

ANNUAL HISTORICAL SUMMARY

1 JANUARY 1975 - 31 DECEMBER 1975

242nd AVIATION COMPANY (ASH)

222nd AVIATION BATTALION

Fort Wainwright, Alaska

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Introduction

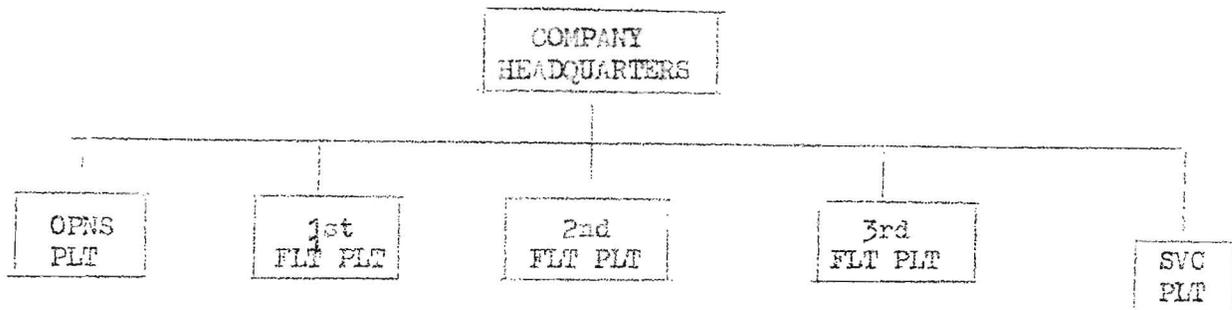
The 242d Aviation Company (ASH) was 33 years old on 1 February 1975, being originally activated on 1 February 1942 at McClellan Field, California as Detachment Headquarters and 2nd Platoon, 812th Quartermaster Company. The unit went through WWII and several redesignations prior to it's arrival in Bien Hoa, Republic of Vietnam on 11 August 1967. After four years of service in the Vietnam conflict, the unit moved to Alaska on 19 November 1971, and assumed the call sign "Sugar Bear". The designation "Sugar Bear" was adopted upon receiving permission from the General Foods Corporation. An appropriate unit patch was designed and adopted on 16 July 1971.

The unit is presently assigned to the 222nd Aviation Battalion stationed at Fort Wainwright Alaska. The unit has an authorized strength of 12 officers, 41 Warrant officers and 196 enlisted men.

The unit received three CH-47C aircraft during March 1975. This exchange of three helicopters resulted in the unit losing the inauspicious title of the only "A" model CH-47 unit within the active Army.

ORGANIZATION and Administration

The unit is officially designated as the 242nd Aviation Company (Assault Support Helicopter). It is organized under Modification Table of Organization and Equipment number 1-253H at an Authorized level of Organization, as published by Department of the Army. The unit is assigned to the 172nd Infantry Brigade (Alaska), 222nd Aviation Battalion.



MISSION

To provide air transport of personnel and cargo for combat service support and combat support operations to 172nd Infantry Brigade (Alaska).

UNIT COMMANDERS
AND
UNIT FIRST SERGEANTS

ADAM E. RUNK, MAJOR	10 June 1970 Thru 10 July 1970
JAMES R. COX, MAJOR	10 July 1970 Thru 21 May 1971
STEVEN BECKER, CAPTAIN	21 May 1971 Thru 8 July 1971
BURL A. ZORN, MAJOR	8 July 1971 Thru 31 Aug 1972
LARUE R. ROSENGRANT, MAJOR	31 Aug 1972 Thru 4 March 1974
WILLIAM K. MOERS, CAPTAIN	4 March 1974 Thru 9 July 1974
DANIEL E. TAYLOR, MAJOR	9 July 1974 Thru 11 July 1975
BOBBY L. OWENS, MAJOR	11 July 1975 Thru Present
JOSEPH W. GRAY, FIRST SERGEANT	10 June 1970 Thru 30 Oct 1970
WAYNE J. WALKER, SFC	30 Oct 1970 Thru 31 Dec 1970
LESTER R. SMITH, FIRST SERGEANT	31 Dec 1970 Thru 31 Oct 1973
HUGH W. SHEALEY, FIRST SERGEANT	31 Oct 1973 Thru 15 Apr 1975
JACK T. HOLT, SFC	15 Apr 1975 Thru Present

MAJOR ACCOMPLISHMENTS

OPERATIONS

1975 proved to be an unusual and difficult year for the 242nd Aviation Company due primarily to the reduced expenditures allocated to perform our required missions. However, due to increased diligence in planning, coordination, and to individual's sense of responsibility and mission accomplishment, the "Sugar Bears" continued in their usual outstanding manner to support the 172nd Infantry Brigade (Alaska) whenever called upon.

As in past years, the major accomplishment of the unit was that again we performed our missions under the harshest environmental conditions without an accident. Thus our Zero Accident rate continues; Almost 16,000 hours to date since the "Sugar Bears" arrived in Alaska.

JACK FROST 75

- A. Joint Field Training Exercise (JFTX) in support of the 172nd Infantry Brigade (Alaska).
- B. Dates: 26 January 1975 thru 6 February 1975, inclusive.
- C. Location: Husky DE, Eielson AFB, Alaska.
- D. Breakdown of hours flown, sorties, cargo, and passengers transported during JF 75.

<u>PAX</u>	<u>SORTIES</u>	<u>CARGO</u>	<u>FUEL</u>	<u>HOURS</u>
3,395	847	1,070,650 lbs	165,240 gal	553.9

F. Summary: JF 75 proved to be an excellent training opportunity for the unit. Here so this year because of the tremendous influx of new aviators and crewmembers who had not previously experienced anything near the -50 degree temperatures encountered during this period.

Over commitments and a near epidemic bout with the flue took their toll about half way through the exercise. Thus, aviator and crewmember fatigue became a major problem. However, all missions were successfully accomplished and the unit passed the ORTT with flying colors. This was possible through the outstanding efforts of the officers and men within the unit.

Throughout the exercise we faced a potentially disastrous problem in that we did not have our full maintenance capability co-located with us at the field location. Again, through the outstanding efforts within the maintenance section, no major difficulties were encountered. During the exercise, we consistently maintained 85% plus flyable aircraft.

NUCLEAR SURETY

One of the major accomplishments of the "Sugar Bears" during 1975 was the certification of the unit to carry nuclear weapons. For several months prior to the final TPI in June the unit started it's training for nuclear weapons transportation.

The majority of the time spent for training and preparation involved the selected crews being TDY at Fort Richardson. After several weeks, the effect of the excessive TDY on individuals became quite apparant. In the end however, the crews rallied and subsequently passed the certification on the first attempt.

ACE CARD CHULITNA

- A. Field Training Exercise (FTX) in support of the 172nd Infantry Brigade (Alaska).
- B. Dates: 2 August 1975 thru 12 August 1975, inclusive.

C. Location: Summit Airfield, Summit, Alaska.

D. Breakdown of hours, fuel, sorties, cargo, and passenger transported during ACE CARD CHULITNA:

<u>PAY</u>	<u>SORTIES</u>	<u>CARGO</u>	<u>FUEL</u>	<u>HOURS</u>
6,317	833	545,705 lbs	146,700 gal	490.3

E. Summary: The major difference between this exercise and JF 75 was that during Chulitna, the emphasis was placed on mountain operations and NOE flight techniques.

Besides the obvious radio communications problems encountered, (due to limited line of sight), the whole concept of NOE flying with OH-47 aircraft in the arctic created a situation totally unfamiliar to the pilots and crews. During the entire exercise, new methods and procedures had to be experimented with until some were discovered that could meet acceptable safety standards.

The maintenance section again performed in a most outstanding manner. Since the company was located 150 miles from the rear, extra planning and care were given to preventive maintenance in order to avoid wasting valuable flight time on what could have been required maintenance runs.

CHANGE OF COMMAND

A change of command was held on 11 July 1975 in hangar #1. Major Bobby L. Owens became the eighth man to command the unit since it's arrival in Alaska. Major Owens received the unit colors from LTC Bradley J. Johnson, 222nd Aviation Battalion Commander, and Major Daniel E. Taylor, outgoing Commander of the 242nd Aviation Company.

(UNCLASSIFIED EDITION)
as of 31 December 1975

A. Total Flight Time Experience of Sugar Bears	92,737 hours
1. High Time Pilot; CW4 Glass	4,511
2. Low Time Pilot; CPT Barrett	213
3. Average Aviator Flying Experience;	2,378
B. Total CH-47 Flight Experience;	43,078
1. High Time Pilot; CW3 Mac Claren	3,780
2. Low Time Pilot; CPT Barrett	13
3. Average Aviator Flying Experience;	1,104
C. Total Aviator Experience in Alaska Presently in Unit;	10,604
1. High Time Pilot; CW3 Davidson	1,330
2. Low Time Pilot; CPT Barrett	13
3. Average Time in Alaska;	271
D. Total Flight Time For Calendar Year;	3,417.4
1. Flight Hours Last 90 Days;	437.1
2. Flight Hours Last 30 Days;	59.3
E. Total Hours Flown Since July 1970 (Alaska)	15,912.3
F. Total Cargo;	
1. Since July 1970 (Alaska);	28,008 980 lbs.
2. Last 90 Days;	220,100
3. Last 30 Days;	6,586
G. Total Passengers Transported;	
1. Since July 1970 (Alaska);	649,835
2. Last Calendar Year;	32,106
3. Last 90 Days;	2,271
4. Last 30 Days;	196



Sugarbears get new Chinooks

es, watch out. The Sugarbears have themselves three new Chinooks
p our friendly frozen skies.

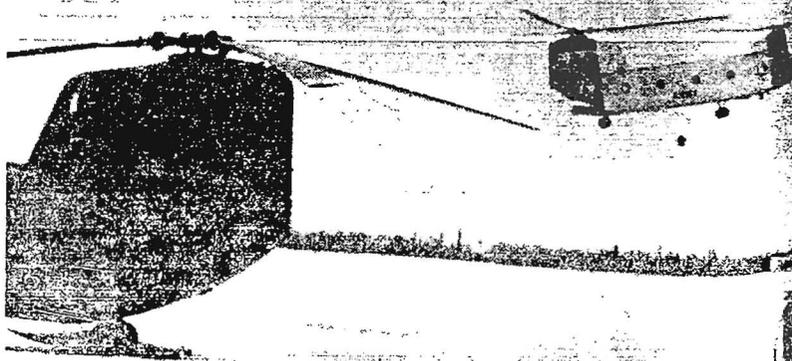
ld Aviation Company recently sent thirteen of their winged warriors
pick up their new C-Model CH-47 helicopters. An advance party left
right on February 22 for Harrisburg, Pennsylvania. Their mission was
the birds for the long and tedious journey across the states to Alaska.
ual flying party, leaving shortly after the advance group, arrived in
ia on March 2 and took to the air on March 4. After leaving Harrisburg,
ears made numerous fuel stops at different places along their flight
ne of the more prominent places they visited were: Indianapolis
y, Ft. Carson and Casper, Wyoming where one of the birds became

re group waited in Casper for twelve days until the crew members
working helicopters decided to push on for the Yukon. They slowly
way north with a customs stop in Lethbridge, Canada and a refueling
Whitehorse before setting down on the Ft. Wainwright airstrip
aintenance problem on the sick bird was finally discovered and repaired.
ird was on its way to meet its companions in Alaska. After a customs
ada and various refueling stops, the final helicopter and crew arrived

18 PMS

The C-Model Chinooks are fairly easy to distinguish from the old A-Model. Instead of the OD green bodies, the new birds are dressed in red and white. There are many other distinctive differences between the old and the new, but many can't be seen from the outside. For example, the C-Model has an increased range and can carry almost twice as much cargo as one of the old Chinooks. The big "C" can also travel at speeds of 150 to 160 knots compared to 110 knots for the A-Model aircrafts.

According to Captain C. J. Squyres, the air mission commander, "The new aircrafts are well worth the time and effort that was put forth to bring them up."



Post b



Sugarbears get new Chinooks

Skycranes, watch out. The Sugarbears have themselves three new Chinooks to burn up our friendly frozen skies.

The 242d Aviation Company recently sent thirteen of their winged warriors south to pick up their new C-Model CH-47 helicopters. An advance party left Ft. Wainwright on February 22 for Harrisburg, Pennsylvania. Their mission was to prepare the birds for the long and tedious journey across the states to Alaska.

The actual flying party, leaving shortly after the advance group, arrived in Pennsylvania on March 2 and took to the air on March 4. After leaving Harrisburg, the Sugarbears made numerous fuel stops at different places along their flight path. Some of the more prominent places they visited were: Indianapolis, Dodge City, Ft. Carson and Casper, Wyoming where one of the birds became ill.

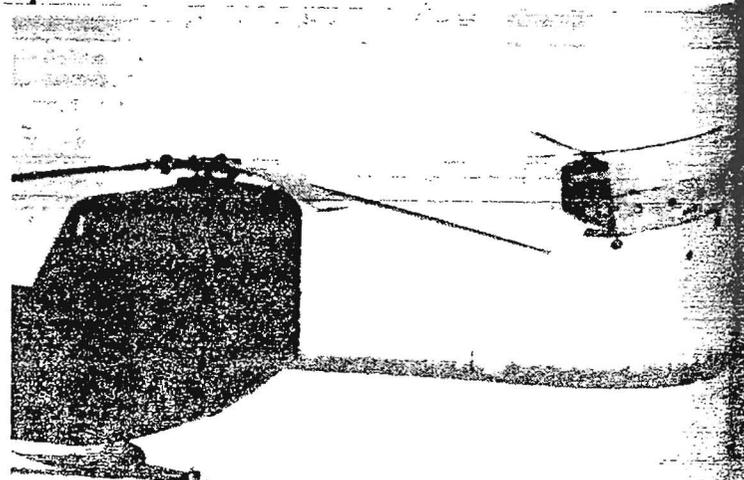
The entire group waited in Casper for twelve days until the crew members of the two working helicopters decided to push on for the Yukon. They slowly made their way north with a customs stop in Lethbridge, Canada and a refueling pause in Whitehorse before setting down on the Ft. Wainwright airstrip.

The maintenance problem on the sick bird was finally discovered and repaired. Then the bird was on its way to meet its companions in Alaska. After a customs stop in Canada and various refueling stops, the final helicopter and crew arrived on post setting a new Sugarbear TDY record of 46 days.

The C-Model Chinooks are fairly easy to distinguish from the old ones. Instead of the OD green bodies, the new birds are dressed in red and white.

There are many other distinctive differences between the old and new birds. For example, the C-Model has a larger fuel tank and can't be seen from the outside. For example, the C-Model has a larger range and can carry almost twice as much cargo as one of the old ones. The big "C" can also travel at speeds of 150 to 160 knots compared to 110 knots for the A-Model aircrafts.

According to Captain C. J. Squyres, the air mission commander, "The new aircrafts are well worth the time and effort that was put forth to get them up."



ost

MAYDAY MAYDAY

ago tonight, two pilots and a flight
the 242d Aviation Company had the
their lives. While enroute to Anchorage
panied CH-47A Chinook helicopter,
engines within a minute of each other.

were cruising over a thousand feet
and, they managed to bring it down
h to either the chopper or themselves.
when the pilot, Chief Warrant Three
co-pilot, Captain Wayne Fischer and
Specialist Six George Cook, were
out of Ft. Wainwright and heading
in the Alaskan Range. It was nearly
were taking a rotor blade to Ft.
Anchorage. They had just switched
cillary tanks.

seconds after the switchover, engine
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, engine two quit.

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except for the cockpit flood lights.
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l dropped the nose of the aircraft
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o aren't familiar with helicopters —
r loses an engine, or both as in this
ision engages automatically from the
ch allows them to rotate freely. As
ls, the force of the air on the blades
te faster. Then, at the last instant,



ALMOST CRASHED—The downed bird sits peacefully in the snow without a scratch.

the pilot changes the pitch of the blades which
increases the resistance of the blades and makes them
spin faster. Theoretically, this will give the helicopter
enough lift to keep it from crashing. This is a one
time deal. There is no second chance.)

As the Chinook was falling the thousand feet to
the ground, this is what CW3 Martin was attempting
to do, except it wasn't working. The rotor RPMs were
still way too low, but the crew was committed so
they picked a clearing in the forest in which to land.

When they reached 150 feet, CW3 Martin changed
the pitch in the blades, the RPMs soared from low
to so fast that it was almost beyond the tolerance
of the aircraft. Instead of landing where they had
planned, they had so much lift that they floated
above the trees that surrounded the clearing. By this
time they were almost out of steam. The rotor blades
were slowing down again and they were over trees
for the second time.

Suddenly, a second clearing about 200 meters
long, surrounded by trees and covered with 4 feet

of powder snow, opened up before them
headed for it. They hit the clearing, just mi
trees, at 40-50 knots and dropping at a rate
feet per minute. They skidded through the s
came to a rest 150 feet later.

After the shock of the landing had pass
discovered the Chinook didn't have a scrat
and there were no injuries at all. As they wer
Captain Fischer had sent out a MAYDAY
was only able to complete part of it.

This was their day, because as luck wou
it, some Air Force jets were overhead and pi
the partial MAYDAY. The jets relayed the
within an hour and a half, the downed Chin
its crew were sighted. Within another hour t
was picked up and on their way back
Wainwright. The Chinook was picked up the n
and was back in commission a short time

The fact that these men brought the C
down with neither damages nor injuries, v
power whatsoever, at night, borders
impossible. It is a tribute to their flying a

MAYDAY

Two weeks ago tonight, two pilots and a flight engineer from the 242d Aviation Company had the experience of their lives. While enroute to Anchorage in their unaccompanied CH-47A Chinook helicopter, they lost both engines within a minute of each other. Although they were cruising over a thousand feet above the ground, they managed to bring it down without a scratch to either the chopper or themselves.

It all started when the pilot, Chief Warrant Three Tommy Martin, co-pilot, Captain Wayne Fischer and flight engineer, Specialist Six George Cook, were about 50 miles out of Ft. Wainwright and heading for Windy Pass in the Alaskan Range. It was nearly dark and they were taking a rotor blade to Ft. Richardson in Anchorage. They had just switched over to the auxillary tanks.

About 15-20 seconds after the switchover, engine one started fluctuating. The pilots hit the controls to try and stabilize the engine but it wasn't doing any good. Then they made a left hand turn and started back toward Ft. Wainwright. CW3 Martin had just shut down engine one as they leveled off when, without warning, engine two quit.

At the same time, both generators went out and there was no electrical power. As a result, all the lights went out except for the cockpit flood lights. Without the engines to drive them, the rotor blades slowed down drastically and the chopper began to fall.

Automatically, CW3 Martin put the chopper into autorotation and dropped the nose of the aircraft to build up speed and rotor RPMs. (A note here for those of you who aren't familiar with helicopters — when a helicopter loses an engine, or both as in this case, the transmission engages automatically from the rotor blades which allows them to rotate freely. As the helicopter falls, the force of the air on the blades makes them rotate faster. Then, at the last instant,



ALMOST CRASHED—The downed bird sits peacefully in the snow without a scratch.

the pilot changes the pitch of the blades which increases the resistance of the blades and makes them spin faster. Theoretically, this will give the helicopter enough lift to keep it from crashing. This is a one time deal. There is no second chance.)

As the Chinook was falling the thousand feet to the ground, this is what CW3 Martin was attempting to do, except it wasn't working. The rotor RPMs were still way too low, but the crew was committed so they picked a clearing in the forest in which to land.

When they reached 150 feet, CW3 Martin changed the pitch in the blades, the RPMs soared from low to so fast that it was almost beyond the tolerance of the aircraft. Instead of landing where they had planned, they had so much lift that they floated above the trees that surrounded the clearing. By this time they were almost out of steam. The rotor blades were slowing down again and they were over trees for the second time.

Suddenly, a second clearing about 200 meters long, surrounded by trees and covered with 4 feet

of powder snow, opened up before them and they headed for it. They hit the clearing, just missing the trees, at 40-50 knots and dropping at a rate of 1500 feet per minute. They skidded through the snow and came to a rest 150 feet later.

After the shock of the landing had passed, they discovered the Chinook didn't have a scratch on it and there were no injuries at all. As they were falling, Captain Fischer had sent out a MAYDAY call but was only able to complete part of it.

This was their day, because as luck would have it, some Air Force jets were overhead and picked up the partial MAYDAY. The jets relayed the call and within an hour and a half, the downed Chinook and its crew were sighted. Within another hour the crew was picked up and on their way back to Ft. Wainwright. The Chinook was picked up the next day and was back in commission a short time later.

The fact that these men brought the Chinook down with neither damages nor injuries, with no power whatsoever, at night, borders on the impossible. It is a tribute to their flying ability.



Briefs

EM bands foot

Users end up losers

One sandwich sized plastic bag was found

DAY MAYDAY

Tonight, two pilots and a flight instructor from the 212d Aviation Company had the lives of two other pilots. While enroute to Anchorage, they had a CH-47A Chinook helicopter, one of which was within a minute of each other. They were cruising over a thousand feet above the ground when they managed to bring it down. Neither the chopper or themselves. The pilot, Chief Warrant Three Pilot, Captain Wayne Fischer and Specialist Six George Cook, were both of Ft. Wainwright and heading for the Alaskan Range. It was nearly dark when they were taking a rotor blade to Ft. Wainwright. They had just switched fuel tanks.

Minutes after the switchover, engine trouble began. The pilots hit the controls to stop the engine but it wasn't doing anything. They made a left hand turn and headed for Ft. Wainwright. CW3 Martin had to take control as they leveled off when the engine quit. Both generators went out and the cockpit flood lights. As a result, all the instruments went out. For the cockpit flood lights. To drive them, the rotor blades were stopped and the chopper began to

Martin put the chopper into a steep climb. He stopped the nose of the aircraft and the rotor RPMs. (A note here for those not familiar with helicopters — the engine, or both as in this case, will stop automatically from the



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