

# United States Army

*This Certificate of Merit for Safety  
is awarded to*

236th AVIATION COMPANY, 19th AVIATION BATTALION, FORT WAINWRIGHT, ALASKA, APO 98731

*for superior achievement in the prevention of accidents*  
*from* 1 JANUARY 1971 *to* 31 MARCH 1971



*C. M. Hall*

C. M. HALL  
Brigadier General, USA  
Commanding

# HHC 19th Av moves to Wainwright

Headquarters and Headquarters Company, 19th Aviation will be moved here by July 31.

The purpose of the move is to bring the command element (HHC) together with the bulk of the battalion which is here. Presently an element of the battalion's headquarters is stationed here, including a deputy battalion commander, an assistant adjutant and an assistant S-3.

Plans now call for the flight platoon of HHC, 19th Aviation to become the Command Flight Platoon, 12th Aviation Company, and be attached to the 90th Aviation Company at Ft. Richardson. This element and the 90th Aviation Company will be the only elements of the battalion to remain at Ft. Richardson.

The move of the Headquarters and Headquarters Company will not involve any aircraft in itself; but a substantial increase in the number of aircraft assigned to the 19th Aviation Battalion here is expected during fiscal 1972.

Three CH-54B Sikorsky (Tahre) helicopters are at present on their way to Ft. Wainwright and a minor readjustment of aircraft in the battalion will add an additional aircraft to those stationed here. Other aircraft are expected to be assigned to the 19th Aviation during the coming year.

The moving of HHC, 19th Aviation Battalion, to Ft. Wainwright is the latest step in the development of the USARAL Aviation Detachment into the present 19th Aviation Battalion set up.

On April 3, 1961, the Aviation Detachment was designated the USARAL Aviation Battalion. It remained such until it received its official colors from the Department of the Army on July 1, 1964 and became the 19th Aviation Battalion.

During the summer of 1961, the 12th Aviation Co. from Ft. Sill, Okla., was assigned to USARAL. One platoon was stationed at Ft. Richardson with the remainder of the company coming to this post. About eight U1A (Otter) fixed wing aircraft were assigned to each post.

About the same time, the 65th Transportation Company was moved to Ft. Wainwright, while the 80th Transportation Company was assigned to Ft. Richardson. Both brought CH-21 (Shawnee) rotary wing aircraft with them.

On Sept. 1, 1965, the USARAL Aviation Company was designated Headquarters and Headquarters Detachment, 19th Aviation Battalion. On June 30, 1966, the 65th and 80th Transportation Cos. became Transportation Medium Helicopter Company North and South.

*The*

# YUKON SENTINEL

Vol. 11

No. 15

FT. WAINWRIGHT, ALASKA

April 16, 1971



# Wainwright

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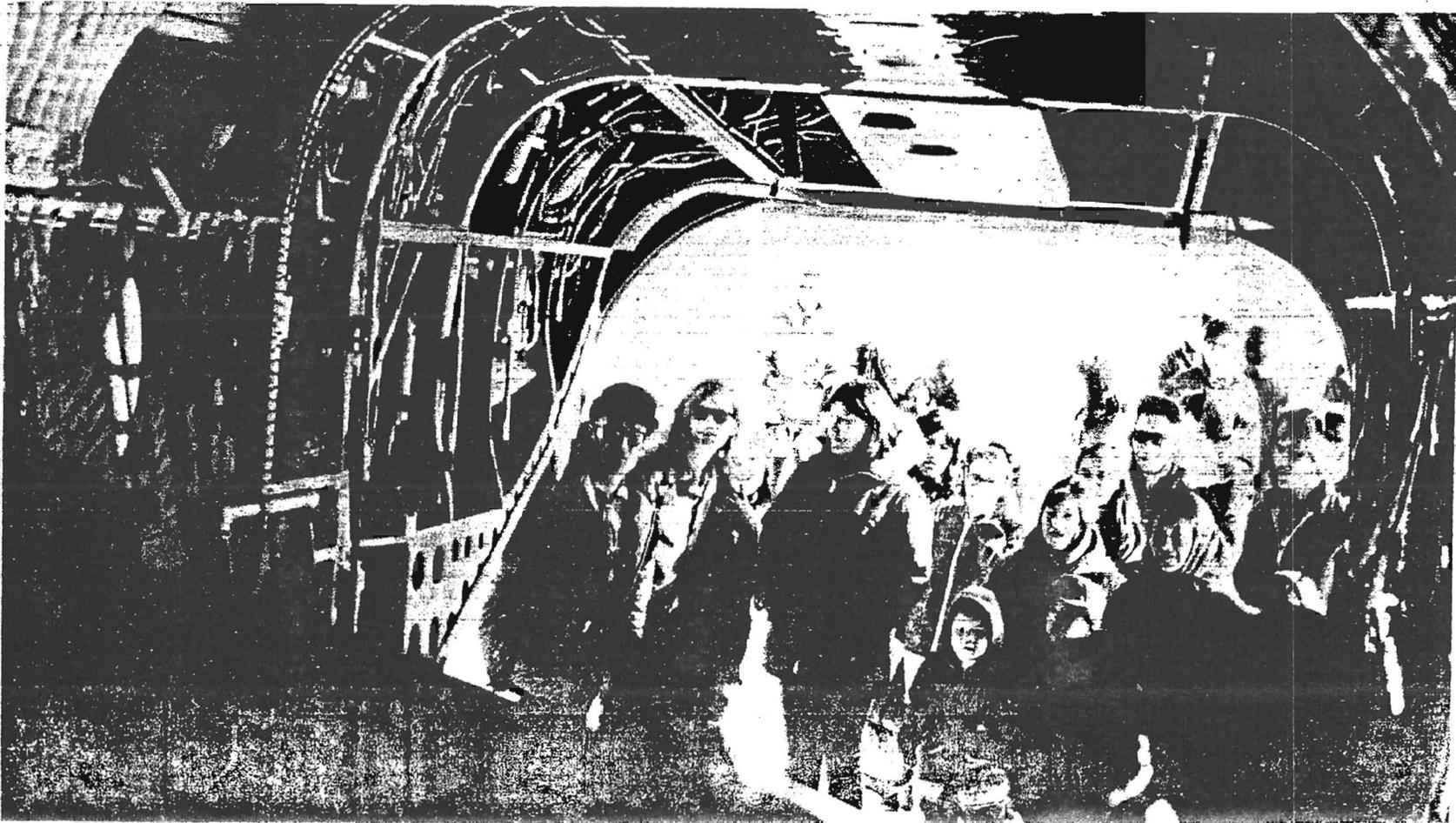
# YUKON SENTINEL

Vol. 11

No. 15

FT. WAINWRIGHT, ALASKA

April 16, 1971





## Native children take 'trip to the moon'

A trip that was compared to a trip to the moon began at Ft. Wainwright Tuesday for 25 Native children.

The children, from the village of Venetie, were taken on a trip to Anchorage with an overnight stop at Ft. Wainwright. A majority of the children had never been out of their village and most of them had never seen a television set or an automobile.

After being airlifted by military helicopter, they were flown to Fairbanks where they received an official greeting from Brigadier General C.M. Hall, post commander. Their first stop was the dining facility of the 808th Engineers in Pompeo Hall where the children had lunch.

After their meal, the group enjoyed an afternoon of free bowling at Nuggett Bowling Lanes. Then the students got a first-hand look at Ft. Wainwright homelife as they spent the remainder of the day and night with different families on post.

The group was reassembled Wednesday morning in the lounge at Murphy Hall and transported by military bus to the train depot. From there, they left via Alaska Railroad for a three-day excursion in Anchorage.

Since last October the children have been

that he packed water and wood and sold popcorn, kool-aid and sodas in order to make money for the trip. All of the children helped in saving money and planning.

In school they studied the areas that they would visit and learned something about what they would see there. They even learned etiquette and table manners especially for the tour.

The arrangements were made by Mr. Robert Carnahan with the aid of the military here and at Ft. Richardson. They plan to visit department stores, parks, and playgrounds while in Anchorage, and will visit friends from their village who are in the hospital there.

On their return trip to Venetie they will again stop at Ft. Wainwright and spend Saturday night with the same families before departing on Sunday.

The children were chaperoned by Mr. Carnahan and his wife Joanne. Mr. Carnahan said, "The children are highly responsive as students. Their interest is mainly in math and social studies."

He went on to say that "Venetie Village is still Aboriginal but the people are very gentle and friendly."

He emphasized that in the future he hopes more people will visit the village. "Perhaps a few

**VENETIE TRIP**—The children of Venetie village prepare to board the CH-47 helicopter (above) that brought them to Ft. Wainwright on the first leg of a trip to Anchorage. Two of the children (below) enjoy the sights of their first flight. Some of the children had never been out of the village. (U.S. Army Photos by SP4 James Dean)





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He emphasized that in the future he hopes  
more people will visit the village. "Perhaps a few  
soldiers might even schedule a tour to our  
village," he hinted.

**VENETIE TRIP**—The children of Venetie village prepare  
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...missing occupants have a big job to play in  
Operation Face Lift," said MSG Stephenson.

...he pointed out "Of course, there's a  
debris this year because of the amount of snow and the  
cold weather."

# YUKON SENTINEL

No. 17

FT. WAINWRIGHT, ALASKA

April 30, 1951



(U.S. Army Photo by SGT Ron Kane)

## Four-day EMBER SKY II exercise held near Kotzebue

## *Weather hampers Arctic Circle exercise*

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(U.S. Army Photo by SGT Ron Kane)

## Four-day EMBER SKY II exercise held near Kotzebue

# Bad weather hampers Arctic Circle

By 1LT Jim Bodenhamer

"At times I thought we were on the moon," remarked a soldier from the 1st Battalion, 47th Infantry, 171st Infantry Brigade after returning from Exercise EMBER SKY II Saturday. The exercise was conducted 30 miles above the Arctic Circle near the village of Kotzebue.

"The four-day exercise was one of the best training exercises we've had considering the weather," stated Captain Thomas Tharp, commanding officer of the company that conducted the training. "The men really worked hard and the biggest credit for this exercise belongs to them."

For three days, the men of CPT Tharp's provisional company, composed of a platoon from each of the battalion's companies, made the flat, bleak, snow-covered tundra their home. Fighting temperatures as low as -30 with the wind chill factor and the Arctic phenomena called "white out," they added another chapter to Arctic training.

Utilizing an Army CH-47 Chinook helicopter from the 236th Aviation Company, the "raiders" accomplished one of the fastest airmobile assaults in Alaska on the second day of the exercise. Three platoons were dispatched to three different locations

within 30 minutes. "This, along with Air Force jets attacking our base camp, added quite a bit of realism," exclaimed CPT Tharp.

After arriving Wednesday afternoon by C-130 Hercules aircraft from the 17th Tactical Airlift Squadron, the company was airlifted to their base camp about 20 miles southeast of Kotzebue. Thursday morning bad weather forced jet aircraft to cancel a close air support mission planned to "prep" the landing zones for the troops, but the helicopters were able to air assault the troops without a hitch.

"The platoons were on their own with the mission to return to base camp," stated Captain Craig Buchanan, assistant 1/47 operations officer. "But, just reading your compass becomes a problem this far north, besides there are virtually no terrain features. This, combined with the cold and vastness of the area, really makes a soldier dependent on his professional skill and his leaders."

That afternoon (Thursday) with Air Force Major Harlan Davis, Brigade Liaison officer directing them, aggressor aircraft (F-4 Phantoms from Elmendorf) conducted a simulated attack on the base camp. "They really caught us with our pants down," stated CPT Tharp. "They came in so low it blew the flames out of

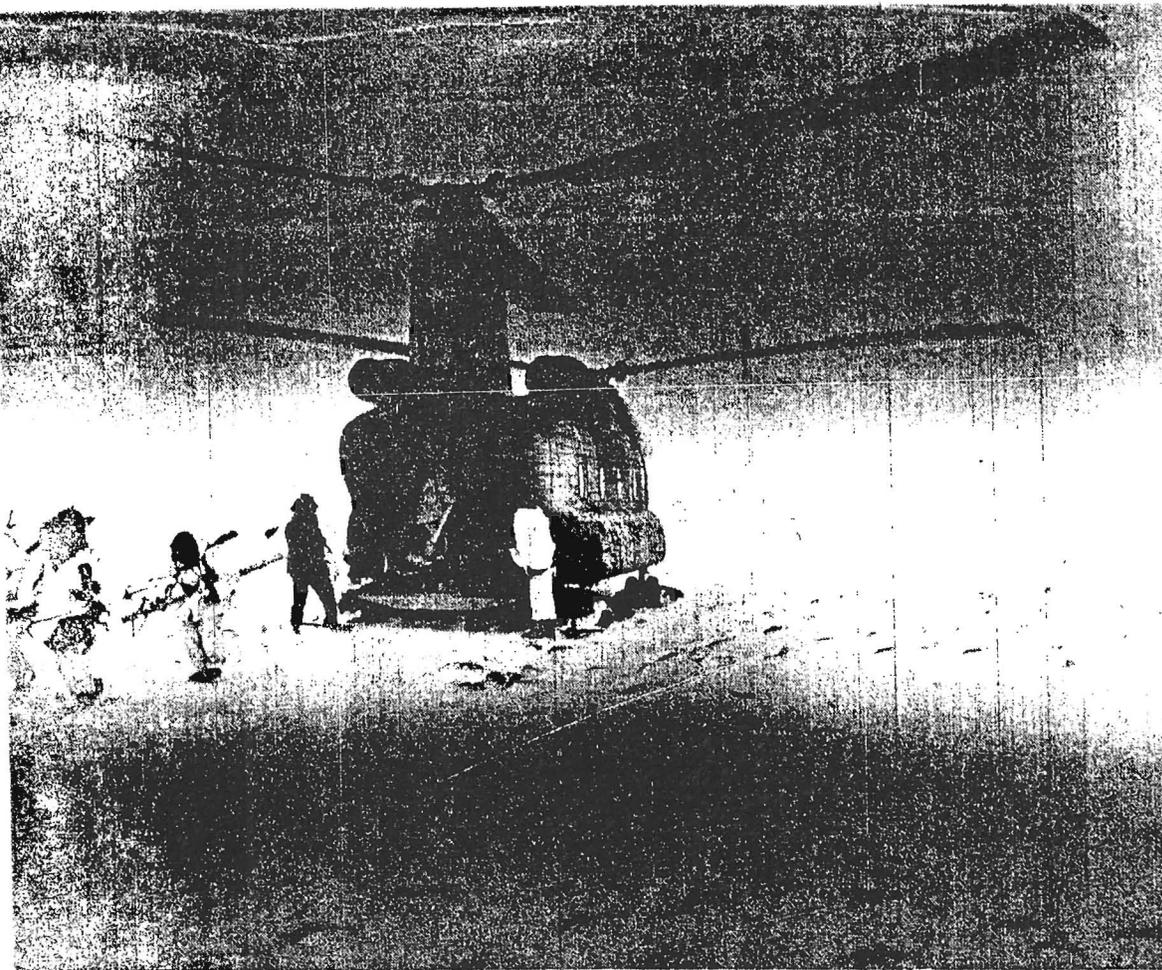
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Friday, more airmobile exercises were planned, but bad weather blowing in off the Kotzebue Sound cancelled them. "We were disappointed in the development; but we sent out patrols on foot so it wasn't a total loss," remarked CPT Tharp.

With weather clearing that afternoon, the troops were airlifted back to the Kotzebue airfield to wait for aircraft to return them to Ft. Wainwright Saturday morning. But, before they left base camp, Second Lieutenant Michael McCrady became "the first Raider to be promoted above the Arctic Circle" as Lieutenant Colonel Dudley Fry, Jr., Battalion commander pinned the silver bar of first lieutenant on his collar.

Bright and early Saturday morning, after a two-hour weather delay, C-130 aircraft from the 17th TAC from Elmendorf AFB picked up the soldiers for the hour and 45-minute flight back to "the banana belt."

"A lot of people deserve a lot of credit for this exercise's success," remarked CPT Buchanan. "Major Davis and the aircrews from the 236th along with Brigade's aviators deserve a lot of it plus the Alaskan National Guard and Alaskan Air Command. But especially, thanks to the 748th Aircraft Control and Warning Station (located four miles south of the town). Their hospitality was really tremendous."



(U.S. Army Photo by SGT Ron Kane)

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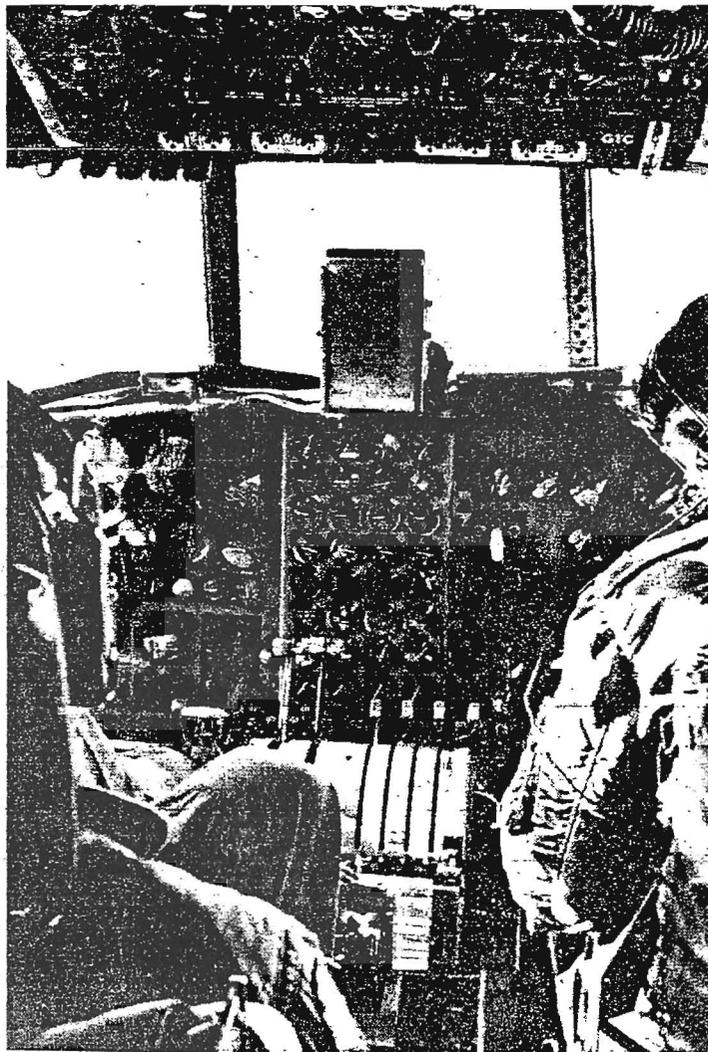
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trans  
2nd Day—April 22  
Sun-up comes early and the  
at full day of the exercise  
gins in bad weather. Snow, fog  
d cloudy weather threaten the  
mobile portion. But by 8 a.m.  
e weather starts to break up .  
r Major Paul McCloud, Brigade  
ather officer, gives the word  
at conditions should be good  
ough for the helicopter to fly  
schedule, but the air 'prep' by  
fighters would be marginal. At  
a.m., first platoon is picked up  
d by 10:30 the last platoon  
ches ground in their LZ. Even  
ough the fighters couldn't get  
wn it was an unqualified  
ccess. That afternoon at 3 p.m.  
e troops who remained at base  
np are nearly blown out of  
eir tents as four F-4 Phantom  
s blast over the area. Some  
ikon tent stoves are put out by  
e force. The aircraft manage to  
o "wipe out" MAJ Davis and  
s Forward Air Control  
licopter. Even caught by  
prise the company's attached  
deye section records two  
ills." All patrols return to camp

land at 7:30 working fervently,  
the TOC and camp are prepared  
for airlift. Then at 8:30 the word  
comes. Bad weather will delay the  
first plane by two hours. Every-  
body mumbles the old Army adage,  
"Hurry up and wait" and then lies  
down to try and grab a little more  
sleep. 9:00 a distant roar brings  
everyone up looking for the first  
C-130. It breaks through the clouds  
and everyone starts to yell, but  
then it shoots back up into the low  
clouds. Ten minutes later it  
breaks through and hits the  
runway in a roar. Things go pretty  
smoothly as the other two  
aircraft land and are off by 11:30.  
Having to make return trips, the  
last aircraft arrives at Eielson  
about 7 p.m. Tired but with a  
deep feeling of accomplishment,  
140 weary troops head for a  
shower, a nice hot regular meal  
and a good night's sleep. They  
have successfully battled the  
elements 30 miles above the  
Arctic Circle and returned. "It's  
amazing how we take for granted  
a nice warm flush toilet,"  
remarked one happy Raider.

Taylor, crew chiefs SFC Bernard Damman and SFC James  
Luttrell and technical inspector SP6 Victoriano Padilla, all of  
236th Aviation Co.



Members of the 1st Battalion 47th Infantry (left) go through the routine but necessary job of erecting their tent on the barren terrain. Gazing at a map of Kotzebue on his instrument panel (right) a co-pilot from the 17th Tactical Airlift Squadron gets ready to land supplies and troops. (U.S. Army Photos by SGT Ron Kane)

# Raiders leave Kotzebue

Following account comes diary of the events which take place during the enactment of exercise EMBER SKY. The events were recorded as they appear by First Lieutenant Bodenhamer who commanded A Company, 1st Battalion, 47th Infantry, 171st Air Brigade on the mission.

## 1st Day—April 21

Troops assemble at 8 a.m. and load trucks that will take



setting up a tactical operations center in the one room National Guard Armory. By 5:00 the other two Hercules aircraft have landed with the rest of the troops. All the company is at camp 20 miles southeast by 10 minutes after 6, only ten minutes behind schedule.

While the troops rest in the field, the night oil is burned by CPT Buchanan, Captain Thomas Tharp, commanding officer of

by 5 p.m. The "wheels" meet again to discuss the day's success and tomorrow's plans. Weather could be a problem reports MAJ McCloud.

## 3rd Day—April 23

Day breaks cloudy, but better than expected. Hopes run high for another successful day. 8 a.m. the command and control helicopter lifts off with CPT Buchanan and MAJ Davis. One minute in flight—"White Out!" The Huey makes a 180 degree turn and searches for the landing place from which it just took off—NOTHING. Tension runs high. Then the Air Force station appears right in front. A sigh of relief abounds as the chopper touches down. Word is passed for the two-Chinooks to wait. Back in the base camp the troops wait while decision-makers get together. CPT Buchanan questions MAJ McCloud on the weather, MAJ Davis on the fighters, the helicopter pilots and the AC&W station commander. After a few minutes the decision is reached. The airmobile and jet fighter attacks must be cancelled. 10 a.m., LTC Fry, Battalion commander, arrived by Otter to inspect the exercise. Back at base camp CPT Tharp sends out patrols. The decision is made to bring the troops in that afternoon to avoid possible bad weather Saturday morning. The troops are airlifted back to the airfield to set up camp nearby. The helicopters head for home—their mission complete. Beer and soda pop head for the troops who are camped near the airfield. Work continues at the TOC as load plans are finalized.

## 4th Day—April 24

4 a.m. and it's already daylight. The first C-130 is scheduled to land at 7:30. Working fervently, the TOC and camp are prepared for airlift. Then at 5:30 the word comes. Bad weather will delay the first plane by two hours. Everybody mumbles the old



ASSAULT—A platoon leader checks out his men as they scramble from a Chinook onto the desolate, snow-covered tundra near Kotzebue.

## Helicopters fly support

Two CH-47 CHINOOK helicopters from the 236th Aviation Company (Sugarbears), along with a UH-1d HUEY helicopter from Brigade Aviation, provided support for the recent exercise EMBER SKY II.

"We went from Ft. Wainwright to Galena Air Force Base and then intended to go to Kotzebue," revealed Sergeant James Carr of 236th Aviation Co., who, along with Specialist 5 Gregory Dougherty of the same company, supplied support maintenance for the mission. The Chinooks were forced back to Galena by bad weather, however, and spent the night there."

The Huey did make it through on the first day with Chinooks arriving the next morning.

During the exercise the Huey performed a medivac when it took a man, who had sprained his ankle when an akhio sled ran over him, back to the base camp for treatment.

On the final day of the exercise, one of the Chinooks flew the troops back from the field to the base camp where Air Force C-130s picked them up for the flight back to post.

Piloting the Chinooks were Captain Stephan Becker and Chief Warrant Officers Earl Akehurst, Walter Jones and Thomas Benbrook, all of 236th Aviation Co. CW2 D. King and CW2 A. Desueaux, both of Brigade Aviation, flew the Huey.

Also involved in the mission were flight engineers Specialist 6 Robert Coleman and Specialist 5's David Perdue and Tommy Taylor, crew chiefs SP5 Bernard Dahlman and SP5 James Luttrell and technical inspector SP6 Victoriano Padilla, all of 236th Aviation Co.

to Eielson AFB. Convoy at 8:30 and arrives at 9:15. The waiting Parkas and gloves are issued by cursing soldiers as the trucks burrow down the concrete area. Dinner time—the troops are issued their packet of C-rations—their ration for the next four days. The first C-130 arrives at 15 minutes EARLY. Flights of supplies have us back with the same planes

## 2nd Day—April 22

Sun-up comes early and the first full day of the exercise begins in bad weather. Snow, fog and cloudy weather threaten the



GENERAL FOODS CORPORATION / 250 North Street, White Plains, N. Y. 10602

July 16, 1971

Cpt. Benjamin F. Vandervoort  
236th Aviation Company (ASH)  
19th Aviation Battalion  
APO Seattle 98731

Dear Cpt. Vandervoort:

As the guy who is responsible for the basic business management of Post Super Sugar Crisp and as a not-too-long-retired-from-active-duty Army captain myself, I was really impressed by your use of Sugar Bear for your unit patch and for your call sign. On behalf of General Foods and the Sugar Crisp group, I wish to say that, not only are you welcome for the use of Sugar Bear, we are proud that Sugar Bear is honored in the way that the 236th Avn. Co. (ASH) has chosen to honor him.

Very truly yours,

William W. Carlisle

ose of us who know  
; there is to know, the  
article is unnecessary.  
er, in our infinite  
we have decided that  
you dummies might  
opportunity to expand  
ds.  
is is not a wholesale,  
sale on peyote buttons.  
emester and time once  
school.  
because you're in the  
doesn't mean you have  
andon the books  
ly. As a matter of fact,  
y will even help you in  
olastic endeavors.  
ny cases, the Army will  
to 75% of the course  
in some instances, if the  
; MOS related, they pick  
whole Lab. Moreover,  
tation will be provided  
se who desire it.

The following is a list of available courses, including the days, times and places they will be offered.

University of Alaska courses offered at Lathrop High School:

- Elementary Accounting 101, M-W 6:00-8:00
- Anthropology of the Natives 342, T-Th 8:00-10:00
- Methods of Written Communication 111, T-Th 6:00-8:00
- History of the Northern Pacific 375, Wed. 7:00-10:00
- Mathematics of Finance 110, T-Th 6:00-8:00
- Calculus 200, M-W 6:00-8:30
- Introduction to Petroleum Industry 101, M-W 8:00-10:00

Courses offered at Eielson AFB:

- Elementary Accounting 101, T-Th 6:00-8:00
- Business Law 331, M-W 6:00-8:00

- Principles of Economics 121, T-Th 6:00-8:00
- Methods of Written Communication 111, M-W 6:00-8:00
- S.T.-Studies In Modern Fiction 493, M-W 6:00-8:00
- Western Civilization 101, T-Th 8:00-10:00
- History of the United States 131, M-W 8:00-10:00
- College Algebra 107, T-Th 6:00-8:00
- Criminology 251, T-Th 8:00-10:00
- Introduction to Psychology 101, T-Th 6:00-8:00
- Introduction to Sociology 101, T-Th 6:00-8:00
- The Family 242, T-Th 8:00-10:00

Courses offered at Ft. Wainwright:

- World Ethnography 202, M-W 8:00-10:00

- Business Law 331, T-Th 8:00-10:00
- Introduction to Current Economic Problems 101, T-Th 8:00-10:00
- Intensive Developmental English 103, M-W 6:00-9:00
- Elementary German 102, M-W 7:00-10:00
- History of the United States 131, T-Th 8:00-10:00
- Trigonometry 108, T-Th 6:00-8:00
- Introduction to Logic 204, M-W 6:00-8:00
- Introduction to Psychology 101, M-W 6:00-8:00
- Introduction to Sociology 101, T-Th 6:00-8:00

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# "Sugar Bear saves!" (or tries his best anyway)

## vacated

...a powerful  
hair-raising episode  
...the most dramatic  
...look crew from the  
... (BEAR) last week.  
...form of a Chinook  
...Richardson when  
...k was in trouble.  
...oman was at Healy,  
...at she be taken to  
...as possible.

...n Ben Vandervoort,  
...rapp, SP6 Jim Blum  
...ately turned towards  
...ded to pick up the

...rified when Nenana  
...had a nurse standing  
...to relay instructions  
...rtunately, Sugar Bear  
...Stork did.

...eal before the Stork.  
...entified mother was  
...the hospital, she was  
...ckache--not labor.



## Sugar Bear insignia

"It all started out as a joke when we were looking for a call sign for the unit," admitted Captain Ben Vandervoort, 236th Aviation Company, 19th Aviation Battalion.

But the joke became a reality when General Foods consented to the use of their Post Sugar Crisp Sugar Bear on the unit's emblem and aircraft.

Chief Warrant Officer 2 Ed Bardtrief originated the idea

and as soon as permission was granted, Specialist 5 Richard Blankenship, a former artist with Walt Disney Productions, was busy painting Sugar Bears in all the units' aircraft.

The patch is now the official emblem of the unit whose motto is "Sugar Bear Saves."

The support unit, commanded by Major Burl Zorn, has as it's primary duty resupplying and supporting virtually every Army unit in Alaska," said CPT Vandervoort.

"We have also supported domestic action programs including everything from flying Christmas packages into remote villages to transporting Eskimo children from village to village."

Sugar Bear is also ready to serve during flood evacuations and "works in conjunction with his cousin Smokey" in putting out forest fires on the military reservation.

CPT Vandervoort summed up the achievements by adding, "Sugar Bear stands for truth, goodness, purity and the American way of life."



## Fliers rescued

Two Fairbanks fliers were rescued from a lake 55 miles west of Ft. Greely Sunday by a CH-47 (Chinook) from 236th Aviation Co., (Sugar Bear) Ft. Wainwright.

The two men, Ronald Engell and Glen Onell, were flying in the Greely area when their float-type craft flipped over on a lake.

They were rescued by the Chinook that was looking for another plane overdue on the way to Ft. Greely. Chief Warrant Officer 3 Edward Bartrief, pilot of the Chinook, said he was looking for the other craft when he heard an emergency beacon directing him to the civilian craft.

The downed aircraft was located and two crew members were sent to investigate the wreckage. Fortunately another aircraft, piloted by CW3 Bud Jones and Captain Steve Becker, was on hand and spotted the two men as they were walking through the woods.

The crew landed and picked up the two downed flyers and took them to the dispensary at Ft. Greely where they were checked and released.

No. This is not a wholesale, close-out sale on peyote buttons. It's fall semester and time once again for school.

Just because you're in the Army, it doesn't mean you have to abandon the books completely. As a matter of fact, the Army will even help you in your scholastic endeavors.

In many cases, the Army will cover up to 75% of the course fee, and in some instances, if the course is MOS related, they pick up the whole tab. Moreover, transportation will be provided for those who desire it.

Anthropology of the Natives 342, T-Th 8:00-10:00

Methods of Written Communication 111, T-Th 6:00-8:00:00

History of the Northern Pacific 375, Wed. 7:00-10:00

Mathematics of Finance 110, T-Th 6:00-8:00

Calculus 200, M-W 6:00-8:30

Introduction to Petroleum Industry 101, M-W 8:00-10:00

Courses offered at Eielson AFB  
Elementary Accounting 101, T-Th 6:00-8:00

Business Law 331, M-W 6:00-8:00

History of the United States 131, M-W 8:00-10:00

College Algebra 107, T-Th 6:00-8:00

Criminology 251, T-Th 8:00-10:00

Introduction to Psychology 101, T-Th 6:00-8:00

Introduction to Sociology 101 T-Th 6:00-8:00

The Family 242, T-Th 8:00-10:00

Courses offered at Ft. Wainwright:

World Ethnography 202, M-W 8:00-10:00

History of the United States 131, T-Th 8:00-10:00

Trigonometry 108, T-Th 6:00-8:00

Introduction to Logic 204, M-W 6:00-8:00

Introduction to Psychology 101, M-W 6:00-8:00

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# "Bear saves!" (or tries his best anyway)

## medevaced

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ments of a hair-raising episode  
ot, one of the most dramatic  
of one Chinook crew from the  
any (SUGAR BEAR) last week.  
r Bear, in the form of a Chinook  
back from Ft. Richardson when  
at the Stork was in trouble.

pregnant woman was at Healy;  
operative that she be taken to  
tal as soon as possible.

d by Captain Ben Vandervoort,  
er 2 Mike Knapp, SP6 Jim Blum  
ney, immediately turned towards  
wn and landed to pick up the

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# United States Army

*This Certificate of Merit for Safety  
is awarded to*

242D AVIATION COMPANY  
19TH AVIATION BATTALION  
FORT WAINWRIGHT, ALASKA

*for superior achievement in the prevention of accidents*

*from* 1 OCTOBER 1971 *to* 31 DECEMBER 1971 *.*



*C. M. Hall*

C. M. HALL  
BRIGADIER GENERAL, USA  
COMMANDING