarbears' High Altitude Rescue Team, the only helicopters in Alaska capable of rescuing injured climbers from such heights. They are equipped with a portable onboard oxygen system for the crew, enabling the pilots to stretch the range of the aircraft, normally limited to 15,000 ft.

HART teams from Wainwright were assisted by rescue Airmen from Elmendorf AFB, and an Air Force C-130 Search and Rescue plane.

Rescue crews were alerted early Tuesday evening, and about 8 p.m. at Talkeetna, the staging area for many climbers who assault North America's highest peak annually.

Before the Chinooks refueled and picked up the rescue team.

To maintain the necessary altitude, the Chinooks must fly with reduced fuel loads and other weight restrictions. This enables the rotors of the craft to generate lift.

Rescue techniques employed by the Sugarbears have been sharpened to a fine edge. The SOP for high altitude rescues calls for two Chinooks--one as the lead aircraft and one as a chase bird.

The chase craft is there to assist with the rescue of climbers or, if something happens to the lead aircraft, rescue that crew and the victims as well.

One pilot put it, "If something happens to us, we're going to pluck us off McKinley?"

Because of the crowded conditions on the mountain, locating the specific climbers in need was the most difficult problem. (A Talkeetna commercial air taxi pilot stated that approximately 150 climbers were on the mountain at the time of the rescue.)

Thanks to the communications relayed by the Air Force C-130 to the Chinook crews, and the displaying of an orange tent flag staked to the snow's surface to mark the location of the climbers, the crews were able to locate the

Because of ever-changing conditions at such high altitudes, the lead chopper made a dummy approach to the winds. After the dummy run, the lead aircraft developed problems with their onboard oxygen system, forcing them to quickly descend to 10,000 ft. After repairing the system in ten minutes, the lead bird returned to the climber's area.

At 11 p.m., with the sun well below the cloud ceiling and clouds moving in on the 17,000 ft. level, the lead bird made its final approach. At such altitudes and conditions, the pilots must be extremely careful. Judging the angle of slopes, is nearly impossible, and the situation is usually compounded by wind-whipped snow.

One pilot who recently participated in the 242nd's high altitude rescue training stated, "You don't know what the conditions really are until you actually touch down on the mountain."

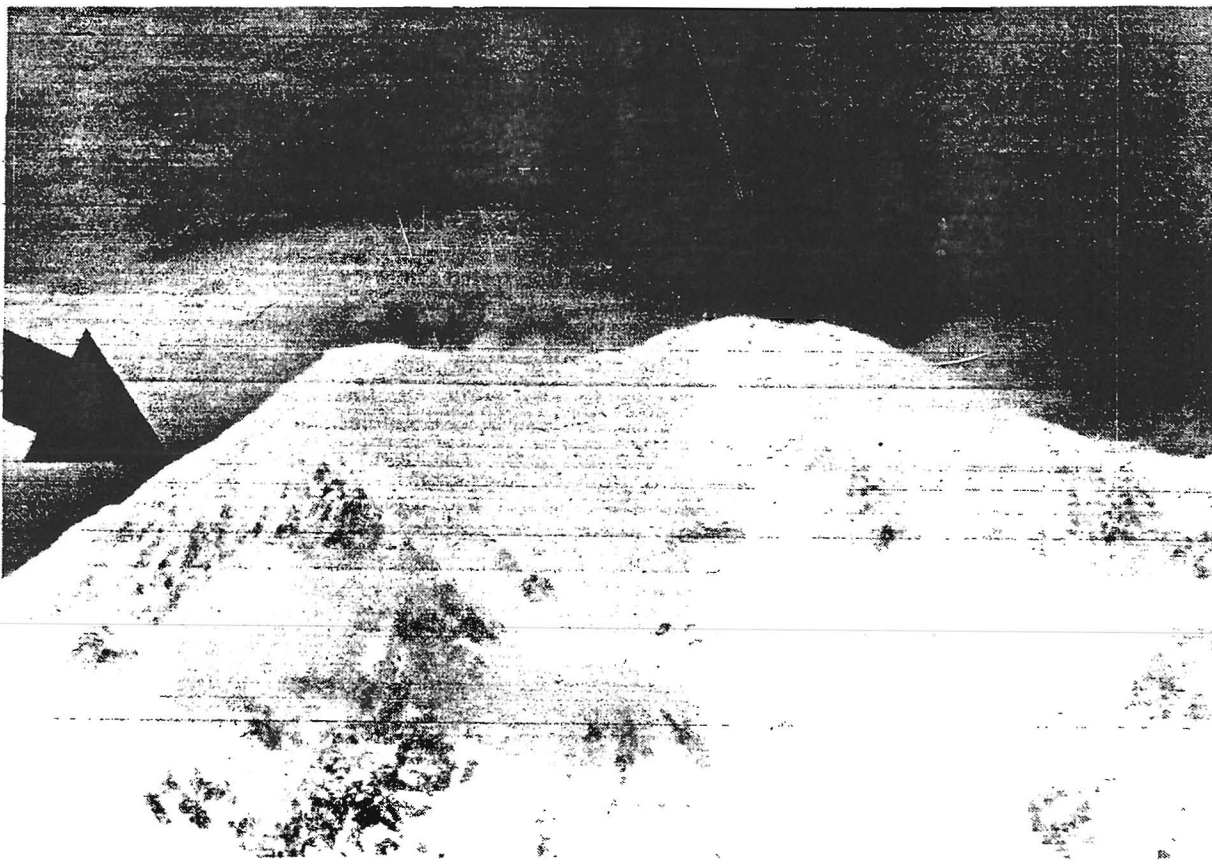
The pilot compared landing a Chinook in such conditions with driving a car into a garage at 40 miles per hour and stopping before hitting the back wall.

After the two climbers were onboard, they received first aid from the Para-rescue team for

frostbite and hypothermia. Arriving at Talkeetna at 11:30 p.m., the climbers were transported to Anchorage by aircraft from Ft. Richardson.

CW3 Terry W. Bridgman, pilot of the lead aircraft, and officer in charge of HART, stated, "Conducting rescues at such high altitudes requires a high degree of pilot proficiency, supplemented by the large amount of annual training which we completed last month."

Crew members of the lead HART Chinook were: Bridgman, pilot; Maj. Gordan L. Thibedeau, co-pilot; SSgt. Carl A. Dean, Jr., flight engineer; and PFC Joseph H. Robinson, crew chief. Chase aircraft crew members were: CW3 Brian J. Mac Innis, pilot; CW3 Richard M. O'Connell, co-pilot; SSgt. Gary D. Tate, flight engineer; and Sgt. Vincent J. Bange, crew chief.



THE ARROW IN this photo indicates the approximate location of Tuesday's daring rescue of two Japanese climbers from the 17,400 ft. level of Mt. McKinley. The photo was taken by the pilot

of the chase helicopter used in the mission. This was the second highest rescue mission flown, the highest being 18,200 ft. (Photo by Brian Mac Innis)

Mac Innis and Greg Thomas injured Japanese climbers were rescued from 17,000 ft. level of Mt. McKinley late Tuesday by two specially modified CH-47 (Chinook) helicopters of the 242nd Aviation Company (Paras), 222nd Aviation Battalion.

Sugarbears' High Altitude Rescue Team has the only helicopters in Alaska capable of rescuing injured climbers from such heights. They are equipped with a portable onboard oxygen system, enabling the pilots to stretch the ceiling of the aircraft, normally limited to 15,000 ft.

HART teams from Wainwright were assisted by rescue Airmen from Elmendorf AFB, and an OH-630 Search and Rescue plane.

The rescue crews were alerted early Tuesday evening, and about 8 p.m. at Talkeetna, the staging area for many climbers who assault North America's highest mountain.

The Chinooks selected and took up the lead climber's gear, including oxygen tanks, fuel tanks and other weight. The pilots had to adjust the power of the craft to maintain a steady altitude.

The techniques employed by the Sugarbears were sharpened to a fine edge. The SOP for the rescue calls for two Chinooks, one as the lead and the other as chase bird.

The chase craft is there to assist with the rescue of the lead climber and the victims as well. The pilot said, "If something happens to us, we may have to pluck us off McKinley."

Because of the crowded conditions on the mountain, locating the specific climbers in need was a major problem. (A Talkeetna commercial air taxi pilot stated that approximately 150 climbers were on the mountain at the time of the rescue.)

Thanks to the communications relayed by the Air Force OH-630 to the Chinook crews, and the displaying of an orange tent flag staked to the snow's surface by the climbers, the crews were able to locate the victims.

Because of ever-changing conditions at such altitudes, the lead chopper made a dummy approach to test the winds. After the dummy run, the lead chopper developed problems with their onboard oxygen system, forcing them to quickly descend to about 10,000 ft. After repairing the system in ten minutes, the lead bird returned to the climber's area.

At 11 p.m., with the sun well below the cloud ceiling and clouds moving in on the 17,000 ft. level, the lead bird made its final approach. At such altitudes and conditions, the pilots must be extremely careful. Judging the angle of slopes, is nearly impossible, and the situation is usually compounded by wind-whipped snow.

One pilot who recently participated in the 242nd's high altitude rescue training stated, "You don't know what the conditions really are until you actually touch down on the mountain."

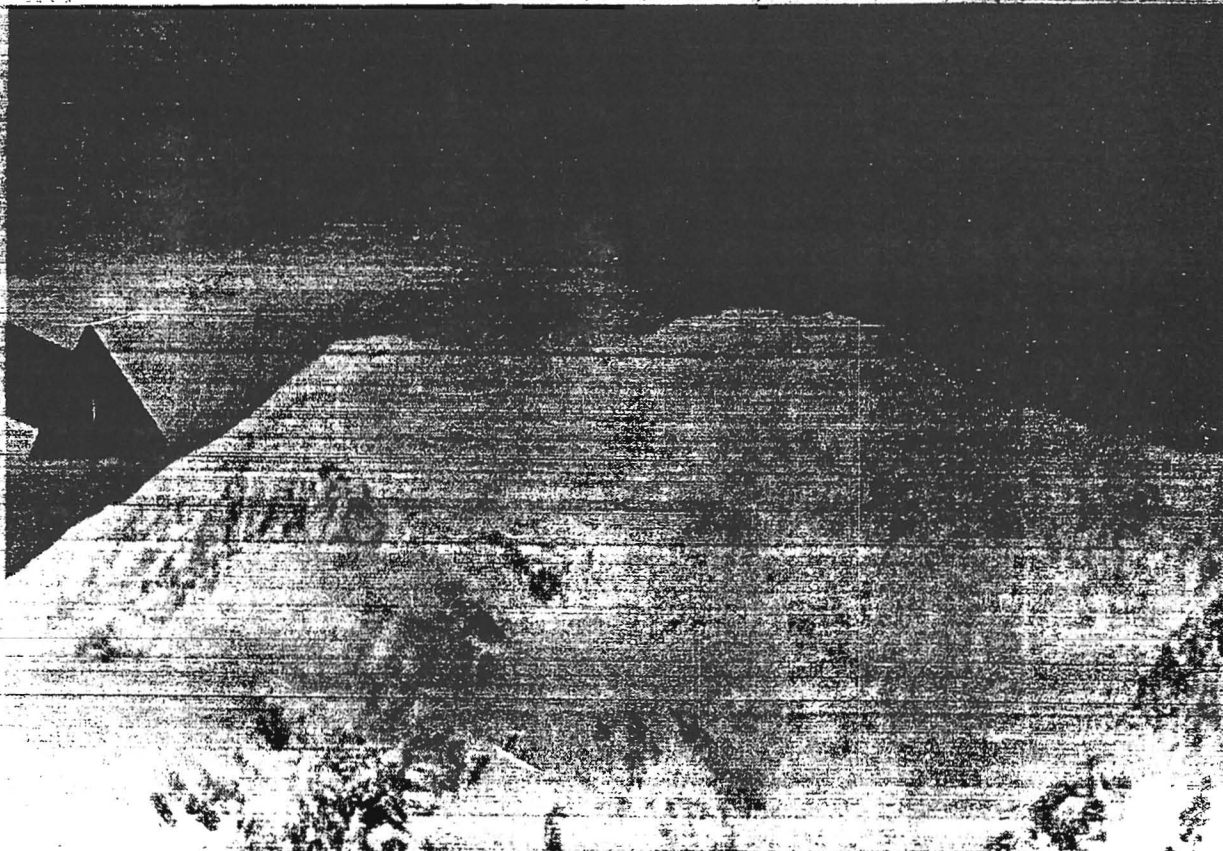
The pilot compared landing a Chinook in such conditions with driving a car into a garage at 40 miles per hour and stopping before hitting the back wall.

After the two climbers were onboard, they received first aid from the Para-rescue team for

frostbite and hypothermia. Arriving at Talkeetna at 11:30 p.m., the climbers were transported to Anchorage by aircraft from Ft. Richardson.

CW3 Terry W. Bridgman, pilot of the lead aircraft, and officer in charge of HART, stated, "Conducting rescues at such high altitudes requires a high degree of pilot proficiency, supplemented by the large amount of annual training which we completed last month."

Crew members of the lead HART Chinook were: Bridgman, pilot; Maj. Gordon L. Thibedeau, co-pilot; SSgt. Carl A. Dean, Jr., flight engineer; and 1st Lt. Joseph H. Robinson, crew chief. Chase aircraft crew members were: CW3 Brian J. Mac Innis, pilot; CW2 Richard M. O'Connell, co-pilot; SSgt. Gary D. Tate, flight engineer; and Sgt. Vincent J. Bange, crew chief.



THE ARROW IN this photo indicates the approximate location of Tuesday's daring rescue of two Japanese climbers from the 17,400 ft. level of Mt. McKinley. The photo was taken by the pilot

of the chase helicopter used in the mission. This was the second highest rescue mission flown, the highest being 18,200 ft. (Photo by Brian Mac Innis)

the Yukon Sentinel

Volume 20, No. 19

Fort Wainwright, Alaska 99703

May 23, 1980

Post forest fires uncontained despite firefighting efforts

By Seth Hamilton

A forest and tundra fire which has already scorched 30,000 acres in the Blair Lakes region on south post continues to burn uncontained, according to Wainwright firefighting officials.

The blaze, which now covers an area nearly eight times the size of Fairbanks, was spotted Saturday by Wainwright Fire Chief Joseph King during a routine observation flight over the post.

Personnel from most units here continue to fight the blaze which turned into a large scale fire Sunday. The Bureau of Land Management (BLM) here is assisting in the fire fighting efforts.

According to Tom Frey, Dispatch Manager for the BLM, the fire spread wildly over the weekend. "The fire was approximately half an acre when

"At this point, the state firefighters are setting up defenses along Wood River in case the fire reaches that point," King noted, explaining there are many cabins on the fire side of the river which the state is looking to protect.

Wainwright's firefighters have established a command post in the area between Blair Lakes, which is serving as the front line communication link back to post.

"The main thing for us now is to stop the fire along the northeast border. We've got a bulldozer out there now in addition to the troops digging in a fire line," King said. "Once we get the spread stopped, the inside can just burn itself out." He added that the Air Force is expected to help out by attempting to contain the southwest front of the blaze.



by Seth Hamilton

A forest and tundra fire which has already scorched 30,000 acres in the Blair Lakes region on south post continues to burn uncontained, according to Wainwright firefighting officials.

The blaze, which now covers an area nearly eight times the size of Fairbanks, was spotted Saturday by Wainwright Fire Chief Joseph King during a routine observation flight over the post.

Personnel from most units here continue to fight the blaze which turned into a large scale fire Sunday. The Bureau of Land Management (BLM) here is assisting in the fire fighting efforts.

According to Tom Frey, Dispatch Manager for the BLM, the fire spread wildly over the weekend. "The fire was approximately half an acre when it was reported Saturday," Frey said. "But with the continuing dry conditions and heavy winds Sunday, the fire got out of hand."

Scores of Wainwright soldiers were summoned from their weekend activities to combat the blaze Sunday, and close to 140 troops have remained at the fire site working in shifts.

Members of the 222nd Aviation Battalion continue to be swamped with work as they schedule helicopter flights around the clock to the Blair Lakes area. According to an operations source, there are 18 Hueys and two Chinooks involved in ferrying men, equipment and huge 1000-gallon water buckets to the fire site.

Fire Chief King said that the plan now is to contain the fire. "We've got the bulk of our ground troops working along the eastern ridge of the fire. We're hoping we can draw the line there, then move around to keep the fire from spreading at the northern and southern corners."

The fire area has taken on an omeba shape, ranging east to the Blair Lakes, west to about eight miles short of Wood River and south to just below Wainwright's border into state land.

At this point, the state firefighters are setting up defenses along Wood River in case the fire reaches that point," King noted, explaining there are many cabins on the fire side of the river which the state is looking to protect.

Wainwright's firefighters have established a command post in the area between Blair Lakes, which is serving as the front line communication link back to post.

"The main thing for us now is to stop the fire along the northeast border. We've got a bulldozer out there now in addition to the troops digging in a fire line," King said. "Once we get the spread stopped, the inside can just burn itself out." He added that the Air Force is expected to help out by attempting to contain the southwest front of the blaze.

King noted that there is a wide variety of trees and brush involved in the fire. "Just about every variety there is in Alaska is on fire out there. Spruce, birch, tundra and underground vegetation; you name it, it's burning."

As of Wednesday, Wainwright's ranking firefighter had no idea when the fire might be contained. "With the winds like they are, and the dryness, it's impossible to forecast anything at this point," King concluded, adding that the end is nowhere in sight.

The cause of the fire is not known, but natural causes have been ruled out. One idea is that bear hunters in the area might have touched off the parched vegetation.

Just last week King had announced that some range firing on post would be restricted because of Wainwright's dangerously dry woodlands. At that time, conditions on post rated a six on a Fire Index scale of 1-10. But Tuesday that figure had jumped to an eight as the lack of precipitation continued.

King has directed that as a result of the abnormally high Fire Index rating here, all range firing will be stopped until the situation improves.



A Chinook heads back to Fort Wainwright Sunday afternoon after dropping off a group of soldiers from Headquarters Company, Fort Wainwright. Dressed in fire fighting

gear and equipped with shovels, axes and five-gallon water bags, the soldiers were only one group of many being sent out to fight the blaze near Blair Lakes. (Photo by Marc Maxwell)

the Yukon Sentinel

Volume 20, No. 23

Fort Wainwright, Alaska 99703

June 20, 1980

Military benefits uplift

A fair benefits package for the military services was announced May 26 by President Carter and Secretary of Defense Harold Brown. The fair benefits package includes:

- * More compensation to servicemembers for costs brought on by reassignment moves

- * Increased enlistment and reenlistment bonus levels, plus bonuses for enlisted personnel with over 10 years service

- * Improved sea and flight pay

- * Increased basic allowance for subsistence

- * A station housing allowance that provides increased pay for members who are assigned to especially high cost areas in CONUS

- * Larger payments for TDY costs

- * An addition to medical care (CHAMPUS) of a dental care package for dependents of active duty members.

According to DOD, the President outlined three steps to be taken in getting the fair benefits package through Congress.

First, those parts of the Warner/Nunn Amendment that support the benefits package will be pushed. According to DOD, these proposals would cost about \$85 million for the remainder of FY 80 and range from \$435 to \$700 million in FY 81.

Secondly, programs contained in the FY 81 budget which include increased TDY payments and family separation allowances for junior enlisted personnel will also be pushed. The cost for these programs is expected to be about \$200 million, say officials.

Thirdly, the Defense Secretary is to develop a legislative plan that provides a dental program through CHAMPUS at a cost of \$110 million in FY 81. (ARNews)

Climbing team plucked off McKinley

By Greg Thomas

Two members of an ill-fated Czechoslovakian mountain climbing team were rescued from the 18,200 foot level of Mt. McKinley by a specially modified CH-47 (Chinook) helicopter of the 242nd Aviation Company, 222nd Aviation Battalion, Thursday evening.

This was the second successful rescue by the Army and Air Force's High Altitude Rescue Team (HART) during this year's climbing season.

The Air Force is capable of performing rescues off the mountain below the 8,000 foot level; but for rescues at higher altitudes, the modified Chinooks of the 242nd Aviation Company are called into action.

The Chinooks are specially equipped with an onboard oxygen system, allowing the crew to stretch the perimeters of their aircraft in order to gain the extra altitude necessary to save injured, stranded climbers.

The two climbers were rescued from Denali pass-the saddle which lies between the mountain's two main summits-and are reportedly recovering from their injuries in an Anchorage hospital.

Monday, a third survivor from the four member climbing team was rescued after a "risky, unplanned" rescue flight at the 16,000 foot level by a civilian helicopter contracted by the National Park Service, according to the Park's Public Affairs Officer, Joan Gidlund. The helicopter was flying park rangers around the area for a routine radio maintenance

check when they intercepted a distress call from the Czech, then risked landing on the mountain.

The fourth member of the ill fated climbing team died, and it is reported that retrieving the climber's body is going to be very difficult.

During Thursday's rescue, the Army chopper experienced a failure in its onboard oxygen system while the aircraft sat at the 18,200 foot level.

At that time, the Chinook's pilot, CW 3 Benson Edwards, switched over to an individual tank of oxygen, enabling him to fly the chopper while other crew members suffered light headedness, tingling extremities, and tunnel vision due to the immediate lack of oxygen. These effects, according to co-pilot CW 3 Larry Key, lasted until Edwards was able to descend to the 10,000 foot level.

Key added that throughout the failure of the oxygen system all crew members remained conscious.

Because of this oxygen system failure, the 242nd helicopters have been temporarily removed from HART stand-by status.

HART teams are rounded out with Air Force paramedics from Elmendorf AFB, and an Air Force C-130 cargo transport from Eielson AFB, which flies a pattern around the rescue area providing communications between climbers and the Army crew members.

Other crew members during last Thursday's rescue were - Sp4 Ralph A. Ponticelli, crew chief and SSgt. Michael Arthur, flight engineer.

Commanders could lessen Article 15 severity

A recent change has been implemented by the

Minor punishment under Article 15 is described as

Hooking up: *Four Pathfinder Team members responsible for checking all slingloads at Wainwright*

Story, photos by Craig Strawther

No doubt you've noticed the almost constant parade of airborne helicopters with a variety of "things" hanging precariously underneath them these days. You may have even marveled out loud (or to yourself), "I wonder if that's safe?"

Well, you can rest easy knowing that a group of Fort Wainwright professionals -- the Pathfinder Team -- is working around the clock to insure that it is safe.

This technique is called "slingloading" and Pathfinder Team members Sgt. Dennis Cotton, SSgt. Michael Botkins, SSgt. Richard Clary and SSgt. Curtis Stables are responsible for the safety of each and every load.

These past few weeks have seen scores of slingloads taken to and from the Blair Lakes training area, including fuel and water blivets and a variety of fire fighting equipment. Pathfinders have therefore worked day and night in some cases to keep the loads moving.

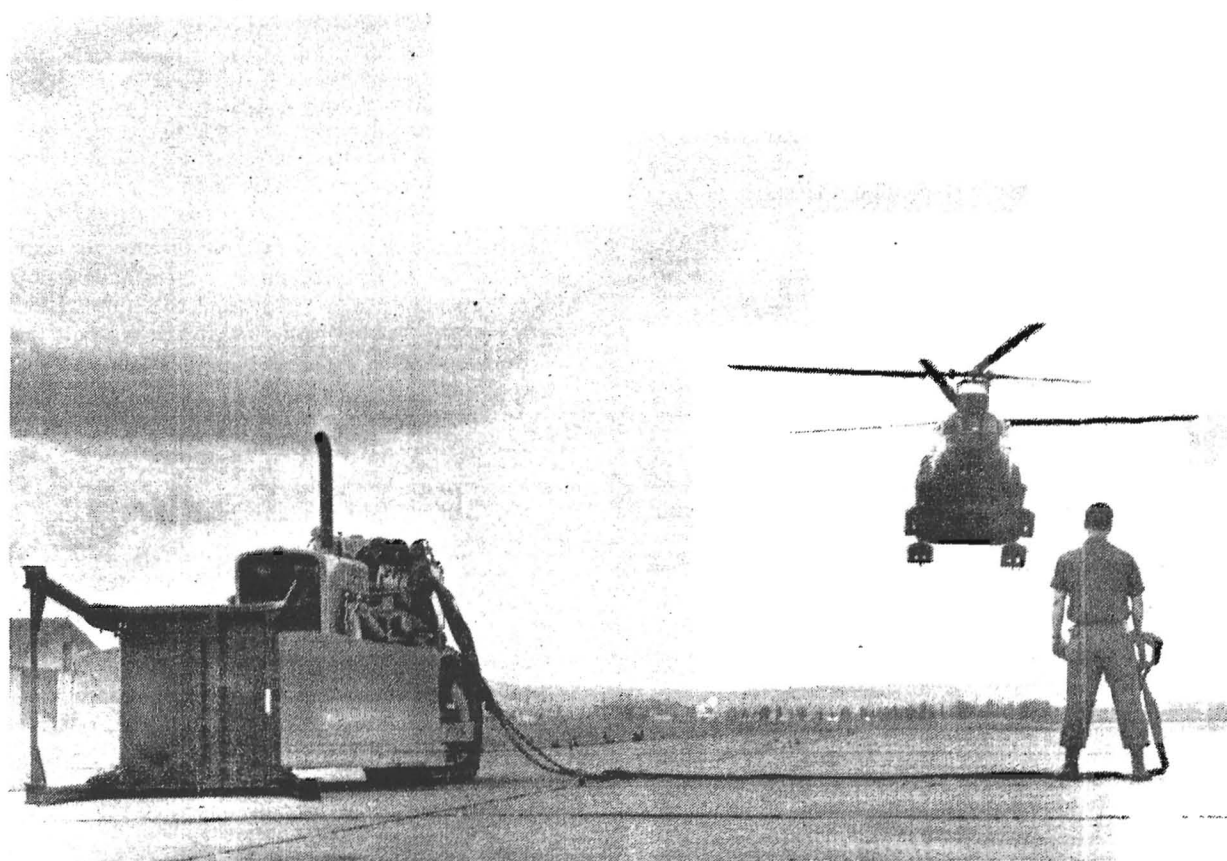
But their primary mission is not to do the actual rigging of the loads, according to Team Leader Botkins. Rather, it's to check the loads for correctness and safety. If C Battery, 1/37th Field Artillery wants to slingload a howitzer, for example, the artillerymen make the necessary preparations, and if there is any question as to the item's suitability for the aircraft, they call the Pathfinders.

If the Pathfinders approve the load, the pilots will make the haul. Says Botkins, "The pilots in this battalion (the 222nd Aviation Battalion) would not question anything that we told them about a load, because once the load leaves the ground, it becomes their responsibility.

"If we say it'll fly, they'll take it because they know it's right. If we say it's not suitable, then they won't touch the load. That's how much trust they have in what we do."

The Pathfinders do rig special loads from time to time, however. These are usually items for which the Army has no official TM (Training Manual).

They've slingloaded massive radio antennas and



Pathfinder SSgt. Richard Clary waits patiently for a CH-47 Chinook helicopter to taxi in for one of many slingloading operations. Attaching an extension line

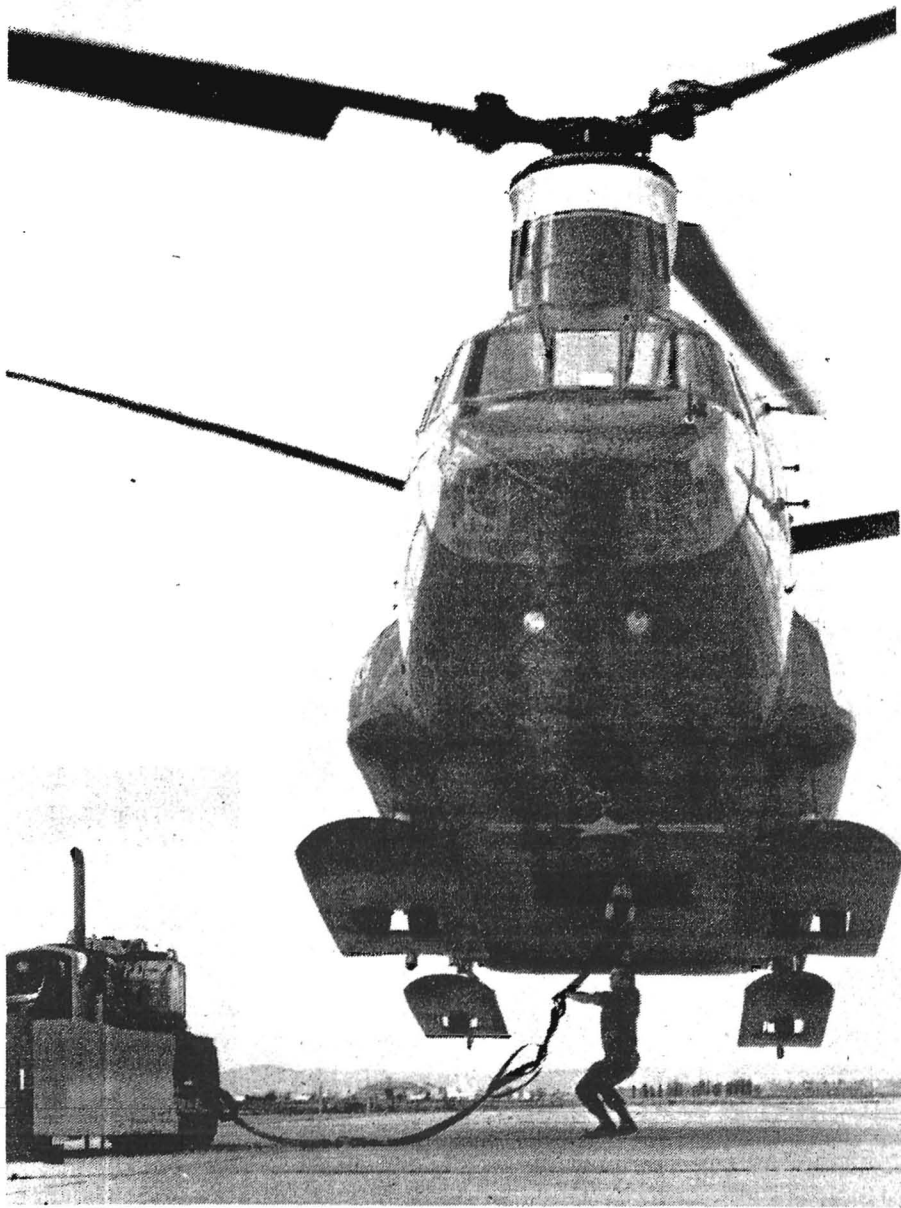
propane cylinders, uncommon loads for which there were no guidelines to follow.

A more recent project involved 222nd pilots when they were tasked to fly huge incinerators, generators and hydraulic barrel crushers to the North Slope of the National Arctic Wildlife Range in support of the Young Adult Conservation Corps' massive cleanup efforts.

to the tow hook on the bottom of the chopper can be risky business, as the craft must sometimes hover only three or four feet off the ground.

In each instance, the Pathfinders used their basic knowledge of weight balance, sling capacities and sling lengths. "It isn't hard to do," maintains Botkins.

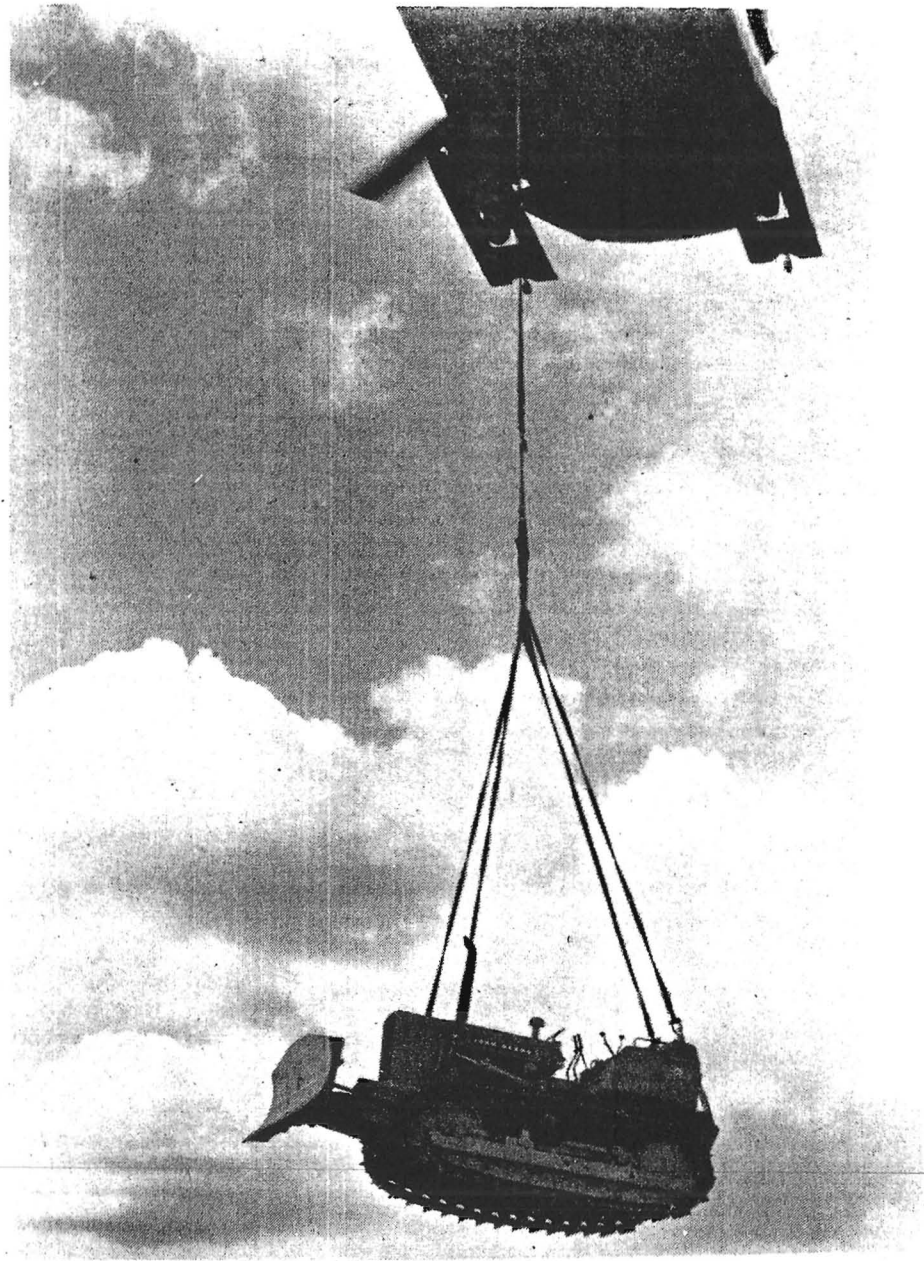
"You get a 'feel' for the load as far as where you should rig it to achieve the desired effect. You rig it, hover it, and if it looks right, fly it. There are no cut and dried rules for rigging."



Main connection

Fighting what seems like hurricane force winds churned up by the Chinook's massive rotor blades, SSgt.

Richard Clary must crouch to attach an extension line to the chopper's fixed tow hook.



Liftoff

After careful planning, rigging and checking by the Pathfinders, a 14,000-pound bulldozer is finally on its

way to aid fire fighting efforts at the Blair Lakes area.

Department Of The Army



Aviation Accident Prevention Award Of Merit

242d Aviation Company (ASH) (WDYDAA)
Fort Wainwright, Alaska 99703

For Accident Free Flying
15 July 1979 thru 14 July 1980

F. S. McGlade

FRANCIS S. McGLADE, Ph.D.
Army Director of Safety

Edward E. Waldron II

EDWARD E. WALDRON II
Colonel, TC
U.S. Army Aviation Safety Officer

242d Aviation Company (ASII)

AFZT-AV-242

16 July 1980

SUBJECT: Quarterly Historical Report 1 April - 30 June 1980

Commander
222d Avn Bn
ATTN: Unit Historian
Fort Wainwright, AK 99703

1. Reference DF, AFZT-AV-CO, Subject: Unit Historical Records, dtd 4 January 1980.
2. The following information is submitted for the period of 1 April - 30 June 1980.

a. Chapter 2: Financial Management and Fiscal Controls. As of 30 June 1980, this unit had flown 2,273 hours, which exceeded the forecast FY 80 flying hour program by 15 hours. This was due to the heavy unforecast mission requirements resulting from Arctic Circle 80, a Brigade level exercise in the April/May time period and the 401.9 hours flown in fighting the Blair Lakes range fire from 17 May to 3 July. In order to continue to accomplish its mission the unit requested an additional 660 flight hours and were subsequently allocated an additional 514 hours resulting in an adjusted total of 2,772 hours for FY 80.

b. Chapter 3: Personnel Management. N/A

c. Chapter 4: Training Management.

(1) Training Guidelines: N/A

(2) Individual Training: N/A

(3) Unit Training: The unit participated in the Brigade Level exercise Arctic Circle 80 deploying from Ft. Wainwright to positions near Galena and Granite Mountain, to support operations of the 222d Aviation Battalion, LIB, and 172d Infantry Brigade. Extensive pre-positioning of supplies, primarily fuel blivits and fare equipment, to Tannana, Galena, and Granite Mountain began 9 April 1980. The advance party deployment to the vicinity of Galena was conducted on 17 April 1980, main body deployment of the company forward elements occurred on 22 April 1980. Redeployment of all elements was completed by 29 April 1980. In total the "Sugarbears" flew

SUBJECT: Quarterly Historical Report 1 April - 30 June 1980

361.9 hours, 287 Sortie, 942 Pax, 1,175,870 lbs of cargo, and used 129,721 gallons of fuel. Arctic Circle 80 was a highly successful operation that challenged the unit to its fullest capacity. All unscheduled maintenance to include shops support was conducted at the field site. Major aircraft component changes were accomplished in the forward areas. All tactical missions were accomplished and major training objectives achieved.

(4) Specialized Training/Inspections: The annual qualification training of the units Alaskan High Altitude Rescue Team began on 18 March with the High Altitude Class Schedule. On 24 March 80 the training was moved to Talkeetna, Alaska where the inflight portion of the flight was conducted. Due to unforecast maintenance and inclement weather the training was not completed until 16 April 1980. In total the 12 aviators and 18 enlisted personnel received the necessary qualification which required a total of 70.2 flight hours. In addition, to the High Altitude Rescue Training the unit also conducted Arctic Survival Training at Rainbow Lake from 6 June to 9 June with 20 personnel participating. The unit received its annual Inspector Generals visit from 7-10 April 1980. All areas received satisfactory rating with several areas receiving laudatory comments. Particularly noteworthy was the area of Aviation Safety.

d. Chapter 5: Current Operations: Two High Altitude rescues, RCC#066 and #088, have been successfully accomplished resulting in the rescue of two Japanese climbers from the 17,400 foot level, and two Czechoslovakian climbers from the 18,366 foot level of Mt. McKinley. Due to significant difficulties with the oxygen system encountered on the rescue of the two Czechoslovakian climbers the unit has not had a high altitude rescue capability since the 12th of June. The difficulties encountered with the oxygen system occurred while on the ground at the 18,300 foot level and resulted in a near disastrous situation in which the oxygen system failed and became unserviceable. Two subsequent high altitude rescue missions have been requested by RCC and have been turned down. Currently the unit is working with several agencies to procure a safe and dependable oxygen system. As of this date there is no projected procurement/delivery date. Due to both the success and difficulties of the last mission the unit has received newspaper coverage in both Fairbanks and Anchorage newspapers. In total RCC#066 and #088 resulted in this unit flying 20.7 hours, 8 passengers, 600 pounds of cargo, 12 sortie, and 6,681 gallons of fuel.

e. Chapter 6: Logistics Management. N/A

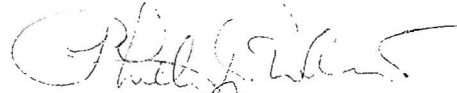
f. Chapter 7: Welfare, Recreation and Morale. On 18 June 1980, at 1400 hours the unit conducted a change of command ceremony in hangar 4 and 5 which saw Captain Benjamin P. Gillio assume command from Major Gordan L. Thibedeau. Major Thibedeau had commanded the unit since June of 1979 and proceeded enroute to the Command and General Staff College at Ft. Leavenworth, Kansas. Captain Gillio assumed command following duties within the unit which included Flight Platoon Leader and Operations Officer. During this

AFZT-AV-242

16 July 1980

SUBJECT: Quarterly Historical Report 1 April - 30 June 1980

quarter the "Sugarbears" volleyball team placed second in the Ranger League and placed second at the Fort Wainwright competition. During the Brigade Championships at Fort Richardson they made the final four but could do no better than fourth.



PHILLIP J. D'AMICO
CPT, IN
Operations Officer.

172D INFANTRY BRIGADE (ALASKA)

CERTIFICATE OF ACHIEVEMENT

is awarded on this 8TH day of OCTOBER, 19 80

to

242D AVIATION COMPANY, FORT WAINWRIGHT, ALASKA

for

HAVING FLOWN MORE THAN ONE YEAR, ACCIDENT FREE,
IN THE ARCTIC ENVIRONMENT

FROM JULY 1979 TO 30 SEPTEMBER 1980



T. G. JENES, JR.
Major General, USA
Commanding

