

ANNEX L (Unit History) to 242d Transportation Helicopter Company (MED) Admin SOP

1. GENERAL:

a. The purpose of this SOP is to outline the procedures to be followed in maintaining historical files of the 242d Avn Co (ASH).

b. Unit historical records are maintained in order to present a clear, accurate and historically cumulative record of this unit's activities and accomplishments. This information can, at a later date, be utilized, according to its content, either for factual information intended for presentation or timely guides for tactical manuevers.

2. REFERENCES:

- a. AR 870-5
- b. DA PAM 20-200
- c. DA PAM 360-509

3. RESPONSIBILITIES:

a. The unit Historian is responsible to the commander to maintain the unit historical files in accordance with AR 870-5. This will include all photographs and unclassified information. The unit Historian will be appointed by the Commanding Officer.

4. PROCEDURES:

a. The Unit History Files will be maintained by Unit Historical Officer.

b. All material considered for the History files will be submitted to the unit historian as soon as possible after the event has taken place. Final approval for an entry will rest with the Unit Historian pending concurrence of the Commander.

c. The following criteria will apply when determining whether or not material is appropriate:

- 1. Directly involved this unit or portion there of.
- 2. Is of historical value, i.e. change of command.
- 3. Is of tactical historical reference value, i.e. tactical field problem of major consequence.
- 4. Establishes status of the unit, such as first to accomplish a task in USARAL, etc.
- 5. Established precedent in individual or team efforts such as special individual awards of athletic accomplishment.
- 6. Any other information deemed appropriate be the Unit historian or the commander.

a. An annual Unit history supplement will be prepared by the unit Historian and forwarded as required by AR 870-5 and other applicable directives.



The
Alaska National Guard

CERTIFICATE OF APPRECIATION

Is Hereby Awarded To

242nd Aviation Company

In Recognition Of Meritorious And

Valuable Service Rendered To The

1898th CSAC And Its Membership

During The Period

26 January 1985 - 9 February 1985

ARTHUR R. WHITTEN
MAJ, AV, AK-ARNG
Commanding

Faces and Places



res AF lift

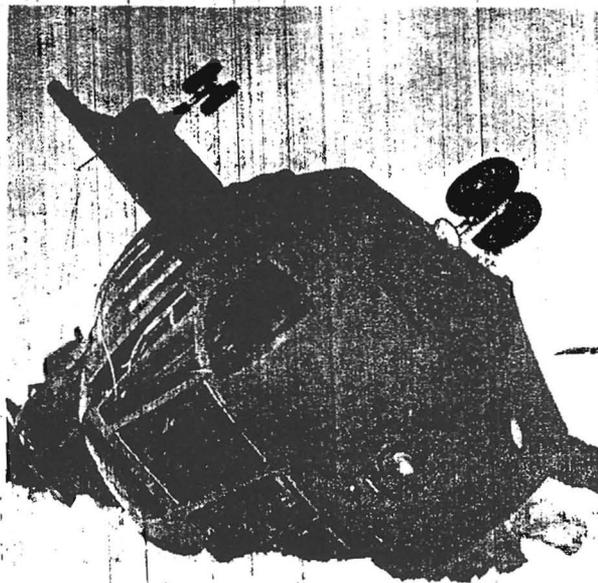
of the Later, that afternoon, a Bell Jet Ranger Giant helicopter, belonging to the Alaska State Eagle Troopers and flown by Bob Larson, was able in two trips to carry out the Piper's pilot, Rusty Girdwood, and the three helicopter crewmen.

On May 1, two CH-47 Chinook helicopters arrived from Fort Wainwright and were requested to transport the investigation team to the crash site. On Thursday and Friday the Chinooks ferried the team to and from the glacier so that they could perform the necessary on-site investigation of the accident.

The crew for the lead Chinook included the Air Mission Commander, CWO3 Scott Nichols, an instructor pilot; CWO2 Gary Brockmeier, co-pilot; Sgt. Robert Dillard, flight engineer; and Spec. 4 Rodney Harker, crew chief. The second CH-47 was flown by CWO4 Charles Ray, pilot; CWO2 Larry Voliva, copilot; Staff Sgt. Michael Ryan, flight engineer; and Spec. 4 James Matheny, crew chief.

The members of both Chinook crews had just participated in several days of High Altitude Rescue Team training at Mount McKinley in April. The training, according to instructor pilot Nichols, was a good prelude to last week's Eagle Glacier operation, giving new crew members "the feel" of the Chinook's capabilities at higher elevations.

The most difficult part of the HH-3 extraction



Any landing you can walk away from is a good landing

11:30 a.m. Then the ground crews went to work digging out and collecting all traceable buried and scattered debris.

They removed the tail section and all loose pieces of the helicopters "skin" that could possibly blow loose from the force of the downdraft of the Chinook that was to carry it back to Elmendorf.

CWO3 Nichol's Chinook took off with some 14,600 pounds of HH-3 helicopter dangling below it. "We were able to maintain an air speed of about 40 knots."

Faces and Places



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ny gives AF lift

ON, Alaska,—The wreckage of the
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which crashed April 31 on Eagle
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1 operator, recovery personnel and
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Ed Barrett and Jill Johnson.

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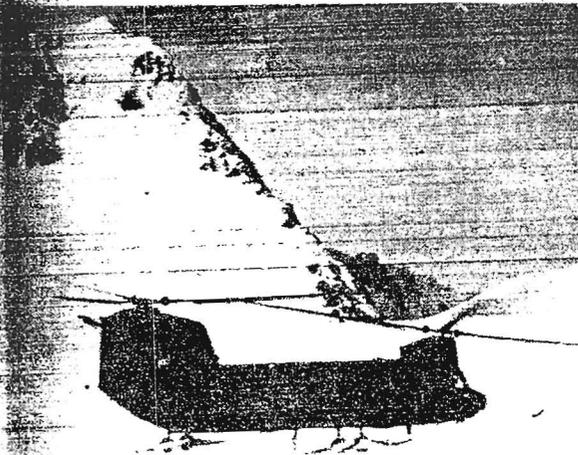
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U.S. Air Force ... Giant Helicopter, which crashed April 31 on Eagle Glacier, at the head of Eagle River Valley, was completely salvaged through combined Army - Air Force efforts May 4.

Participating in the salvage operation were two CH-47 Chinook helicopters and their crews from the 24th Aviation Company at Fort Wainwright, three airborne infantry pathfinders from the 120th Aviation Company at Fort Richardson, and an HH-3 helicopter, its crew, a radio control operator, recovery personnel and photographers from Elmendorf Air Force Base. Also involved were a 10-man USAF Accident Investigation Control Team from the Military Helicopter Group in the Lower 48 and Alaska State Park Rangers Ed Barrett and Jill Johnson.

The downed USAF helicopter had been called to the afternoon of April 31 to evacuate the pilot of a red and white Piper PA-12 which had jammed its landing gear and wing struts while landing on the glacier. The Piper's two passengers had skied out to summon help.

The helicopter crashed in the rescue attempt, coming to rest upside down 100 yards from the Piper. Both aircraft were at the top of the glacier at an elevation of 5,800 feet, in a 300-yards-in-diameter bowl, surrounded on three sides by sharp mountain peaks.



Later, that afternoon, a Bell Jet Ranger helicopter, belonging to the Alaska State Troopers and flown by Bob Larson, was able in two trips to carry out the Piper's pilot, Rusty Girdwood, and the three helicopter crewmen.

On May 1, two CH-47 Chinook helicopters arrived from Fort Wainwright and were requested to transport the investigation team to the crash site. On Thursday and Friday the Chinooks ferried the team to and from the glacier so that they could perform the necessary on-site investigation of the accident.

The crew for the lead Chinook included the Air Mission Commander, CWO3 Scott Nichols, an instructor pilot; CWO2 Gary Brockmeier, co-pilot; Sgt. Robert Dillard, flight engineer; and Spec. 4 Rodney Harker, crew chief. The second CH-47 was flown by CWO4 Charles Ray, pilot; CWO2 Larry Voliva, copilot; Staff Sgt. Michael Ryan, flight engineer; and Spec. 4 James Matheny, crew chief.

The members of both Chinook crews had just participated in several days of High Altitude Rescue Team training at Mount McKinley in April. The training, according to instructor pilot Nichols, was a good prelude to last week's Eagle Glacier operation, giving new crew members "the feel" of the Chinook's capabilities at higher elevations.

The most difficult part of the HH-3 extraction operation took place Saturday. "Weather conditions were the biggest bother," said CWO3 Nichols. "With overcast conditions and snow blowing up from the hovering Chinook, it's hard to see the visual reference points on the ground."

After circling out beyond the edge of the glacier for five to ten minutes, while waiting for a break in the swirling cloud cover, the two Chinooks landed safely on the glacier by



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They removed the tail section and a loose piece of the helicopters "skin" that could possibly blow loose from the force of the downdraft of the Chinook that was to carry it back to Elmendorf.

CWO3 Nichols' Chinook took off with some 14,600 pounds of HH-3 helicopter dangling below it. "We were able to maintain an air speed of about 40 knots (46 mile per hour)," said Nichols. "It was just one long, slow, steady descent back to Elmendorf."

The second CH-47, with CWO4 Ray at the controls, brought back the ground crew, photographers, park rangers and tail section of the HH-3. The fuel tanks, rotor blades and mid-section of the HH-3 were hauled out in two trips by another Air Force HH-3.

Everyone was back on the ground at Elmendorf—mission complete—by 8 p.m.



...the wreckage of the U.S. Air Force Bell UH-1H Green Giant Helicopter, which crashed April 31 on Eagle Glacier, at the head of Eagle River Valley, was completely salvaged through combined Army - Air Force efforts May 4.

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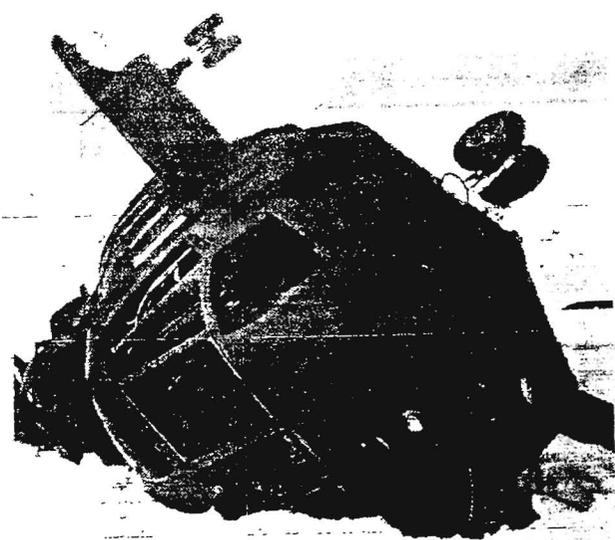
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The crew for the lead Chinook included the Air Mission Commander, CW03 Scott Nichols, an instructor pilot; CW02 Gary Brockmeier, co-pilot; Sgt. Robert Dillard, flight engineer; and Spec. 4 Rodney Harker, crew chief. The second CH-47 was flown by CW04 Charles Ray, pilot; CW02 Larry Voliva, copilot; Staff Sgt. Michael Ryan, flight engineer; and Spec. 4 James Matheny, crew chief.

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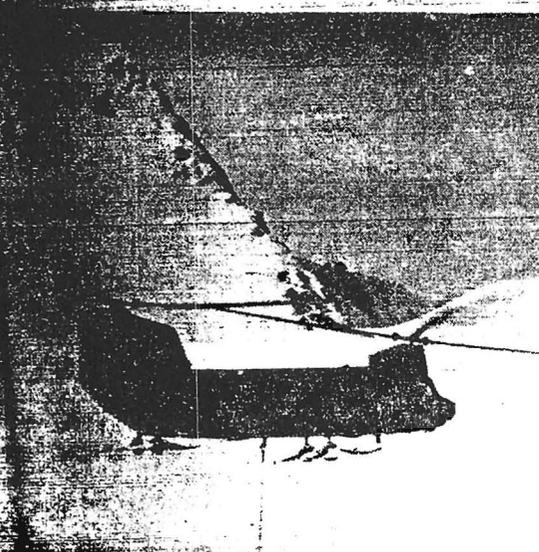
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CW03 Nichols' Chinook took off with some 14,600 pounds of HH-3 helicopter dangling below it. "We were able to maintain an air speed of about 40 knots (46 mile per hour)," said Nichols. "It was just one long, slow, steady descent back to Elmendorf."

The second CH-47, with CW04 Ray at the controls, brought back the ground crew, photographers, park rangers and tail section of the HH-3. The fuel tanks, rotor blades and mid-section of the HH-3 were hauled out in two trips by another Air Force HH-3.

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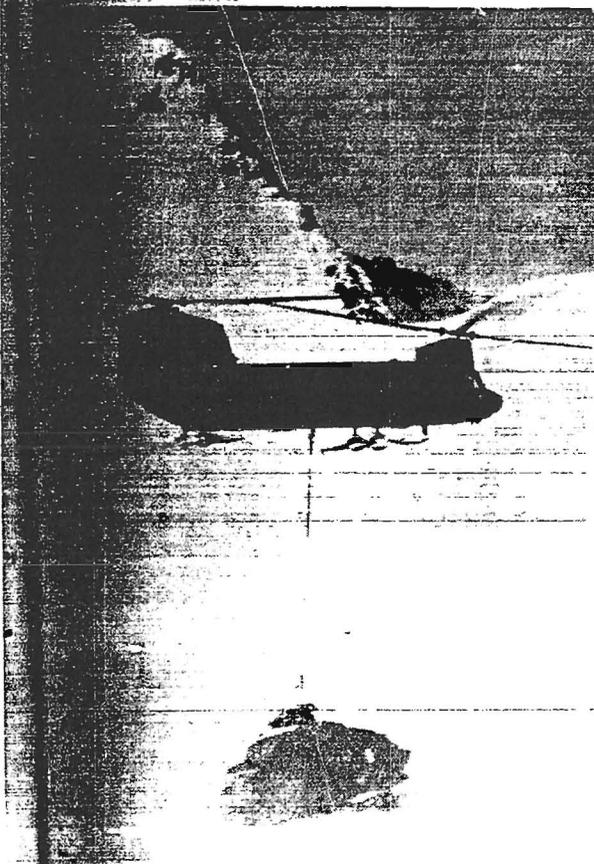
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It takes the combined efforts of the six men to move a 1,000-pound fuel drop tank through deep snow on the glacier.

(U.S. Army photos by Dave Baugh, 222nd Avn. Bn.)

Chinook from the 242nd lifts the downed Piper off the glacier east of Anchorage.

ARMY EMERGENCY RELIEF

1942



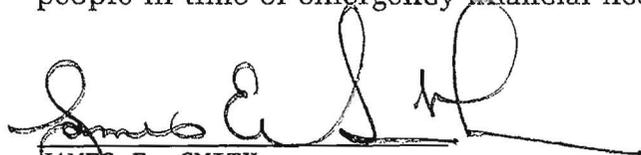
1985

EXPRESSION OF APPRECIATION

242d Aviation Company, 222d Aviation Battalion

The President and the Board of Managers of Army Emergency Relief have expressed their appreciation for our 1985 Annual Fund Campaign for Army Emergency Relief.

I add my appreciation to you and the members of your organization for your meaningful support and contributions which allowed this campaign, for our own organization, to again be successful. Together, we increased the awareness of our soldiers and their families about Army Emergency Relief. In addition, our important contributions enable Army Emergency Relief to continue to help the Army care for its own through the funds made available to us to assist Army people in time of emergency financial need.



JAMES E. SMITH

CPT(P), MSC

Army Emergency Relief Officer



W.R. COX

Colonel, OD

Commanding

242114 helps u your ...
By Chuck Hook

The good deed of the week award goes to the 222nd Aviation Battalion and the 242nd Aviation Company.

Ian Wagner, a three-year-old Badger road resident, was afraid of helicopters. So afraid, according to his mother Sandra Wagner, that he wouldn't go outside without an adult along.

"He wouldn't even play with other kids," she said.

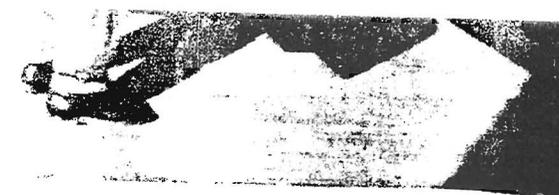
According to Wagner it all started one June day when Ian was playing outside by himself. She said that "five big helicopters (CH-47 Chinooks) flew over the house one after the other. They were really low and really loud."

Ian was too small to let himself in, she related, and she was busy for those few crucial seconds.

So they took Ian to counselors at the Fairbanks Health Center and they had two suggestions: Buy him a toy helicopter and see if Fort Wainwright would give him a tour of a helicopter so he could become more familiar with helicopters.

So Ian got a new toy and the 222nd Aviation Battalion got a one-of-a-kind request.

Last Friday Sgt. Grier Walker met Ian, his mother, his 15-month-old sister, Amy, his grandmother, Mary Bone of Fairbanks, and his great grandmother, Virginia Powers of Houston, Texas, and escorted them to the 242nd flight line. Pilot and platoon leader Chief Warrant Officer 3 Tom Slaughter met them and showed Ian around. A little reluctantly he approached the helicopter. He gave it a good hard look over, and he even summoned the courage for a quick touch or two.



CW3 Tom Slaughter, a Chinook pilot, checks fit of Ian Wagner's noise suppressors after showing him around a CH-47.

Then, with oversized ear muffs to cut noise and a firm grip on his mother's grandmother's hand, he watched a crew one of the Chinooks and take off.

It is too early to tell if this cure "take". But even Ian took home a few memories, if you can judge by the occasional smiles that flashed across his face.

Quarterly mailroom award goes to 6/327th clerk

Best Mailroom of the Quarter in the 172nd Light Infantry Brigade was won by Cpl. Terry Allen, Headquarters and Headquarters Company, 6th Battalion, 327th Infantry Regiment.

Col. Thomas Needham, 172nd LIB commander, presented Allen with a letter of commendation, a trophy and his congratulations during a brief Friday afternoon ceremony.

Allen, an Iowa native, has been mail room clerk for HHC, 6/327th Inf., since August, 1984.



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501
88

Wagner, a three-year-old Badger road was afraid of helicopters. So afraid, to his mother Sandra Wagner, that he wouldn't go outside without an adult along. "I wouldn't even play with other kids,"

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too small to let himself in, she said, and she was busy for those few crucial

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So Ian got a new toy and the Aviation Battalion got a one-of-a-kind

Last Friday Sgt. Grier Walker, his mother, his 15-month-old sister, grandmother, Mary Bone of Fairbanks, great-grandmother, Virginia Powell of Houston, Texas, and escorted them on the 242nd flight line. Pilot and platoon Chief Warrant Officer 3 Tom Slaughter, who accompanied them and showed Ian around. Reluctantly he approached the helicopter to give it a good hard looking over, and he summoned the courage for a quick look at the two.

CWS Tom Slaughter, a Chinook pilot, checked the fit of Ian Wagner's noise suppressors after showing him around a CH-47.

Then, with oversized ear muffs to reduce noise and a firm grip on his mother's hand, he watched a Chinook take off from his grandmother's hand, he watched a Chinook take off from one of the Chinooks and take off.

It is too early to tell if this is a "take". But even Ian took home a few memories, if you can judge by the occasional smiles that flashed across his face.

Quarterly mailroom clerk award goes to C/327th clerk

Best Mailroom of the Quarter in the 172nd Light Infantry Brigade was won by Cpl. Terry Allen, Headquarters and Headquarters Company, 6th Battalion, 327th Infantry Regiment.

Col. Thomas Needham, 172nd LIB commander, presented Allen with a letter of commendation, a trophy and his congratulations during a brief Friday afternoon ceremony. Allen, an Iowan native, has been mail room clerk for HHC, 7th Inf., since August, 1984.



Any of us have the highest thousands off the steep incline handrail or a both climbing tourists at the



(U.S. Army photo by Ron Hill)

Flying battleship

Army bird takes to the water in heliocasting operations on Birch Lake. See Page 5.

Truckin' cowboys set to ride in rodeo

Mount up and move'em out!

The Great Alaska Truck Rodeo begins Tuesday on post as over 100 drivers from throughout the 172nd Brigade (M...





(U.S. Army photo by Ron Hill)

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Mount up and move'em out!

The Great Alaska Truck Rodeo begins Tuesday on post as over 100 drivers from throughout the 150th Airborne Helicopter



Yukon Sentinel

Vol. 26, No. 29

Fort Wainwright, Alaska 99703

July 19, 1985



(U.S. Army photo by Ron Hill)

Flying battleship

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POLAR BEAR CHAPTER

**ASSOCIATION
OF THE
UNITED STATES ARMY**

Awards A

CERTIFICATE of COMMENDATION

To

242D AVIATION COMPANY
FOR YOUR
OUTSTANDING CONTRIBUTION TO PROJECT CHRISTMAS, 1985
Fort Wainwright, Alaska 99703

D. S. R. H.

C. A. H. A.