

Views from the top

What will you be doing to support Brim Frost 81?



Nothing. I didn't have to go year but the rest of my unit they will be the good guys."
Pat Meade
Coop



"I'm a reservist, helping out here at CIF. I am a 76Y, supply, and I have been primarily issuing equipment for the arriving aviation soldiers."
Sgt. Sabina Romanowska
Reserve Reinforcement Group



"The unit itself will be providing heavy lift capabilities for the OPFOR and the Brigade. As executive officer, I will be taking care of the normal ground support aspects for the Company at the Company Main, supporting the forward elements."
Capt. Lawrence Tessier
242nd Av. Co.



"My section will be providing swing load operations for any BCT or Brigade units. All swing loads will be checked by us. We will also spend time after the operation recovering equipment. It took us two months to do that after Jack Frost 79."
SSgt. Mike Botkins
222nd Av. Bn.



"By help troops get to stay warm."
Sp4 Fred T. Clothing sal

Editorial..Comment

Leaders charged to care for individual soldiers

Don Carr
charge commanders and
or NCOs with renewing
ething I feel has been
ing over the years: care for
individual soldier.
My concern is that, given the
cetime nature of today's
oy, many of our leaders have
en victim to a disease.
That disease is apathy and it
instilled in many (dare I say
st?) of our soldiers the idea
t they are no more than
nbers in the eyes of those
o lead them.
Let me qualify my reference
to "peacetime Army."
By no means do I imply that
re would be no apathy were
military forces committed to

-realize a social structure.
The definition, of course, goes
much deeper. It is when this
depth is closely examined that
one begins to realize there are
those who would, although
unwittingly, severely damage the
stability of the group. If soldiers
form a group with a common goal
because of those reasons
mentioned, then all within the
group must share responsibility
to further its healthy existence.

My charge of apathy stems
from that portion of the "social
web's" definition that states, "...
the group also recognizes this
person as a member. In other
words, the individual derives a
feeling of identity from group

to use it for anything other than
issuing orders. In many cases,
these orders cry out for
explanation--via the same means
of communication--but many
leaders feel explanation is
unnecessary

That's apath...
driving our c...
young soldiers...
How can a...
the cause? S...
was involved...
(continued bef

A thought on sharing with those often pas

Well, I finally got my own
back this time. I've been riding
in too many pre-warmed
automobiles, coffee in hand, and
passing up too many people,
bundled up against the weather
walking to work.

Luck was v...
and the night...
a pleasant drea...
ride from one...
me with, "You...
know it's cold...
I woke up bef

242d Aviation Company (ASH)

AFZT-AV-242

18 February 1981

SUBJECT: Quarterly Historical Report 1 July - 30 September 1980

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

1. Reference letter, AFZT-PTS-PO, Subject; 172d Infantry Brigade (Alaska) Annual Historical Program FY 81, dtd 8 December 1980.
2. The following information is submitted for the period 1 July - 30 September 1980.
 - a. Chapter 1: Mission, Organization, and Reorganization.
 - b. Chapter 2: Financial Management & Fiscal Controls. As of 30 September 1980, this unit had flown 2,620.3 hours. Due to heavy unforecast mission requirements and the Blair Lakes fire support this unit overflowed its original flying hour program by 362.3 hours. In order to continue to meet existing mission and training requirements this unit total flying hour program was increased to a total of 2,772 hours.
 - c. Chapter 3: Personnel Management. N/A
 - d. Chapter 4: Training Management.
 - (1) Training Guidelines: N/A
 - (2) Individual Training: N/A
 - (3) Unit Training: The unit participated in Operation Celtic Summit VIII which was the Northern Warfare Training Centers annual High Altitude Training. Two CH-47 aircraft deployed to Ft. Greely for passengers and equipment pick up and proceeded to Talkeetna Alaska. After encountering weather problems we were able to insert the NWTC personnel at the 7,500 foot level of Kahiltna Glacier. A successful recovery was completed after an unsuccessful attempt by a small group of the climbers to reach the summit of Mt. McKinley. Also throughout this time frame all tactical missions and major training objectives were achieved.

18 February 1981

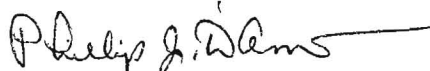
SUBJECT: Quarterly Historical Report 1 July - 30 September 1980

(4) Specialized Training/Inspections: During the July time frame CW4 Lynn Warren, a member of the Ft. Rucker Standardization Board, visited the unit and conducted a courtesy inspection. The inspection was at the request of LTC Mehl and resulted in satisfactory results in all areas. CW4 Warren conducted two no-notice check rides and discussed standardization at length with operations personnel. A major area of interest was forthcoming "Night Hawk" training with CH-47 aircraft. This area of training is expected in Alaska within the next year as selected major installations in the lower 48 have already begun training and "Night Hawk" Standardization.

e. Chapter 5: Current Operations: Working through Battalion and Higher Headquarters the unit continues to work to solve its oxygen problem related to the High Altitude Rescue Team. Several possibilities are being worked on with the most acceptable solution being a completely new system which would entail modifications to selected aircraft. This system, if approved and accepted, is not programmed for installation this fiscal year. It is however expected to be fully operational prior to the next high altitude season.

f. Chapter 6: Logistics Management: This unit continues to operate with fourteen of an assigned sixteen CH-47 aircraft. Although not reflected as a major shortcoming it is an obvious detriment to this units ability to support. Present forecasts indicate that two CH-47's are inbound with an early to mid December delivery date. In addition an updated TO&E authorization document number 55167FC05 - FC1080 took effect during the latter portion of the 1st quarter.

g. Chapter 7: Welfare, Recreation and Morale: During this quarter the "Sugar Bears" actively supported several different levels of intramural sports. Members of the unit participated in softball, track and field, and football. The football team turned in the best performance enroute to the best record on post, the Ranger League Championship, and the Ft. Wainwright Championship. While participating in the Brigade Championships key injuries resulted in a somewhat disappointing third place finish. After gaining valuable points in football the unit is looking toward a possible Commanders Trophy.


PHILLIP J. D'AMICO
CPT, IN
Operations Officer

Afterwards.
must be tested for

17 Apr 81



DRILLING HOLES for installation of the oxygen receptacle holder is Sp4 John Wotapka, sheetmetal worker for the 242nd Sugarbears. The receptacle holder will enable the Chinook's crew chief to move about in the rear of the aircraft by providing an additional location for hooking into the oxygen line.

Sugarbears have new system HART back in groove

since it was the

and required
also required an
generated

"This was a
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"Now," says
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for personnel here to use as guidelines.

After a 10-month wait, all of the necessary parts arrived and modification began Tuesday. Hydraulic workers and sheetmetalists have put in from 10 to 12 hour days to put the Sugarbears' HART back into action.

"Even though the new system is still being prototyped at Fort Carson, we've gone ahead and gotten the jump on them since we have a definite mission," noted MacInnis. "So now all of our 16 helicopters will be equipped with oxygen to use anytime necessary whether for training, routine high altitude flights or rescues."

Installation of the first system took about five days, according to Sp4 Patrick Varga, sheetmetal worker for the Sugarbears. "It's kind of hard to install a system with nothing to go by except color slides. I found myself drilling holes on the opposite side of the aircraft because I was looking at a slide backwards."

Sp4 Ed Railey, NCOIC for the hydraulic section, added that it's also difficult installing the oxygen lines because each system must be routed differently. "It seems that no two Chinooks are the same on the inside as far as the electrical systems are concerned. We end up having to shape each tube around various wiring and frame positions."

Even with all of the unexpected difficulties, each bird is being equipped at a faster pace than the one before. "It doesn't matter how difficult a job we're tasked with," boasts Sgt. Pedro Barrios, "because we'll always come through: that's just how

good we are. If they come in here tomorrow and say they want us to install a system in one day, you can bet we'll find a way to get it done."

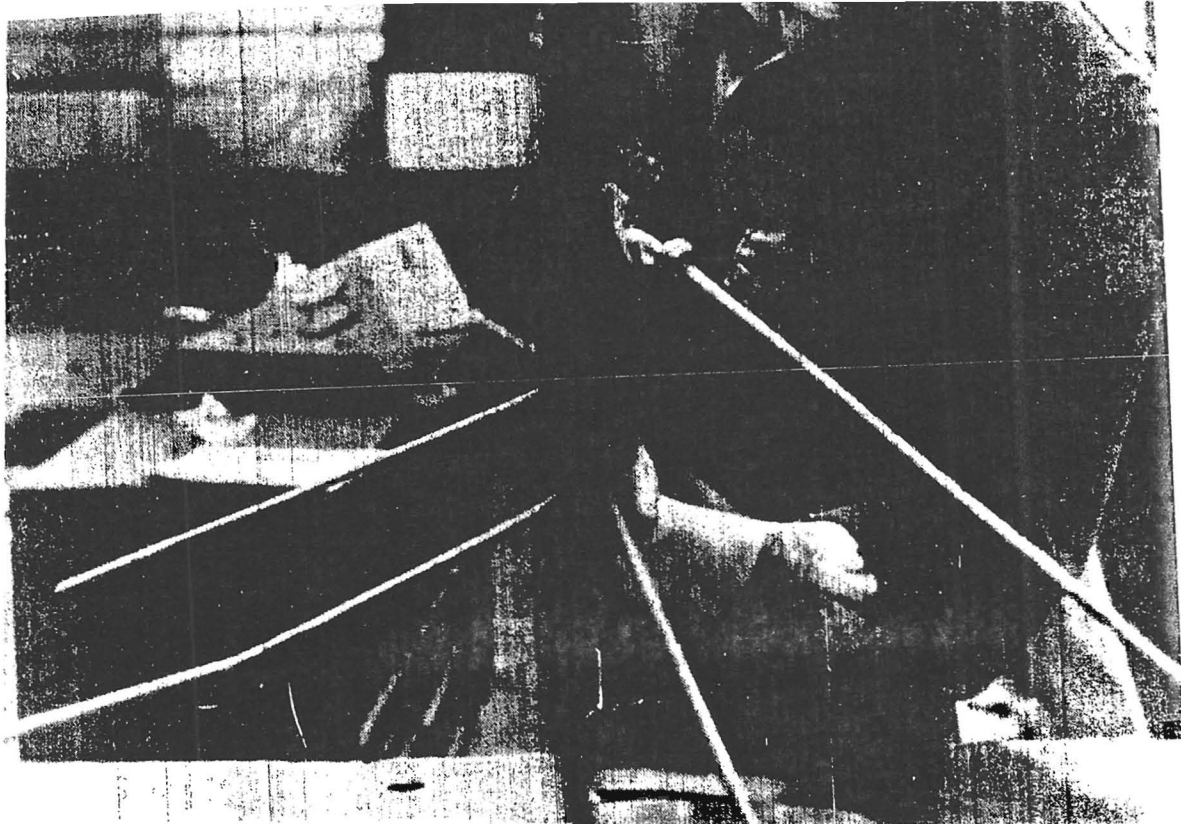
Regardless of how fast or slow the oxygen systems are being installed, the important thing is that the Sugarbears now have three Chinooks equipped for high altitude rescues and are presently undergoing training operations in the Talketna area.

The Sugarbears' HART will not be back in operation officially until training is completed Monday. But should an emergency come up before then, they will be ready says MacInnis.

Fortunately there have been no life and death emergencies since the 242nd has been down, according to Mountaineering Ranger Bob Gerhard of Denali National Park and Preserve. "We lucked out because their system failure occurred near the end of the climbing season," he explained. "And since this season won't really be getting underway until late this month or early May, we don't anticipate problems this year."

According to Gerhard there were only 16 instances last year requiring emergency assistance. The military was able to help in three of the cases before the oxygen system failure. "Of the remaining 13 situations, we were able to handle them one way or another and no one died as a result of the 242nd not being able to help."

Gerhard went on to add that "...however, we'll be a whole lot happier knowing that the 242nd is back in operation."



the MQ 1 Oxygen Mask
 . With the new oxygen
 i being installed in the
 high altitude rescue
 ers, equipment must be
 for compatibility.

BENDING THE LINES is Sp4 Ed Railey, NCOIC of the Sugarbears' hydraulic shop. Oxygen lines for the new system must be shaped individually in order to fit around various obstructions within the unit's CH-47

each bird being wired
 sible to draw up a single
 production. Afterwards,
 craft must be tested for

Oxygen bears have new HART back in g

Story, photos by Jack Loudermilk

The 242nd Aviation Company (Sugarbears), 222nd Aviation Battalion, are presently installing a prototype oxygen system being tested by Fort Carson aviators and brought to Alaska for use by High Altitude Rescue Teams (HART) here.

On the evening of June 19, 1980 three men from the 242nd Aviation Company landed a modified CH-47 (Chinook) on the 18,200 foot level of Mount McKinley and rescued two members of an ill-fated Czechoslovakian mountain climbing team.

Before the Army chopper departed Denali Pass—the saddle between the mountain's two main summits—the onboard oxygen system failed, temporarily disabling the crew. Had it not been for the pilot switching over to an individual tank of oxygen, the rescue attempt would have been disastrous.

Because of this oxygen system failure, the 242nd helicopters were temporarily removed

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 supply and generated
 added. "This was a
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 new system is more
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Because of this oxygen system failure, the 242nd helicopters were temporarily removed from HART stand-by status.

At the time of the incident, the Sugarbears had two Chinooks equipped with cholorate oxygen systems allowing the crew to stretch the perimeter of their aircraft in order to gain the extra altitude necessary to save injured, stranded climbers.

The main problem, according to CWO 4 Brian MacInnis, instructor pilot for the Sugarbears, was that the cholorate system is semi-obsolete. "There were only seven such systems in existence in the Army," he explained. "The two high altitude rescue helicopters belonging to the 242nd were the

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the Yukon Sentinel

Volume 21, No. 15

Fort Wainwright, Alaska 99703

April 24, 1981

Sugarbears gear for McKinley's "busy season"

The tallest peak on the North American continent, Mount McKinley, will soon be beckoning back those who dare put forth their best skills to climb her.

The 242nd Aviation Company (Sugarbears) is gearing up to answer the call of those in distress who can't make the treacherous climb up and back on their own.

Recently, CWO3 Brian MacInnis, instructor pilot for the the Sugarbears and WO3 Ross Hayden visited Fort Carson, Mo. to gather data on a new prototype

oxygen system being tested there, for the High Altitude Rescue Teams.

With the information and data that the two brought back, the 242nd HART began installing the oxygen system in their CH-47 Chinooks.

Later, while undergoing High Altitude training operations and testing the prototype oxygen system in the Talkeetna area near McKinley, the Sugarbears unexpectedly rescued their first climbers of the season.

The first evacuation of the season from Mount McKinley began April 15, as a

troubled British climber was plucked from the 15,000 foot level on the west side of the mountain.

After making their final approach and landing, CWO3 Terry Bridgman and CWO3 James Holt were met by members of a British climbing team and asked if they could evacuate a member of their team who was seriously injured after falling on an ice axe the night before.

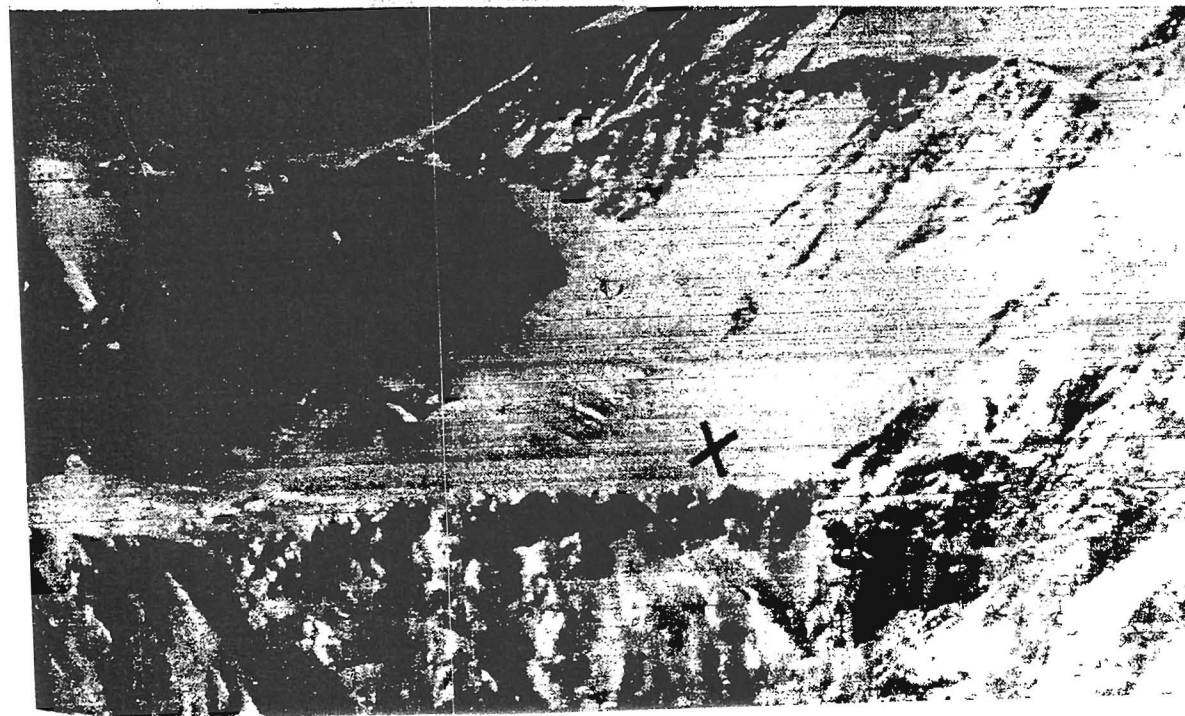
Nicholas Collins, 29, was suffering from altitude sickness and the loss of three teeth broken out when he fell and was struck in the face with his axe.

The helicopter and crew transported Collins to Talkeetna Airport, where he was transferred to a civilian and taken to a hospital in Anchorage.

As if that wasn't enough, the 242nd was again called to rescue a Swiss climber from the same location Saturday, during the same exercise. The climber had reportedly suffered frostbite on his hands.

Rudolf Isen Schmid, 28, a resident of Cloten, Switzerland was part of a three-member team trying to scale the west buttress of McKinley. He was later transported to Anchorage for treatment.

The 242nd Aviation Company's HART was to officially begin operation Monday after their training and testing had been completed. "But should an emergency come up before then, we will be ready," MacInnis had said in an interview for a story run in the Sentinel last week.



Views from the top

If you were judge for a day, what could the criminals expect from



"If they're guilty they're guilty. It depends on the crime I guess."
Sp5 Vernon Allen
DENTAC



"I guess they could expect a fair and impartial trial. If they were found guilty, I'd want to adjudge fair punishment, but sufficient to deter them from committing crimes again."
Maj. Benjamin Gillio
242nd Avn. Co.



"I'd drop the hammer on 'em! If they screw up, they must pay. You know what they say: 'Don't do the crime if you can't do the time.'"
Sp4 William Bernard Ferguson
BAH Dining Facility



"I have mixed feelings. I'd try to give a fair and impartial trial. If he's sick, he should be confined, but not necessarily in a jail. I don't think, though, that he should be turned loose on the streets again."
Jane Reape
Eilson AFB dependent



"I'd try to be impartial judgement and look for evidence before passing on guilt. I wouldn't judge on past performance, but I'd be sure they got the punishment that they deserve."
Sp4 Robert McMillan
MEDDAC

Editorial.. Comment

Is 'eye-for-an-eye' just?

Department Of The Army



Aviation Accident Prevention Award Of Merit

242d Aviation Company (ASH) (WDYDAA)
222d Aviation Battalion (Cbt)
172d Infantry Brigade (AK)
Fort Wainwright, AK 99703

For Mishap Free Flying
1 July 1980 thru 30 June 1981

F.S. MCGLADE, Ph.D.
Director of Army Safety

JOSEPH R. KOEHLER
Colonel, IN
United States Army Aviation Safety Officer

PESC-M

30 JUL 1984

SUBJECT: Army Aviation Accident Prevention Award of Merit

THRU: Commander
172d Infantry Brigade (Alaska)
Fort Richardson, Alaska 99505

Commander
222d Aviation Battalion (Combat)
Fort Wainwright, Alaska 99703

TO: Commander
242d Aviation Company (ASH)
Fort Wainwright, Alaska 99703

1. Forwarded herewith, as an inclosure to this letter, is a Department of the Army Aviation Accident Prevention Award of Merit certificate for the 242d Aviation Company (ASH) (WDYDAA), Fort Wainwright, Alaska 99703.
2. Eligibility for this award reflects a vigorous support on the part of the organization concerned for the Army Aviation Accident Prevention effort. You are to be commended for your distinguished accident prevention achievement.
3. It is requested that the certificate be presented at a suitable ceremony.

FOR THE DEPUTY CHIEF OF STAFF FOR PERSONNEL:

SIGNED

1 Incl
as

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



DEPARTMENT OF THE ARMY
UNITED STATES ARMY SAFETY CENTER
FORT RUCKER, ALABAMA 36362

PESC-M

30 JUL 1981

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FOR THE DEPUTY CHIEF OF STAFF FOR PERSONNEL:

A handwritten signature in cursive script, reading "Edward E. Waldron II".

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

1 Incl
as

AFZT-CS (30 Jul 81)

SUBJECT: Army Aviation Accident Prevention Award of Merit

DA, Headquarters, 172d Infantry Brigade (Alaska), Fort Richardson,
Alaska 99505 20 AUG 1991

TO: Commander, 222d Aviation Battalion (Combat), Fort Wainwright,
Alaska 99703

1. Award of the Department of the Army Aviation Accident Prevention Award of Merit is indicative of excellence in planning and conduct of flight operations. This is particularly true under our extreme environmental conditions and reflects favorable upon the Aviation Community within the Command.
2. I would like to personally recognize the members of the 242d Aviation Company (ASH) by presenting this award at an appropriate unit assembly. My staff will coordinate this with you to coincide with one of my visits NOR in the near future.
3. Congratulations to you and the members of your command. Keep up the fine job.

SIGNED

1 Incl
nc

NATHAN C. VAIL
Brigadier General, USA
Commanding

AFZT-CS (30 Jul 81)

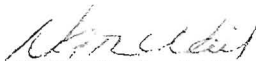
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NATHAN C. VAIL
Brigadier General, USA
Commanding



21 Aug 81
Bible school bells

Running around in a circle of pre-school Bible School students is Doug Young, one of the volunteers helping with this year's classes. They are conducting a game of Duck, Duck, Goose as one of their recreation. Other activities include singing, music and bible study. Vacation Bible School begins one week each year. This year's school ends on August 21. Beginning in September, Sunday School classes will include Catholic Christian Doctrine studies will be offered through May for pre-school to high school students. Registration forms will be available starting this month at the Main Post Chapel. (Photo by Loudermilk)



mentary Accounting; Auto Diagnosis and Tune-up. Introduction to Business; Financial Management; Business Law I; Principles of Economics; Methods of Written Communication; Introduction to Creative Writing, U.S. History; Concepts of Mathematics; Intermediate Typing; Introduction to the Petroleum Industry and Aerial Photography, to name a few.

Registration dates are August 24 to September 4. Classes begin September 8 and end December 18, and tuition is \$25 per credit hour. All Army personnel must register at the Army Education Center between 7:30 a.m. and 4:30 p.m. Tuition Assistance forms for military personnel are also available at the Center.

All others may register by contacting any of the following: Department of Continuing Education, 101 Eielson Building, UAF (353-7221/7952); Eielson AFB Education Center, Building 2266, Third Floor (353-4193); or the Fort Wainwright Education Center, Building 2107 (353-4178 or 2435).

Monthly Review Thursday

The Fort Wainwright Monthly Review Ceremony will be held at Liscomb Hall across the street from Post Headquarters, Thursday at 3 p.m. The public and all post personnel are invited to view the ceremony.

Scouts pre-register

Registration for the Farthest North Girl Scout Council is now open to all girls in the community.

President of the United States to issue a proclamation annually in commemoration of that day.

Although a Presidential Proclamation has not yet been issued, appropriate observance and recognition of Women's Equality Day within the Army is encouraged. (AFM 7-21.1)

242d to change command

The 242nd Aviation Company will hold a Change of Command ceremony Tuesday, August 25, at 2 p.m. in Aircraft Maintenance Hangar 5.

Wednesday will be a training holdover for the 242nd, and all sections of that unit will be manned by a minimum number of personnel.

GAO criticizes DoD

WASHINGTON (EBM News Service) — The General Accounting Office has criticized the Department of Defense for not establishing minimum quality-of-life standards that can be used to more fairly distribute welfare and recreation (MWR) facilities among military bases.

The Department of Defense, meanwhile, has asked the National Recreation and Parks Association to help it develop quality-of-life indicators to assist it in measuring program effectiveness. The organization is a membership group composed of professional recreation officials.

'Perceived differences in MWR facilities are offered by the four services and with

Distinguished soldier

Sgt. Jay Schreiner (below) is Fort Wainwright Cook of the Month, earning him a plaque of appreciation and the opportunity to be for Cook of the Year. He is assigned to (Left) Three soldiers from two units recognition as honor graduates after 40-hour blocks of specialized instruction by the Brigade's Maintenance and Instruction Team (MAIT). The soldiers (left to right) Pvt. 2 Deon Watson, E-Troop Morrissey and PFC Phillip Udel, A Co.

Sitka celebrates past on Alaska Day pages 4 & 5

the Yukon

Volume 21, No. 40

Fort Wainwright, Alaska 99703

5,000 hours: 242nd Avn Army (new)

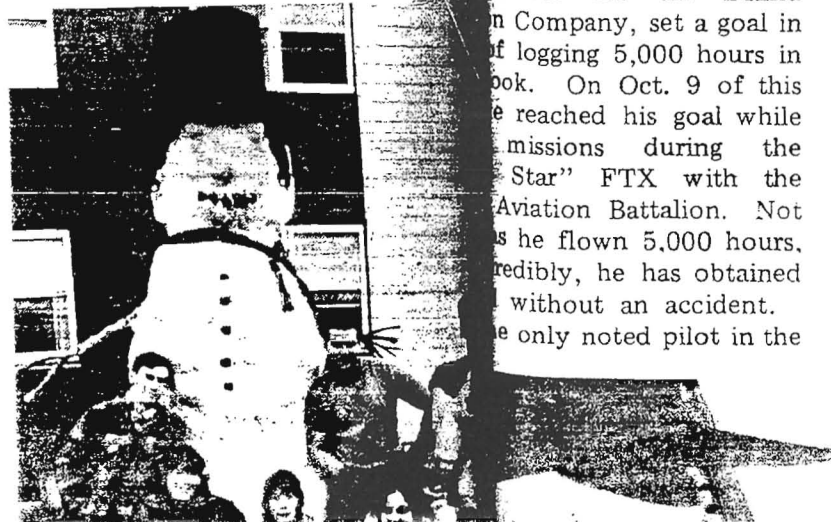
Kathy Henderson, one time farm boy from Michigan is now a pilot in the Army. Mack E. Maclaren, rotary aviator for the 242nd Avn Company, set a goal in logging 5,000 hours in his job. On Oct. 9 of this year he reached his goal while on missions during the "Star" FTX with the 242nd Avn Battalion. Not only has he flown 5,000 hours, remarkably, he has obtained it without an accident. He is the only noted pilot in the

United States Army to log this many hours, Maclaren was recently awarded a 5,000 hour plaque presented by Boeing Vertol, the manufacturer of the Chinook.

His thin, even lips spread across his face in a continuous smile that reveals the kind feelings he holds for his 5,000 hour partner. "My Chinook is a beautiful machine; similar to a woman in that if you treat it good, it'll treat you good," he said.

Maclaren entered the Army July 27, 1955 as an artilleryman.

He se ended comm Reser drafte artille: survey of tin childh career Wit each chair: trainir Fort I assign flight Squad Knox. report Alaska



Book at library

At Sitka, she sought out flowers growing on the tundra above the shrub line in the Alaska and Wrangell Ranges. Because of health reasons, Threlkeld moved to New Mexico in 1976. She said, "No one stands still—or shouldn't. Going to New Mexico meant another battle of recognition, another frontier to cross." The public library series of programs, Wrangell Frontiers, are held weekly throughout the month of October. The programs are made possible by a grant from

ours: 242nd Aviation Company pilot sets Army (new) record for flying time

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Maclaren entered the Army July 27, 1955 as an artilleryman.

He served four years and then ended his active duty commitment and went into the Reserves. In 1961 he was drafted and stayed in the artillery field as a radar and survey specialist. After this span of time, he decided to follow a childhood dream and pursue a career in flying.

With his short fingers grasping each other, he sits back in his chair and recalls, "I started flight training in November 1967 at Fort Rucker, Alabama. My first assignment after graduation from flight school was with the 8th Squadron, 1st Cavalry at Fort Knox, Kentucky. Then I reported to Fort Rucker, Alabama in October 1968 to begin my Chinook transition.

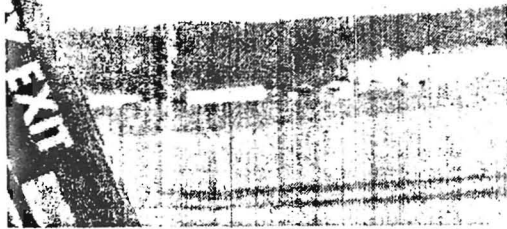
I was then assigned to the 147th Aviation Company in Vietnam and logged my first combat time in a CH-47A on Dec. 5, 1968." As he ran his hands through his thick, white hair he recalled his return to the states in 1971, remembering he had never been shot down although he had 2,812 combat hours behind him.

Maclaren was then assigned to Fort Rucker, Alabama where he served as a CH-47

Standardization Instructor Pilot. In July of 1975, he instructed at the 242nd Aviation Company Fort Wainwright; and in June of 1977, he was reassigned, also as an instructor, to the 101st Airborne Division. In October of 1980, he was again reassigned to the 242nd "Sugar Bears" where he is now serving as a platoon leader.

The proud Scotsman expounded on his philosophies of good standardization instructor pilots. "Safety and standardization go hand in hand in the aviation world. Each and every instructor pilot must know and feel every aspect of the aircraft before he can go out and teach a new pilot all that he needs to know. If I know a personal way or easier way to fly the aircraft I tell the person; I try to give my students all my knowledge. I don't like the 'learn the hard way' method of teaching that I've seen."

The man who loves kids and has nine of his own has made quite a name for himself. He has been awarded the Air Medal with 38 Oak Leaf Clusters, the Distinguished Flying Cross with two Oak Leaf Clusters and the Bronze Star.



aviator.

staff battles computer enemy

of the 4/9th participated in Gap in West Col. Julian M. mander, "We

f hour battle, aff halted an ional invasion a single staff

ting the battle

According to Olejniczak, he and his staff tended to forget they were wearing MOPP during the heat of battle, but found that it reduced interpersonal communications and sometimes made it difficult for them to identify one another.

During the play of CATTs, the computer pits participants against a thinking enemy. As the U.S. commander "moves" and "fires" upon enemy targets, an enemy controller causes the computer to respond as an enemy force would.

U.S. or "blue forces" are graphically

post, receive information about enemy locations over the radio or field phone from company commanders located in the control room. Company commanders are able to view the computer terminals since in a real battle they would be well forward and would most likely be the first to detect enemy movement. In CATTs, as in a real battle, company commanders communicate information about the enemy to the battalion commander and his staff.

The game is designed to enhance the

HISTORICAL SUMMARY

16 September 1981 - 15 December 1981

222nd Aviation Battalion (CBT)

172nd Infantry Brigade

Fort Wainwright, Alaska 99703

by 222nd Aviation Battalion PAO

Specialist Four Mary Kathryn Henderson

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EXECUTIVE SUMMARY

Not required for the first quarter.



ORGANIZATION

120th Aviation Company is organized under MTOE 07357HFC03 FC1082 dated 16 NOV 81
242nd Aviation Company is organized under MTOE 01256GFC01 FC1080 dated 16 OCT 79
283rd Medical Detach. is organized under MTOE 08660HFC04 FC1082 dated 16 NOV 81
568th Trans. Company is organized under MTOE S5459HFC04 FC1081 dated 01 NOV 80
NHC is organized under MTOE 01256GFC01 FC1080 dated 16 NOV 79

222nd Aviation Battalion History

The history of the 222nd Aviation Battalion is unique and distinguished, and is characterized by the highly professional performance of its soldiers.

The skymaster battalion was constituted in the regular army on April 25, 1966 and was activated one month later at Vung Tau, Republic of Vietnam. Throughout its service there, fifteen aviation companies were assigned to the Battalion.

The 222d began its service in the Republic of Vietnam as a completely fixed-wing aviation battalion, however, by the time it concluded its service there, it was changed to a totally rotary-wing organization. In its original configuration, three caribou companies, a utility airplane company and a surveillance airplane company comprised the battalion. It was the three wings of the three caribou companies that became the symbol for the battalion. By August 31, 1966, the unit was authorized the insignia which it proudly displays today. On January 1968, the skymasters completed the transition from a fixed-wing to an all rotary-wing organization. Although the caribou companies separated from the unit, the symbol of the 222d remained.

During the Vietnam era, the skymasters were credited with many firsts. Included are the first chinook company to have a CH-47A helicopter fly 1,000 combat hours, the first CH-47 (Chinook) company to fly 20,000 hours in Vietnam, and the first to use the Chinook and the CH-54 (skycrane) to unload a naval vessel.

Within a 21 month period, skymaster skycranes recovered \$113 million worth of downed aircraft and supplied 78 million tons of equipment to outposts throughout Vietnam. Additionally, the Skymasters made the first tactical lift of a 155mm Howitzer battery using chinooks and skycranes. A skymaster crane established the largest tonnage carried by a single aircraft in a single day when it lifted 304.1 tons from the Australian carrier, the "SYDNEY".

Included among its other honors, the skymasters are credited with 11 campaign phases in Vietnam, the Vietnam cross of gallantry with palm for service rendered in Vietnam, and a second identical award was granted for the period March 1967 through May 1968.

The battalion colors with battle streamers were returned to the United States on Jan 28, 1972 to stand as an active unit that has represented the nation on the field of battle. The battalion today still renders the professional support typified by its fine combat record.

CHAPTER I

A.

MISSION

The mission of the 120th Assault Helicopter Company is to provide tactical airmovement of combat troops, supplies and equipment within the combat zone. This unit provides our primary lift capability to the infantry units within the 172nd Infantry Brigade.

The 242nd Assault Support Helicopter Company mission is to provide tactical mobility and movement of material for combat troops during operations in the combat zone.

The 283rd Medical Detachment is to provide both medical evacuation for brigade Alaska and "MAST" support to the local community.

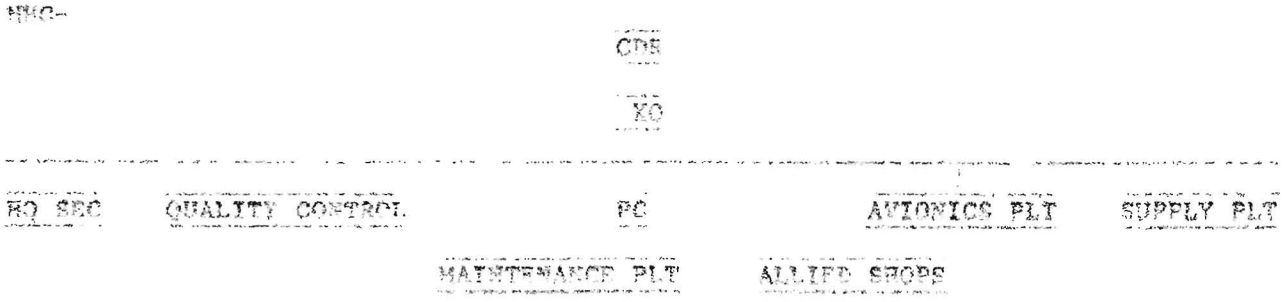
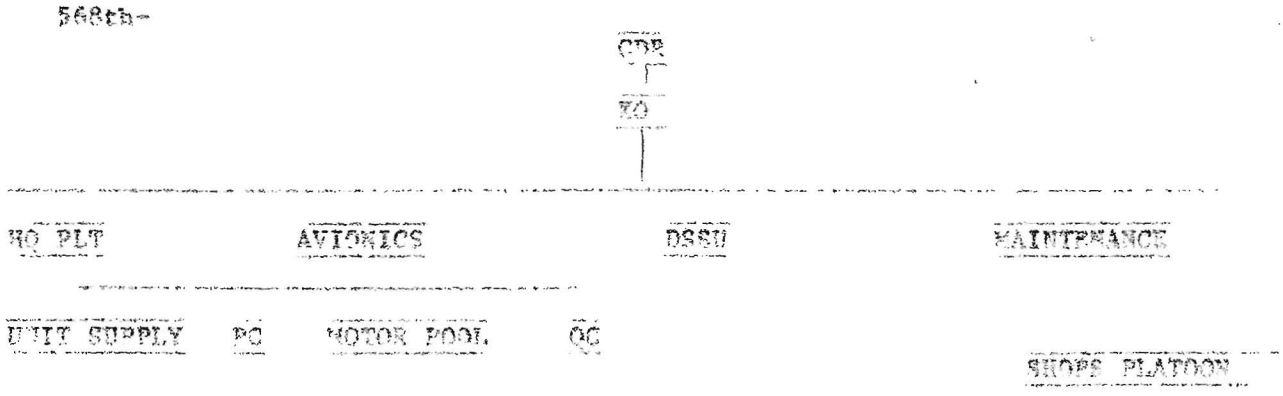
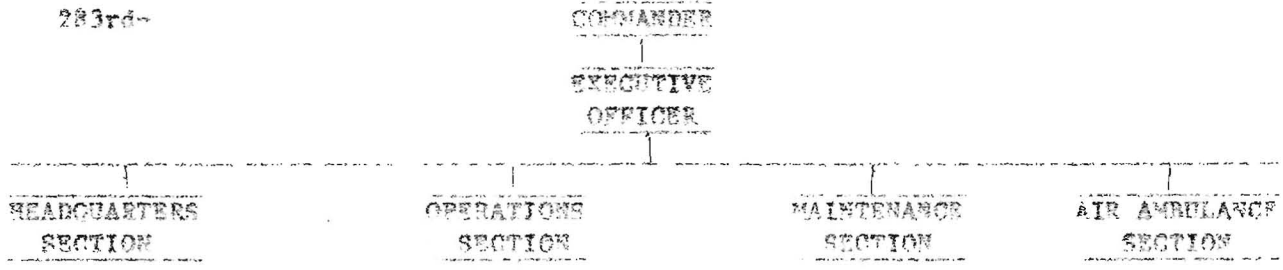
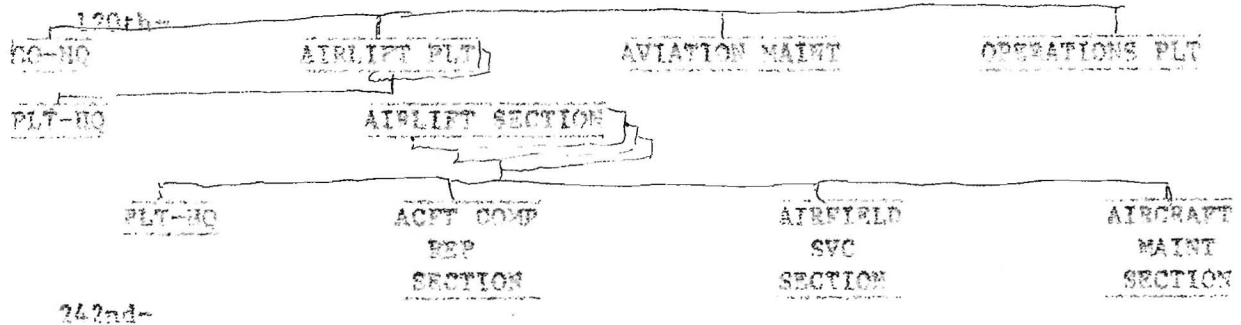
The 568th Transportation Company mission is to provide aviation intermediate maintenance for all aircraft assigned or attached to brigade Alaska. This also includes all Alaska Army National Guard aircraft.

The Headquarters and Headquarters Company mission is twofold. First, it provides the normal command, control, administrative, logistical, and staff planning for the battalion. Second, it has the unique mission of providing an air assault capability for units in the Fort Wainwright area. It further provides limited aviation general support to the command with the use of OH-58, U-21 and C-12 aircraft.

The 222nd Aviation Battalion provides aviation and maintenance support to units scattered over 500,000 square miles of the most rugged and barren terrain within the United States and in an area approximately 1/5 of its total size.

ORGANIZATION

(1) Organizational Charts



(2)

Directory 222nd Aviation Battalion

COMMANDER-	353-6270	<u>120th AVN CO</u>	
EXEC OFFICER-	353-8284		
COMMAND SERGEANT MAJOR	353-6271	COMMANDER	863-1200
STAFF DUTY OFFICER	353-5155	EXEC OFFICER	862-5202
S-1	353-6270	FIRST SERGEANT	863-8186
LEGAL CLERK	353-8284	COMMUNICATION SEC	864-1189
PERSONNEL ACTION CENTER	353-8284	OPERATIONS	863-3116
PSNCO	353-8284		
S-2	353-7297	<u>283rd MED DET</u>	
S-3	353-5204		
OPERATIONS OFFICER	353-7272	COMMANDER	353-6292
TRAINING OFFICER/NGO	353-5204	FIRST SERGEANT	353-6123
FLIGHT SCHEDULING	353-7272	SUPPLY	353-4189
PATHFINDERS	353-7252	OPERATIONS OIC	353-1115
CBR NGO	353-5204	OPERATIONS NGOIC	353-4285
S-4	353-8182	MAINTENANCE	353-4271
BH SUPPLY OFFICER	353-8182	TECH SUPPLY	353-1119
AERO MAINTENANCE	353-8174	RTO	353-4294
HQ MOTOR OFFICER	353-5205	SAFETY OFFICER	353-4294
POL AIRFIELD	353-3289	TRAINING	353-6123
CAREER COUNSELOR	353-5190	PLT STANDARDS	353-4285
STANDARDIZATION SECTION	353-7270	MEDICS	353-4193
DINING FACILITY	353-6238	MOTOR POOL	353-3265
CHAPLAIN	353-8103	BRS	353-6915
SIGNAL OFFICER	353-3168		
SAFETY OFFICER	353-5227	<u>242nd AVN CO (ASF)</u>	
FLIGHT SURGEON	353-6189		
<u>HHC, 222nd AVN BN (CBT)</u>			
COMMANDER	353-1107	COMMANDER	353-7206
EXEC OFFICER	353-3134	EXEC OFFICER	353-3130
FIRST SERGEANT	353-3134	FIRST SERGEANT	353-7206
TRAINING	353-5189	COMPANY CLERK	353-7206
SUPPLY	353-7295	AVIONICS	353-5294
A/C MAINT OFFICER	353-3112	COMMUNICATIONS	353-7172
PRODUCTION CONTROL	353-3112	DAC TECH REP	353-5180
SHOPS	353-6153	TECH SUPPLY	353-5194
TECH SUPPLY	353-8160	ENGINE SHOP	353-8296
AVIATION POL	353-3298	OFFICER FLIGHT PLT	353-3291
COMMAND FLIGHT PLT	754-3296	BM FLIGHT PLT	353-6113
COMMUNICATIONS SECTION	353-6273	MAINTENANCE OFFICER	353-1131
FLIGHT PLT	353-1278	MOTOR POOL	353-5148
FLIGHT STANDARDS	353-3105	FLIGHT OPERATIONS	353-8293
GROUND POWER	353-1228	STANDARDS	353-3286
MOTOR POOL	353-5205	HYDRAULIC SHOP	353-1190
OPERATIONS	353-6221	PRODUCTION CONTROL	353-1104
AVIONICS SHOP	353-7284	UNIT SUPPLY	353-5201
MAINT NGOIC	353-7273	TRAINING NGO	353-8165
ATC	353-1127	GROUND POWER	353-7287
		TECH SUPPLY	353-5194
		MACHINE SHOP	353-0184
		MAINTENANCE PLT	353-1126

DIRECTORY CONTINUED

568th TRANSPORTATION COMPANY

COMMANDER	353-4183
EXEC OFFICER	353-4201
FIRST SERGEANT	353-6284
COMPANY CLERK	353-4183
ALLIED SHOP	353-3287
PRODUCTION CONTROL	353-4288
AVIONICS	353-1109
MAINTENANCE DIVISION	353-1159
TECH INSPECTION	353-6190
BOTOR WING UTILITY	353-7170
TRAINING NCO	353-6284
UNIT SUPPLY	353-1172
DSSU	353-4270
QUALITY CONTROL	353-6190
LATERAL SEARCH	353-4217
ASL	353-5187
TECH SUPPLY	353-8190
MOTOR POOL	353-3265
PROPERTY BOOK OFFICER	353-0100

(3) List of Commanders and Tenure Dates

Lt. Col JOHN C. PARRISH-Battalion Commander	June 1981 - present
Maj. RONALD L. ROY-Executive Officer	Aug 1981 - present
CSM. CLAUD R. MACAR-Command Sergeant Major	June 1980 - present

CHAIN OF COMMAND

Commanders

120th- MAJ ROBERT P. DEMERS	May 1981 - present
242nd- MAJ ROBERT W. TAYLOR	Sept 1981 - present
283rd- MAJ CHRISTOPHER M. SIEDOR	Mar 1981 - present
568th- MAJ LARRY S. FULTON	July 1981 - present
RHC - CAPT JOHN W. OGBEN	Oct 1981 - present

Executive Officers

120th- CAPT RICHARD J. HALEK	May 1980 - present
242nd- CAPT JOHN H. MOORMAN	May 1981 - present
283rd- CAPT CHARLES H. DAVIS	Sept 1981 - present
568th- CAPT SAMMY G. WIGGLESWORTH (acting)	1981 - present
RHC - PAUL S. MILLER	Oct 1981 - present

First Sergeants

120th- EDWARD BONDS	Oct 1980 - present
242nd- MANUEL G. LEON	Dec 1980 - present
283rd- THOMAS E. ROLLS	Oct 1981 - present
568th- SAMMY J. HARRIS	Mar 1981 - present
RHC - JESUS M. LEJAN	Oct 1981 - present

(4) Staff
(NA)

(5) Opening and Closing Figures

UNIT STRENGTH

Opening: Authorized-		<u>Battalion</u>	<u>120th</u>	<u>242nd</u>	<u>283rd</u>	<u>568th</u>	<u>RHC</u>
	OFF	48	10	5	4	6	22
	WO	102	37	37	10	6	12
	EM	638	105	164	31	191	148

Closing: Authorized is the same as opening.

Opening: Assigned-		<u>Battalion</u>	<u>120th</u>	<u>242nd</u>	<u>283rd</u>	<u>568th</u>	<u>RHC</u>
4 Oct:	OFF	42	11	3	4	2	22
	WO	100	29	29	12	7	23
	EM	721	103	192	41	212	173
Closing:	OFF	42	9	5	3	4	20
30 Dec-	WO	103	30	29	11	8	25
	EM	716	107	181	31	212	170

A. Major Financial Programs & Funding Levels

120th- The 120th Avn Co was able to perform its mission for the quarter with only minor financial constraints.

* 242nd- The unit has an Officer with a major additional office to monitor and oversee this unit's budget. This being the first quarter we have seen no significant problems.

283rd- This unit was assigned as additional duties, one officer to oversee the budget for the 283rd. This being the 1st quarter of FY 82, the unit has yet to see any significant problems.

552th- Major financial programs and funding levels underwent dramatic change this quarter with the decrease in order ship time (OST) of aircraft repair parts. This change was directly caused by the rapid processing or receipt, and attention to detail by DSSU personnel. Financial management was on everyone's mind as the installation logistic plan for Alaska was discussed in a briefing presented to BG Nathan C. Vail by the logistics information systems officer (LISO), Dorothy Schneets. The briefing took place in December at Ft. Richardson, and the 222nd Aviation Battalion was well represented with Capt. Sammy G. Wigglesworth, the DSSU Platoon Leader, being present to voice the 222d Avn Bn position. At the conclusion of the meeting, it was decided that the 172d Infantry Brigade would submit a request for waiver to AR 710-2, requesting that aviation class IX repair parts for the 120th Aviation Company, and Command Flight Platoon, be sent direct to Ft. Richardson. These parts will be for direct issue to the above mentioned units, without going first to Ft. Wainwright and then backhauled to Ft. Richardson causing much delay and money. Another logistical situation is the alarming growth of AIMI (Aviation Intensive Management Items) items during Dec. 1980. Last year there were only (44) prime and (17) sub AIMI items. This December there were (204) prime and (49) sub AIMI items which is causing increased concern among all Commanders primarily because of the attention to detail, accountability and turn around time involved with an AIMI item. Another large concern with AIMI's is that most AIMI items (about 80%) are NMCS (not mission capable supply), which in effect cannot be stocked at the DSSU and are therefore not readily available for issue when needed. As the AIMI list grows, so does the possibility of an extended waisting which would leave the aircraft down for an AIMI item that is NMCS only. An important note is that the AIMI prime are numbering (204) lines and all unit's entire PLL's are limited to a maximum of (300) lines. Another financial program took place at the DSSU with the semi-annual inventory being completed in October and the semi-annual AIMI forecast being completed in December.

HHC- The units financial situation for first quarter Fiscal Year 1981 is good. All area are within their projected operating limits. An ongoing project is in effect to reduce all items back ordered from prior FYs. Currently this amount has been cut by 50% and more cuts are in the works.

4.

Effect of Supply Constraint

120th- A problem has been identified concerning budgeted TDY funds for the company. Because the unit is separated by 350 miles from its headquarters, the budgeted TDY funds are expended by company representatives attending mandatory meetings at battalion headquarters. These meetings include monthly USR briefings, training meetings, and quarterly safety and standardization meetings. Additionally the unit is tasked to provide a crew for the Commanding General's aircraft during all field exercises, and they are eligible for TDY reimbursement. These required expenditures from Oct 1 through Dec 31, 1981 total \$4,229 with a maximum TDY budget of \$3,675 for the quarter. This problem has been brought to the budgeting officers attention, and he is in the process of revising the TDY budget at the present time.

* 242nd- At this time the unit has a major external constraint other than budget. We have relieved favorable results with Energy Conservation from within.

283rd- The unit is doing extremely well with the constraints that supply has leveled within this unit.

558th- A very big supply constraint, is the DSSU, ASL (Authorized stockage list) itself. Presently the DSSU ASL averages just under 2,000 line items and stock fringes approaches 500 lines. Even with 2,000 lines, the DSSU demand accommodation only averages approximately 40-50% far below the DA goal of 80%. The primary reason for this low demand accommodation rate is because of the relatively low density, high diversity of supported equipment. Furthermore, many of the line items are seasonal, which are required primarily during the Arctic months. A DSSU is authorized to stock up to 5,000 line items, and the 558th is far below that cutoff. AR 710-2 also is very specific that the first General Staff level is authorized to reduce the standard of 6 demands to add and 3 to retain to a level of 3 demands to add and 1 to retain an item on the ASL. This request was submitted to the 1st Command staff at Fort Richardson. The DSSU was held to 6 demands to add, and was allowed 1 demand to retain, but his move has not helped the demand accommodation rate.

HEC- The only supply constraint adversely affecting the unit and its mission accomplishment is the long turn around time from request to receipt of any items. A 90 day to 3 year turn around is common. During the 1st FY Qtr. not one expendable item ordered by the supply room was received. The only exception to this was local purchase items. This lag time requires the unit to order 6 months in advance and hampers filling unexpected shortages or requirements.

C.

Flying Hours

120th

The total flying hours for the 1st Quarter, FY 82- 918.0 hours.

* 242nd

The flying hours have been adequate to achieve training and support required. The total flying hours for the 1st Quarter, FY 82- 737 hours.

Flying Hours Cont.

283rd- The flying hour program has been inadequate to achieve both training and mission support. This unit flew 409 hours in this quarter.

568th- The only flying hours the 568th is responsible for are 4 hours per month allowed for each of the (6) FORSCOM Float aircraft. During December's Arctic Star Exercise, the 568th received permission to fly one of the FORSCOM Float aircraft, a maximum of twenty hours, to support the exercise. This additional support was very beneficial to the overall accomplishment of the ARTEP evaluation mission. Several members of the 568th were tasked as Arctic Star evaluators due to their experience and expertise.

WHC- Flying hours for this unit are as follows: UB-1B= 571 hrs. OH-58= 148 hrs, U-21= 63 hrs. and C-12= 358 hrs.

B. Mobility Fuels/ Conservation Measures

120th
N/A

★ 242nd-
See "B"

283rd-
See "B"

568th-
N/A

WHC
N/A

F. Funds to Support Firing & Other Training

120th-
N/A

★ 242nd-
We don't receive adequate training for Field Exercise. Last exercise this unit received approximately 300 rds M16 and 400 rds M60 MC blanks.

283rd-
N/A

568th-
The large majority of the "OLD DUKE" weapon qualification was accomplished in the summer months. Funds for weapon qualification and other training were not a problem or a factor this quarter.

WHC-
All needed funds for live firing and other training appear to be available.

A/B

Shortages and Overages

120th- Critical shortages have been identified in nearly all senior VCO MOS groups. The 120th Aviation Company has from 1 Oct 1981 through 31 Dec 1981, functioned with one Platoon Sergeant (67Z40) and one Maintenance Supervisor (67Z40) while they are authorized four 67Z40's. Additionally, the 120th is also experiencing shortages in 68E10, 68D10, 76Y10, and 100 B MOS groups. These shortages have had an adverse effect on aircraft availability and readiness and their cumulative effect will be felt in time. However, the magnitude of these shortages has not seriously hampered aircraft operations due to outstanding individual efforts within these affected areas. The lack of a 68X40 (component repair parts supervisor) is a daily growing problem as assets must be taken from other areas. 120th has no overages for this 1st Quarter.

* 242nd- Based on units present ALC A, B, C, and D are not factors.

283rd- 283rd was short one 71P, one 75B and one 67J00. They were over three 91B for the 1st Quarter.

568th- In the 1st quarter the unit realized gains in many MOS's primarily in the field of supply, and in the officer corp. The BSSU Platoon Leader, realizing this supply personnel surplus, has crossleveled his platoon externally by reassigning a key NCO to E-Troop to operate that units tech supply operation and provide the much needed technical expertise that was virtually non-existent there. The BSSU Platoon leader has also adjusted the BSSU Platoon internally, by realigning many individual soldiers within the platoon to obtain the maximum cross training between the experienced short timer and the newly assigned soldiers. Overall the unit, at present is over 100% in assigned personnel.

WMC- This company does not have every authorized personnel but enough to successfully complete its mission.

C.

MOS Mismatches

120th- The 120th Aviation Company has been assigned to following MOS not authorized by the MTOE- one 35L20.

* 242nd- N/A

283rd- N/A

568th- N/A

WMC- N/A

D.

Reclassification Programs

120th- N/A * 242nd- N/A 283rd- N/A 568th- N/A

WMC- This unit requires an active OJT program in varied MOS categories to fulfill mission required positions.

PERSONNEL MANAGEMENT CONT.

E. Race Relations/Equal Opportunities

222nd Aviation Battalion- According to the EO officer, the 222d Bn (CBT) had no racial incidents reported during the period 1 Oct to 31 Dec 1981.

120th- The 120th Aviation Company has enjoyed good working and personal relations between members of all races represented in the company. In addition to good relations, there have been no significant incidents of discrimination or unfair treatment towards any minority reported.

* 242nd- It is reported that this unit has healthy indicators of good working relations throughout the company.

283rd- This detachments close working relations clearly has prohibited EO problems and there has been no sign of it throughout the 283rd Medical Detachment.

568th- The company held its quarterly (EE/EO) classes in October and the following topics were discussed: Christmas party, messhall, and coat billets. The feedback was very encouraging and shows good working and living relationships.

WRC-This unit is composed of various minority groups to include female soldiers. During the last quarter, mission requirements were met, to include two field problems. Indications are that a healthy environment exists.

F. Expeditions Discharge Program

The Skyraider's had 3 expeditious discharges. These were Chapter 5's.

G. Monthly Turnover Rate

* 120th- 8%, 242nd-18%, 283rd-16%, 568th-9%, WRC-14%

H. Organizational Effectiveness

* N/A to all units.

I. Disciplinary Indicators

222d Aviation Battalion experienced 12 males and 2 females getting article 15's, 2 males getting court martialed, 3 males received chapter 5's, 1 male received a chapter 9 and 1 male received a chapter 13.

J. Alcohol and Drug Abuse

120th- There are presently 4 enlisted personnel attending classes for Drug and Alcohol Abuse. Results so far have been encouraging, and these soldiers seem to be making good progress.

* 242nd- There are 5 persons attending classes for Drug and Alcohol Abuse. This is a result of higher standards and unannounced barracks inspections.

Drug and Alcohol Abuse Cont.

283rd- This detachment has no persons on the Drug and Alcohol Abuse Program at this time nor have they during the 1st quarter, FY 1982.

568th- This company has 1 individual on the Drug and Alcohol Abuse Program.

NHC- This unit is re-emphasizing the Drug and Alcohol Abuse program. November saw the first 10% urine sample testing completed. As of this quarter there are no personnel on the Drug and Alcohol Abuse Program.

CHAPTER 4

TRAINING MANAGEMENT

A.

Training Guidelines

120th- The 172d Infantry Brigade relies heavily upon aviation assets for transportation which has required the 120th Avn Co to train over a wide and varied geography, with a resultant emphasis upon flexibility and comprehensive training requirements.

242nd- The 242nd Sugar Bears continue to achieve and develop under the guidelines provided by higher headquarters. The unit is presently operating and training under the Battalion Training and Management System (BTMS).

283rd- The detachment participated in two FTX during the last quarter. Specific areas of concentration included training in motor marches, air convoy, night convoying, hoist training, mass casualty training, camouflage, aircraft recovery and pilot recovery.

568th- One of the most interesting newly developed training programs this quarter, is the 568th Commander's "weight watcher's" program. All those individuals who are classified as over-weight, IAW-AR 600-9, are entered on the "weight watcher" program. These individuals are required to report to the gym daily at 1900 hrs, for a series of military calisthenics topped off by a two mile indoor run. Next quarter statistics will show what effect this program has had on the individual soldier. The 568th is unique in the fact that in the performance of its daily duties it is also performing mission training. There are, however, mandatory basic military subjects in which training has a specific time allocation. Among these subjects are RR/EO, Drug and Alcohol Abuse, SAEDA, PT, NBC, BRM, etc. The listed subjects can be seen on the unit training schedules throughout the report period. Numerous individuals receive specialized training in certain areas so they may be the "Company Expert" in that particular subject and therefore be the principal instructor for the rest of the company. In addition to the basic military subjects, each Platoon Leader is responsible for the cross-training of his subordinates within their MOS. The unit participates in two seasonal training programs. In the winter, the USA Air Force conducts Arctic Survival Training School wherein personnel (generally those whose jobs require frequent flights) learn how to survive the harsh winter environment. Next month the 568th Commander is scheduled to under go his turn at this school commonly known as "COOL" school. In the summer the unit conducts wilderness classes which are given on river navigation, fishing, canoeing, map orientation, field sanitation and safety. As can be expected, canoes will sometimes overturn and the individual receives further training in swimming and retrieving lost equipment.

Training Guidelines Cont.

WBC- In WBC training is decentralized to section level, then it is used in exercises such as PTX's to augment multi-schelon training. This changes individual tasks to collective tasks. By doing as much decentralized training as possible, it is possible to some degree to offset the problem that is found in WBC's, in that support functions generally run the activities in this unit.

The sub-arctic weather found in interior Alaska also plays havoc with training. Things such as skiing cannot be accomplished due to extreme cold. Thus meaningful training is almost always an inside building affair.

B.

Individual Training

120th- N/A

* 242nd- All indicators show unit soldiers continuing to develop within their MOS's. During the quarter, 71 personnel from this unit completed SQT testing with only two individuals failing to qualify within their MOS's. Additionally four unit soldiers were singled out for achieving 100% on their SQT.

The 172nd LIB WBC and PLC courses are the primary professional development schools the company uses within the Alaskan command. Additionally, the unit arborer course taught at Fort Richardson, is periodically conducted at Fort Wainwright, DA courses used by the company are advanced NCOES.

283rd- The unit qualified seventy five percent of its personnel in basic weapons during a scheduled range and firing exercise. During this quarter, three personnel graduated from PLC, one from AMED in Fort Sam Houston, Texas, three from SMT, and one from NBC School.

568th- As with any unit, the 568th has had an ongoing viable education program. During the past calendar year, 7 personnel have enrolled in military correspondence courses and 3 have enrolled in the GED Program. The "Old Duke" also had 4 individuals successfully completed the PLC (Primary Leadership Course), at Fort Richardson.

WBC- SQT training is continued with the test windows coming from DEPSEC. There is a standing list for all schools contained in 172nd Bde Reg. 350-4. A list is presently being drawn up for DA Schools.

C.

Unit Training

120th- During operation "North Star", the 120th Avn Co planned extensive night training and instrument flight training for pilots, but these plans had to be cancelled due to icing conditions and low visibility. The company training NCO identified areas for emphasized training. The company WBC officer conducted a simulated attack using a UH-1 with a smoke generator installed. This simulated attack tested the company's personnel on WBC reporting procedures and reactions to an attack, as well as their familiarity and knowledge of WBC equipment. The results of this training were very positive, showing that WBC reporting procedures were correct and that the personnel understood the proper reactions to an attack.

* 242nd- The unit did not participate in a formal ARTEP this quarter. During the last PTX, a self evaluation was conducted and weak areas were identified for additional training. This company participated in both major PTX's this quarter.

Unit Training Cont.

283rd- The detachment participated in two FTX's this last quarter. This included "North Star" in October, and "Arctic Star" in December. Specific areas of concentration included training in motor marches, air convoy, night convoy, hoist training, mass casualty training, camouflage, aircraft recovery, and pilot recovery.

568th- December 1981 saw a rather unique training operation for the 568th. For one of those few times a general support unit was deployed in substantial force to a field location. This occurred during Arctic Star 81 and the "OLD DUKES" deployed with five vehicles, one helicopter, and 20 personnel for the field location, located at Fort Greely. The concept of the operation was built around the contact team in force. Each shop and section organized teams to participate in the field to include a recovery, avionics, DX, and BSSU repair parts team, concept was valid, deployment of all teams to the field was unnecessary. Two of the biggest reasons for this was the supported units self-sufficiency for their own field maintenance and parts, and the realization that even under ideal conditions aircraft maintenance is a complex and difficult task that places emphasis on precision, attention to detail, and a high degree of professionalism. While undergoing Arctic operations, the general support maintenance commander not only faces the problems of frostbite and hypothermia, but of greater significance is the fact that arctic clothing which must be worn for protection against cold injury is cumbersome and bulky. As a result, relatively minor tasks become difficult and time consuming. Many tasks such as adjustments, removing nuts and bolts, and replacing small parts cannot be accomplished while wearing mittens. However, metal at low temperatures cannot be handled with bare hands without the risk of frostbite, and gloves thin enough to permit manual dexterity offer protection for a very short period of time. Areas of aircraft which are accessible in normal clothing become inaccessible when wearing heavy and bulky arctic clothing, hence, such maintenance cannot be performed until the aircraft is placed in a warm hanger or shelter. In extremely cold weather, fine adjustments are postponed until the weather is warmer or the aircraft hangered.

BHC- The unit has been involved in "Kris Kringle", "Northstar", and "Arctic Star". The 3-16 range conducted on 29 Oct 81 went well also.

D.

Specialized Training/Inspections

120th- The most outstanding training activities during "North Star" were the CWI classes, and the Aircraft Maintenance Phase Team Inspection, done while in the field environment. The CWI classes were conducted in a small clearing near the company's main position and incorporated static displays, and instruction on survival equipment use. Techniques for building individual and crew shelters, snares, traps, deadfalls for catching game, lessons on meat preparation (skinning) and cooking with step by step illustrations, were also demonstrated with hands on training. The Aircraft Maintenance Inspection on a UH-1H Aircraft in the field in order to identify the problems associated with this operation, and to assess the practicality of performing these requirements in an arctic environment.

D.

Specialized Training/Inspections

242nd- Unit NBC training was conducted during the last two FTX's. Particular attention was given to NBC detection and reporting procedures.

283rd- Training meetings were held at least weekly with all section leaders. Subjects discussed included, improvement of training, SQT, winter survival and aviator proficiency.

558th- The one inspection the 568th did request, was a supply room courtesy inspection, in which the supply room had showed much improvement for the past 90 days. There was no other specialized training.

WHC- N/A

E.

ALO Attainment

The 223rd Aviation Battalion can reach its ALO status training.

CHAPTER 5

CURRENT OPERATIONS

A.

Support Provided

120th- In October, 1981 the 120th provided 13 UH-1H helicopters to the 4/23rd Infantry Battalion in support of operation "North Star" at Fort Greely, AK. During the FTX, icing condition and low visibility caused the cancellation of many planned air mobile operations and troop movements, forcing the supported units to rely upon other, slower means of transportation, and eliminating the opportunity for successful completion of many planned training objectives. In December the 120th provided 14 UH-1H Helicopters to the 1/60th Inf. Bn. in support of operation "Arctic Star" at Fort Greely, AK. During this FTX, the continually poor weather in the passes between Ft. Richardson and Ft. Greely delayed the unit's deployment. Upon arrival the flight crews had to set up their tent groups in -20 degree weather and be prepared to launch support missions the next morning. The weather remained clear during the exercise, but the temperatures ranged from -20 degrees to -40 degrees, taxing the equipment and personnel extensively. Just 12 hours before a critical phase of the exercise, which required intensive aviation support, a safety-of-flight message was received which grounded all UH-1H aircraft worldwide. The aircraft maintenance personnel undertook an intensive effort throughout the night in -40 degree temperatures making the necessary repairs to all of the companies aircraft, which provided the necessary aviation support assets to accomplish the required missions.

242nd- During the quarter the unit achieved a closer working relationship with maneuver battalions within the 172d Bde ARTEPS. The unit High Altitude Rescue Team (HART) conducted one mission during the quarter resulting in two personnel rescued and two deceased recovered.

283rd- During the 1st Quarter of FY 82, the 283rd Med. Det. (Helicopter Amb.) performed outstandingly as always exhibited in the past. In the month of October the "Lifesavers" participated in Operation "North Star". During this period an enormous amount of training was accomplished including a variety of medical

A.

Support Provided Cont.

evacuation missions. Even though this was very unusual, but beneficial to train during the field exercise it really created several problems for us. As a result of those problems, our current philosophy during joint FTX's is to give only aero-medical evacuation support due to the insufficient number of personnel, equipment and aircraft authorization and availability, in relationship to the mission, we have to support on a 24-hour basis. These experiences during operation "North Star" enhanced our readiness during the next FTX, "Arctic Star". The "Lifesavers" provided 100% total medevac support for the LIB without any programmed training. Actually the 283rd completed 80% of its ARTEP tasks by simply performing its mission. Several soldiers lives were saved and many were spared the aggravation of their injuries because the "Lifesavers" performed their mission with dedication and unwaivering professionalism above all the rest.

The only derogatory comment from operational standpoint would be that of the employment of the 283rd during training exercises. As a rapid reaction emergency medical transporting unit, more consideration should be given to employing this unit adjacent to or with Charlie Medical Company, during major FTX's. This medical facility is permanently based at its original location from the time it arrives through the entire field play. It is quite obvious why and it absolutely should apply to the 283rd. That reason being that as a medical treatment facility (emergency medical treatment/transportation in the 283rd's case) during combat and especially training environments, specifically here in the Arctic as a real world, service member related, you and I included, lifesaving mission. Other than this issue the 283rd has started off the new fiscal year with a bang.

568th- The 568th B3SU platoon was able to locate and provide to the 1893th 8th Avn Bn National Guard in Anchorage four heat exchangers valued at a total of \$20,000. Aircraft recovery operations became important this year during the shrinking daylight hours of the Alaskan winter. A 222d Aviation Battalion HH-1H "Huey" had made a forced landing at the flood control project located between Ft. Wainwright, and Eilsen AFB. A recovery crew was dispatched to the recovery site, the aircraft was rigged, and air lifted by OH-47 "Chinook" to Ft. Wainwright, where the necessary disposition were taken on the aircraft. On 26 October the unit recovered an OH-58 aircraft which had crashed near Ft. Greely, and on 13 December the unit recovered a second OH-58 aircraft which had experienced an extreme overtorque, also near Ft. Greely. Both aircraft were returned to the 568th by lowboy truck for disposition.

HHC- During the Oct-Dec, 81 time period, this unit participated in three different field problems with LIB.

Operation "North Star" in October saw the unit deploy in mass to Ft. Greely Alaska where they supported the 1/50th and 4/23rd Infantry Battalions, as well as providing internal support to the 222nd Aviation Battalion Headquarters element.

In November, operation "Kris Kringle" again found us at Ft. Greely. This time we supported 4/9 Infantry. This deployment involved only the flight operations and POL section.

In December, the company found itself at Ft. Greely again. However, this time everyone but the flight operations went. The flight section was busy during this same time period supporting the first BCT unit of the year. This BCT unit was 2/2 Infantry from Ft. Lewis, Washington.

B. Joint Exercises

120th- See A of Current Operations.

* 242nd- No Joint Exercises were conducted this quarter.

283rd- See A of Current Operations.

568th- No Joint Exercises were conducted this quarter.

HHC- See A of Current Operations.

C. Environmental Training

120th- N/A

* 242nd- Two unit FTX's during this quarter were dedicated to living and working in the Arctic Environment.

283rd- N/A

568th- As the Arctic winter arrives, and the temperature drops below -30 degrees just getting to work can be classified as environmental training. To help reduce accidents and injuries, all new members of the unit under went an extensive cold weather indoctrination program.

HHC- N/A

D. Disaster Relief

120th- In December, 1981, the 120th launched one medevac mission to rescue a soldier who was injured during training on the military reservation. The mission was completed without incident.

* 242nd- N/A

283rd- This units mission is providing medical support and therefore are included in many rescue missions. Support to the Army and to the local community is seen almost everyday in this unit.

568th- N/A

HHC- N/A

CHAPTER 6 LOGISTICS MANAGEMENT

A. Equipment on Hand

120th- N/A

* 242nd- The unit is still awaiting equipment that was authorized on an MTO&E change dated 19 Sep 80. This factor is the primary reason the unit did not attain its authorized ALO status on the unit reading report

A. Equipment on Hand Cont.

283rd- This unit does not have all the equipment authorized on the MTOE. They are still awaiting this equipment.

568th- The unit has sufficient equipment on hand to perform its current peace-time mission. However, numerous items would be required to bring the unit up to full TOE authorizations at ALO1.

HHC- The equipment on hand is of sufficient quality to perform its current mission.

B. Equipment Status

120th- Aircraft "bank" hours fluctuate as a result of periodically heavy mission requirements. This problem has not yet interrupted mission support, but increasing shortages in maintenance personnel will cause this fluctuation to become more severe in nature and longer in duration. This problem has become increasingly more vital in consideration of planning operations in the future.

★ 242nd- Equipment status had no detrimental effect on the unit's readiness report.

283rd- The equipment status of this unit had a big affect on the unit's readiness report due to the loss of an aircraft which had a transmission failure.

568th- The current MTOE manning level allows sufficient manpower to maintain equipment on hand. However, equipment readiness condition is low because of equipment shortages.

HHC- Equipment readiness condition is low because of extended amounts of time required in receiving repair parts.

C. Chronic Shortages

120th- N/A

★ 242nd- See A under Equipment on Hand.

283rd- See A Above.

568th- There are a number of shortages due to the unit being ALOs. Major shortages are in mobility equipment and power generators. With mobility equipment currently on hand, the unit is essentially immobile.

HHC- N/A

D. Unsatisfactory Experience With Specific Items

120th- N/A ★ 242nd- N/A 283rd- N/A HHC- N/A

568th- Maintaining wheeled vehicle heaters has been a continuous problem. Aircraft tugs and forklifts are old, breaks often, and repair parts are not readily available through the Army supply system. Age of the wheeled tactical vehicles makes their maintenance a problem.

E.

Chronic Maintenance Problems

120th- The major problems in the maintenance section are a critical shortage of experienced personnel, no shop senior NCO supervisors, receiving personnel in required MOS's that haven't worked in that MOS for years, and increased requirements for training inexperienced personnel. An additional problem is caused by the distribution system for all major aircraft components from DSSU. These problems have adversely affected mission capability and readiness to a large degree, and should be immediately addressed to reconcile these vital issues.

* 242nd- N/A

283rd- N/A

568th- See D. (Unsatisfactory experience with specific items)

WNC- N/A

F.

Contributing Factors

120th- N/A

* 242nd- N/A

283rd- N/A

568th- The hostile arctic environment and age of unit equipment are both significant factors. In addition, the experience level in many MOS's is low. Also, personnel turbulence in the unit is a minor contributing factor.

WNC- Same as 568th.

CHAPTER 7

WELFARE, RECREATION AND MORALE

A.

Sports Competition

120th- This unit participated in all major intramural sports activities and many individual competitions. Sports and placing are as follows: Football-5th on post
Basketball- (not completed), Bowling- (not completed), Golf- 3rd on post

* 242nd- During the quarter a number of unit personnel participated in the Ft. Wainwright racquetball tournament with CW3 Hunter placing 2nd in the single division.

283rd- This detachment did not get involved in any sports during this quarter.

568th- Earlier it was mentioned that "Demonstrating Superior Abilities" is the motto of the 568th. At the closure of 1981, it was obvious that the personnel of the "Old Dukes" had earned the recognition necessary to live up to this motto, the unit was well represented during the basketball season, with many of the soldiers of this unit being able to participate during this season. The 568th stood alone this quarter with one member winning the annual Post, and Brigade Racquetball tournament held at Ft. Polk La. The 568th is presently in post competition with two teams in the Friday Intramural Bowling Leagues.

A. Sports Competitions Cont.

HNC- Currently this unit has individuals participating in various bowling leagues. The HNC mens basketball team is in the #1 position and will be playing to see who goes to the Brigade Championships at Fort Richardson. The "Remrod" women are actively involved in sports and will be going to the brigade championships with the Fort Wainwright Post team.

B. Awards and Decorations

The 222nd Aviation Battalion "Skymasters" had the following awards and decorations for the 1st quarter FY 82: 08 persons received the Army Achievement Medal, 30 persons (10=E1-E4, 14=E5-E6, 4=W01-W03, 2=O1-O3), received Brigade Certificates of Achievement and 10 persons (1=E1-E4, 4=E5-E6, 2=W01-W02, 3=O1-O2), received the Army Commendation Medal.

C. Hometown News Releases

12 persons requested and received Hometown News Releases from the battalion PAO.

D. Community Relations Activities

120th- N/A, 242nd- N/A

283rd- The 283rd had news coverage for a lost plane at Lake Minchums. The MAST program continues to be the cornerstone for the Brigades excellent civilian relations. In supporting the civilian community we give the Army a good reputation.

568th- N/A

HNC - This unit supported the battalions effort to support a Halloween function for local children. Also the pathfinders had TV coverage in the movement of the B-25 bomber that the AirForce is restoring.

The 222nd also had one of the local church schools visit. All units participated in letting the children tour certain areas of the battalion.

E. Adventure Training

N/A for all units.

F. Army Community Services

120th- In addition to supplying welcome packets for new arrivals, several unit members have used the ACS landing closet upon arrival. The Officers are contributing monthly to the "baby packet program" as is the wives club.

242nd- N/A, 283rd- N/A,

568th- This unit again provided generous donations of blood to the hospital, as members of the 568th were glad to help this cause. The unit also obtained two "Project Christmas" packages, which are designed to provide that little help to those less fortunate military families during Christmas.

HNC- HNC also participated in a blood drive for Bassett Army Hospital.

WELFARE, RECREATION AND MORALE CONT.

G.

Recreation Services

120th- Fort Richardson has some of the finest facilities in Alaska and many unit members make full use of them. Some of these facilities are: Field House with swimming pool, tennis courts, rifle range, hiking trails, ski slope, archery range, post fishing lakes, bowling alley, Seward recreation center, pistol range, Ice skating rink, etc.

222nd Avn Co- Some of the Fort Wainwright and local recreation services include: Ski Lodge, three ice skating rinks, Chena Hot Springs resort, bowling alley, skating rink, recreational hall, two gymnasiums, various ranges, several shopping malls and plenty of transportation. There is a post shuttle bus that runs until 2300 hrs. everyday and there is a downtown bus that comes onto the post regularly.

HISTORICAL SUMMARY
16 September 1981-15 December 1981
242d Aviation Company
222d Aviation Battalion (CBT)
Fort Wainwright, Alaska 99703

EXECUTIVE SUMMARY:

The unit is now at ALO 2. Despite this the unit still achieves outstanding results in all it's endevoan and sets the standards for the rest of the battalion.

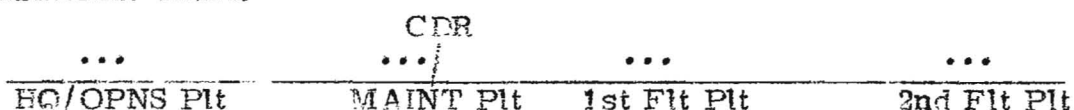
CHAPTER 1

A. MISSION :

Provide Medium Helicopter support to the 172d Infantry Brigade, Alaska.

B. ORGANIZATION :

(1) Organizational Chart:



(2) Directory:

Cdr/Orderly Rm	Bldg 2085	353-7206
Operations/Commo	Bldg 2085	353-4216
Flt. Platoon EM	Bldg 2085	353-6113
Flt. Platoon OFF	Bldg 2085	353-6285
Ground Power	Bldg 2085	353-7287
Life Support	Bldg 2085	353-3291
Maint, A/C	Bldg 2085	353-5180
Motor Pool	Bldg 2085	353-5148

(3) Commanders

MAJ B. Gillio	Jun 1980-Aug 1981
CPT L. Tessier	Aug 1981-Sep 1981
MAJ R. Taylor	Sep 1981-Present

(4) Staff (N/A)

(5) Opening and Closing Figure:

UNIT STRENGTH			
Closing 15 Sep 81 Officer	Authorized 06	Assigned 04	Available 0
(con't)			

CHAPTER 1 (con't)

(5) Opening and Closing Figures (con't)

	Authorized	Assigned	Available
15 Sep 81			
Warrant	37	30	29
Enlisted	158	191	173
15 Dec 81			
Opening			
Officer	06	05	05
Warrant	37	29	29
Enlisted	158	180	163

(6) Statement of Overall State of Readiness:

Unit can meet its mission requirements. It is below its ALO because equipment still has not arrived with MTO&E change dated 19 Sep 80.

CHAPTER 2 - FINANCIAL MANAGEMENT & FISCAL CONTROLS

A. MAJOR FINANCIAL PROGRAMS & FUNDING LEVELS

Unit has an Officer with a major additional office to monitor and oversee this unit's budget. This being the 1st Quarter we have seen no significant problems.

B. EFFECT of SUPPLY CONSTRAINT

At this time the unit has a major external constraint other than budget. We have achieved favorable results with Energy Conservation from within.

C. The flying hours have been adequate to achieve training and support required. The flew 737 hours this Quarter.

D. see "B"

E. We don't receive adequate training for Field Exercise, last exercise unit received approx. 300 rds M16 & 400 rds M60 MG blanks.

CHAPTER 3 - PERSONNEL MANAGEMENT

(Based on units present ALO A, B, C, and D are not factors)

E. RACE RELATIONS/EQUAL OPPORTUNITY

Unit has healthy indicators.

F. EDP

None this Period.

G. MONTHLY TURNOVER

Average 18% which most single soldiers DEROS at 18 months. The unit easily absorbs the changes.

H. ORGANIZATIONAL EFFECTIVENESS

Unit seems to be open and able to achieve communication.

I. DISCIPLINARY INDICATORS

Unit had two courtmartials, six art. 15. This was a result of upgrading the standards.

J. ALCHOL & DRUG ABUSE

Three Art. 15 resulting of possession of marijauna again a result of higher standards and unannounced barracks inspections.

K. Unit has no assigned civilian personnel.

CHAPTER 4- TRAINING MANAGMENT

A. TRAINING GUIDELINES

The 242d Avn Co continues to acheive and develop under the guidelines provided by higher headquarters. The unit is presently operating and training under the Battalion Training and Managment System(BTMS).

B. INDIVIDUAL TRAINING

(1) SQT

All indicators show unit soldiers continuing to develop within their MOS's. During the quarter 71 personnel from this unit completed SQT testing with only two individuals failing to verify within their MOS's. Additionally four unit soldiers were singled out for acheiving 100% on their SQT.

(2) SCHOOLS

(a) The 172d LIB NBC and PLC courses and the primary professional development schools the Company uses within the Alaskan command. Additionally the unit aromrer course taught at Ft. Richardson, is periodically conducted at Ft. Wainwright, DA courses used by the company are Advanced NCOES.

C. UNIT TRAINING

The unit did not participate in a formal artep this quarter. During the last FTX: a self evaluation was conducted and weak areas were identified for additional training.

D. SPECIALIZED TRAINING/INSPECTION

Unit NBC traing was conducted during the last two FTX's. Particular attention was given to NBC detection and reporting procedures.

E. ALO ATTAINMENTS

The unit can reach ALOII status training.

CHAPTER 5- CURRENT OPERATIONS

During the quarter the unit achieved a closer working relationship with maneuver battalions within the 172d Bde. This was accomplished by in person briefings conducted at Ft. Richardson and repeated airmobile operations during the 172d Bde ARTEPS. The unit High Altitude rescue team conducted one mission during the quarter resulting in two personnel rescued and two deceased recovered.

B. No joint exercises were conducted this quarter.

C. ENVIRONMENTAL TRAINING

Two unit FTX's during the quarter were dedicated to living and working in the Artic Environment.

CHAPTER 6- LOGISTICS MANAGEMENT

A. EQUIPMENT ON HAND

The unit is still awaiting equipment that was authorized on an MTO&E change dated 19 Sep 80. This factor is the primary reason the unit did not attain its authorized ALO status on the unit reading report.

B. EQUIPMENT STATUS

Equipment status had no ~~adverse~~ effect on the unit's readiness report.

C. CHRONIC SHORTAGES

see A above

D. UNSATISFACTORY EXPERIENCE WITH SPECIFIC ITEMS

none

E. CHRONIC MAINTENANCE PROBLEM

none

F. CONTRIBUTING FACTORS

none

CHAPTER 7- WELFARE RECREATION AND MORALE

A. SPORTS COMPETITION

During the quaretr a number of unit personnel participated in the Ft. Wainwright raquetball tournament with CW3 Hunter placing second in the singles division.

B. AWARDS AND DECORATIONS

CW4 Mack E. Maclaren was presented an award from the Boeing Vertol Co. for achieving 5000 flying hours in the CH47. Additionally, an ARCOM was approved and forwarded to CW3 Gordon Ortelli for meritorious service while assigned to the 242d Avn Co.

C. NEWS RELEASES

none

D. COMMUNITY RELATIONS ACTIVITIES

none

E. ADVENTURE TRAINING

none

F. ARMY COMMUNITY SERVICES

none

G. RECREATION SERVICES

none