

By 4:30 today, Ft. Wainwright will have a brand new aviation battalion. Not entirely brand new, though. It will still have the same personnel, aircraft, equipment, commanding officer (LTC Robert L. Hunter), and the same mission, but the name will be new.

At 4 pm, in Hangar 4, the 19th Aviation Battalion will trade its name and guidon for the name and guidon of the 222d Aviation Battalion (Combat).

The change is an administrative switch designed to continue the active service of the 222d, a unit recently returned from Vietnam with an impressive combat history. Although the 19th has served extremely well since its constitution in 1964, it has no combat record to perpetuate.

The history of the 222d, nicknamed

SKYMASTERS, is a different matter. Major General Charles M. Gettys, USARAL CG, while serving as Chief of Staff, U.S. Army Vietnam, described the 222d as "unique, distinguished and highly professional."

The 222d was constituted in Vung Tau, Vietnam, on May 25, 1966. During its 67 months of service in that country, the unit participated in 11 campaigns, was twice awarded the Vietnam Cross of Gallantry with Palm and received a Meritorious Unit Commendation for service.

With the phasedown of American troop strength in Vietnam in recent months, the SKYMASTERS have left the fighting. Now they are in Alaska, where they will continue their distinguished record and add more laurels to their history.

File Jan 28 72

DN SENTINEL

FT. WAINWRIGHT, ALASKA

FRIDAY, JANUARY 28, 1972

ing Parade see pages 4&5

222d Aviation Battalion takes USARAL role

Tukon Sentinel, Friday, February 4, 1972-3

4, Feb 72

The 222d Aviation Battalion officially became the 222d Aviation Battalion (Combat) in a deactivation and change of colors ceremony at 4 pm last Friday in Hangar 4.

The change was designed in order to continue the active service of the 222d, a unit recently returned from Vietnam with a distinguished combat history.

The 222d Aviation Battalion (Combat), known as the SKYMASTERS, was established on April 25, 1966, in the Regular Army at Vung Tau, Republic of Vietnam. Initially, the 222d utilized both rotary and fixed-wing aircraft until the month of October, 1967, when it became more oriented to the UH-1 HOYER helicopter.

During its existence in South Vietnam, some 15 aviation companies were under the helm of the 222d Aviation Battalion (Combat). Some of these units remained only a short time with the battalion, but many of these companies earned commendations, decorations and awards for their efforts.

The 222d Aviation Battalion was awarded the meritorious unit commendation, the streamer embroidered VIETNAM 1967 and many letters of recognition from dignitaries and high ranking officials in the Republic of Vietnam. It also received credit for participation in counter-offensive phases I, II and III TET offensive and many other campaigns.

The 222d Aviation Battalion was also awarded two Vietnamese Crosses of Gallantry with palm for action in the years 1966 through 1968. Major General Charles M. Gettys, now commanding general USARAL, presented the unit with several letters of commendation for reduction of aviation accidents during the years 1970-1971 while he was Chief of Staff, Headquarters, United States Army, Vietnam.

The 222d grew with the addition of the CH-47

CHINOOK and CH-54 FLYING CRANE helicopters, providing the unit with additional combat support capabilities. The CHINOOK company made itself well known throughout the war zone by becoming the first non-divisional unit assigned to Vietnam.

The methods and skills created by this unit were a key factor on the accomplishment of recovering large aircraft in jungle and mountainous areas before they could fall into enemy hands.

Before the 222d Aviation Battalion (Combat) took control of Alaska's Army aviation, some of its former members had already taken up residence at Ft. Wainwright.



Major Burl A. Zorn, Commander of the 242d Aviation Co. (ASH), served with the 222d at Vung Tau during 1967 and 1968 as operations officer of the 273rd Operations Company. He cites the biggest difference between missions in Vietnam and those here as basically combat versus training.

"Here," he explained, "I'm allowed the latitude to let my subordinates make mistakes. In many respects, the missions are identical without being shot at. Missions here don't require the same urgency as in Vietnam, and aviators need not take the unsafe risks involved in both unsafe weather and landing zones.

"One of the best aspects of being stationed here," MAJ Zorn said without hesitation, "is my family. I've been here seven months, and this winter hasn't been too much different than where I grew up, in Villard, Minn."

Captain Ronald K. Lovejoy, Assistant Adjutant for the 222d, was assigned to the 240th Assault Helicopter Company at Bearcat, Vietnam from June of 1970 to June of 1971. With the 240th, a component of the 222d, he flew command and control missions for Air Mobile Operations.



Pointing out some of the differences in his new job he said, "We flew almost seven days a week then, from five to 13 hours everyday." Over here," he continued, "you're more or less set into a routine. Flying in Nam, you have a general idea of what you're going to do, but you don't really know until you're actually doing it."

Another difference between the 222nd then and now is the mission. In Vietnam their mission was to provide combat support to the 3rd Army Corps, while here the mission is to provide aviation support to USARAL throughout Alaska.

Of Ft. Wainwright, he claims, "It's probably one of the best places I've been stationed, there's so much to see and do." Again he cited another difference in that here "I have a wife to go home to instead of a roommate."

Chief Warrant Officer David E. Williamson was attached for six months to the 222d in Vietnam. "I flew U-1 Otters out of Tan Son Nhut in support of JUSPAO, (Joint United States Public Affairs Office). We were assigned to the 54th Otters whose airplanes belonged to the 222d. It was mostly public relations," he said, "We dropped and distributed leaflets and carried televisions and newspapers for distribution among the South Vietnamese."

CW3 Williamson is now the maintenance officer for the OV-1s and Mohawks of the Aerial Surveillance and Target Acquisition platoon. He is also the Otter Standardization Instructor Pilot and flies surveillance missions in support of G-2 USARAL. "I enjoy the freedom of movement here, and having the family makes all the difference in the world," he said. CW3 Williamson who hails from Baudette, Minnesota, has been in the Yuke for ten months and now says "it's a challenge."



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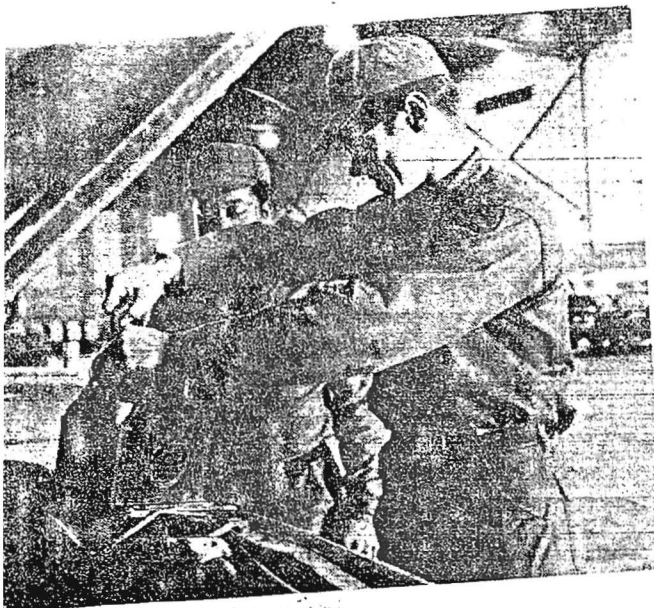
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Light Section of course!



DRIVER MAINTENANCE
SSG Stamps looks on (left) as SP4 James Eversole, 1st Signal Operations Company, North, carries on driver's maintenance. Before a vehicle is accepted by the Light Vehicle section, the driver's maintenance must be completed. Here SP4 Eversole prepares to check and charge the battery. Some of the things he must do are wash the vehicle, check the tires and air cleaner and radiator.



PAPERWORK—Private First Class Dan [Name] fills out a Maintenance [Form]



The rescue flight was forced to climb to altitudes above 14,000 feet in order to clear the jagged peaks.

Injured climbers rescued

Army and Air Force rescue operations teamed up Tuesday to aid two injured mountain climbers who had been stranded for three days at the 14,000 foot level of Mt. McKinley. Erich Schaefer and Doctor Werner Kattiofsky from West Germany were part of a four man team scaling North America's highest peak. The team had climbed to the 17,000 foot level before misfortune struck and forced them to abandon their attempt. Schaefer broke several ribs when high winds caught the tent that he was occupying and sent it careening down the slopes. He was just able to free himself from the tent before it disappeared into a crevasse in the ice.

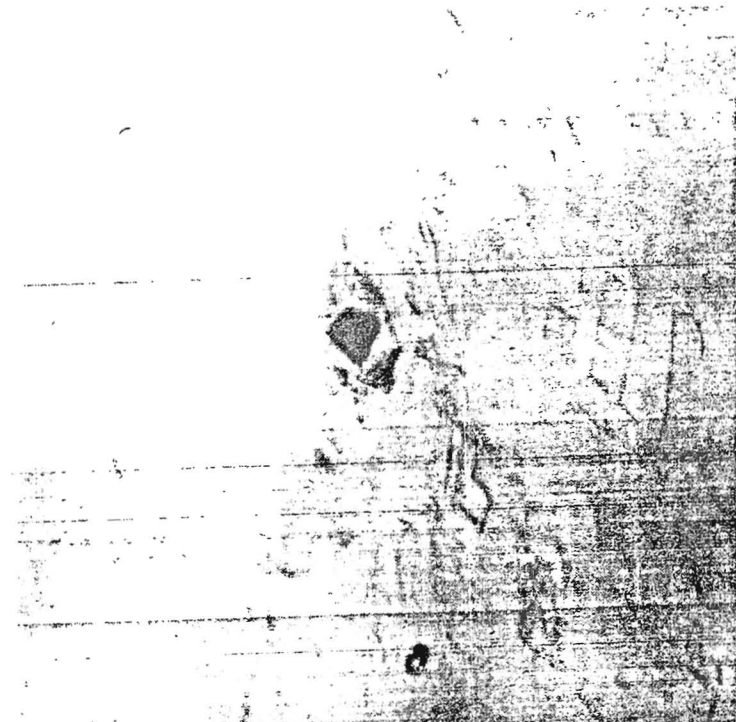
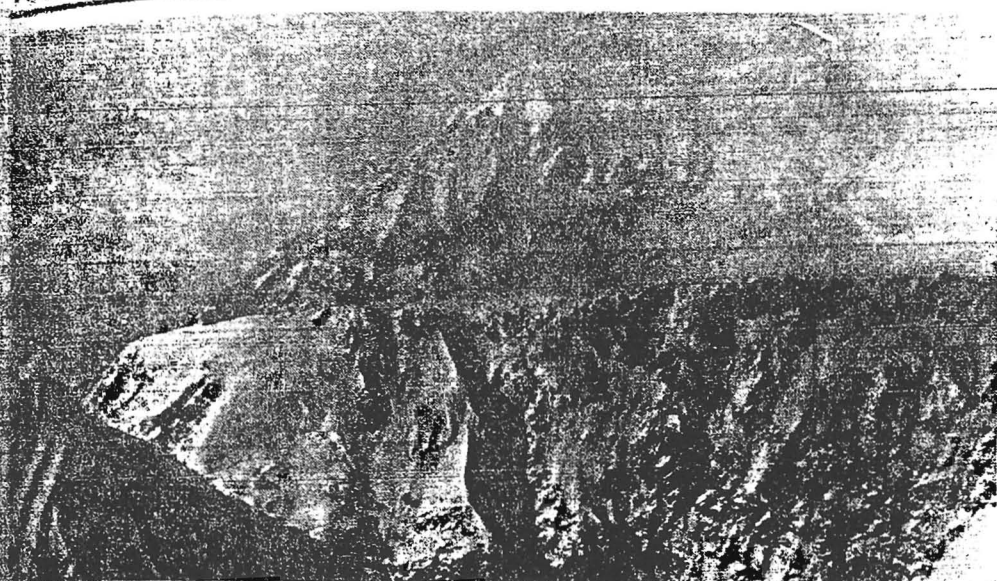
His companion, Doctor Kattiofsky, not sufficiently protected against arctic conditions, suffered from severe frostbite to his feet. The second half of the team, after having assisted their companions to relative safety, continued on down the mountain until they were able to establish radio contact with authorities in nearby Talkeetna. The emergency message was relayed to the Air Force Rescue Coordination Center (RCC) at Elmendorf AFB. From there the message was transmitted to military authorities at Ft. Wainwright. By mid-day a CH-47 (Chinook) helicopter

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YUKON SENTINEL

VOL. 12 NO. 19 FT. WAINWRIGHT, ALASKA FRIDAY, MAY 12, 1972



The rescue flight was forced to climb to altitudes above 14,000 feet in order to clear the jagged peaks.

Once the ridge was behind them, men of the CH-47 rescue ship caught sight of the stranded men's camp. To the right of the camp, the words, HELP US, had been stamped in the snow.

Injured climbers rescued on Mt. McKinley

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The emergency message was relayed to the Air Force Rescue Coordination Center (RCC) at Elmendorf AFB. From there the message was transmitted to military authorities at Ft. Wainwright. By mid-day a CH-47 (Chinook)

helicopter and crew from the 242d Aviation Company (Sugar Bears) was dispatched to the site. The ship flew to Talkeetna, the jumping off point for McKinley expeditions. There they picked up Ray Genet, a seasoned mountain climber and expert guide for the McKinley area.

Genet "knows the area like the back of his hand," sources said. And from information provided him by bush pilot Don Shelton, who had previously surveyed the scene, Genet was able to guide the helicopter crew directly to the rescue site.

Despite the fact that the thin air at such altitudes impairs a helicopter's

performance, the rescue was brought about without a hitch. Pilot, Warrant Officer Richard Van Dusen, and co-pilot, Captain Richard Partheymuller, elected not to set their ship down because of the extreme ice hazards. Instead, only the rear landing gear was grounded which enabled crewmen SP5 John Courtney and SP5 Ken Wells along with guide Genet to assist the injured men into the ship.

With the rescue complete, the men were flown directly to the hospital at Elmendorf.

Throughout the afternoon an Air Force C-130 provided a communications link between the rescue team and the RCC.

DEPARTMENT OF THE ARMY
242d Aviation Company (ASH)
222d Aviation Battalion
APO Seattle 98731

UNIT ORDER
NUMBER 48

16 May 1972

1. TC453. Following individuals Appointed as indicated.

Kovatch, Albert J 246-76-9033 CW2 671C0, 242d Avn Co (ASH) (WDYDAA A)
222d Avn Bn APO SE 98731

Authority: AR 703-1

Appointed as: Tech Supply Officer

Period: Indef

Purpose: To perform duties as outlined in AR 703-1

Effective date: 12 May 72 VOCO date cfm

Special Instructions: VICE: HOADLEY, DONALD W 296-32-9590 671C0
242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn APO
SE 98731

Jacobson, Marshall A 260-74-1425 CW2 100C0 242d Avn Co (ASH)
(WDYDAA A) 222d Avn Bn APO SE 98731

Authority: AR 105-22


Appointed as: Communication Officer, 242d Avn Co (ASH)

Period: Indef

Purpose: To perform duties as outlined in AR 105-22

Effective date: 12 May 72 VOCO date cfm

Special Instructions: VICE: Flannagan, Stanley D 354-28-7152 CW2 100C0
242d Avn Co (ASH) (WDYDAA A) 222d Avn Bn
APO SE 98731


BURL A ZORN
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Commanding

DISTRIBUTION:

2-Unit File

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"Sugar Bears" assist fire fighters at Ft Greely

Fire broke out about 20 miles west of Ft. Greely last Tuesday. Approximately 15 acres of tundra on military range land were blackened before Army and Air Force fire fighters could bring the blaze to a halt.

A helicopter crew from Ft. Wainwright's 222nd Aviation Co. (Sugar Bears) was called to assist when early efforts to control the fire appeared to fail.

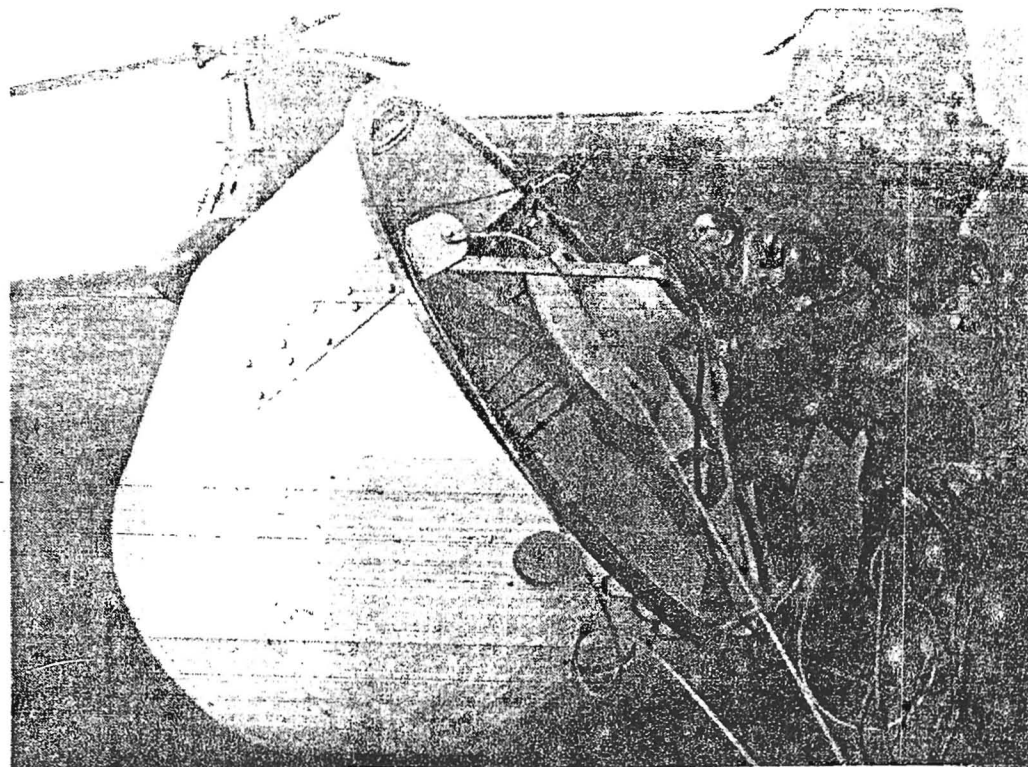
Pilots Captain Steven Becker and CW2 Steele Clayton, along with two crewmen, Specialist 6 Bill Aversa and Specialist 5 Lester Howell left for Greely at 4:30 pm Tuesday flying a CH-47 (Chinook) helicopter. At Greely they picked up a 1,000 gallon water bucket to be used to douse the fire from the air.

Aversa was at the controls manipulating the bucket which was suspended by cables 20-30 feet beneath the helicopter. Aversa also guided the pilot in water re-filling operations which took place at nearby ponds.

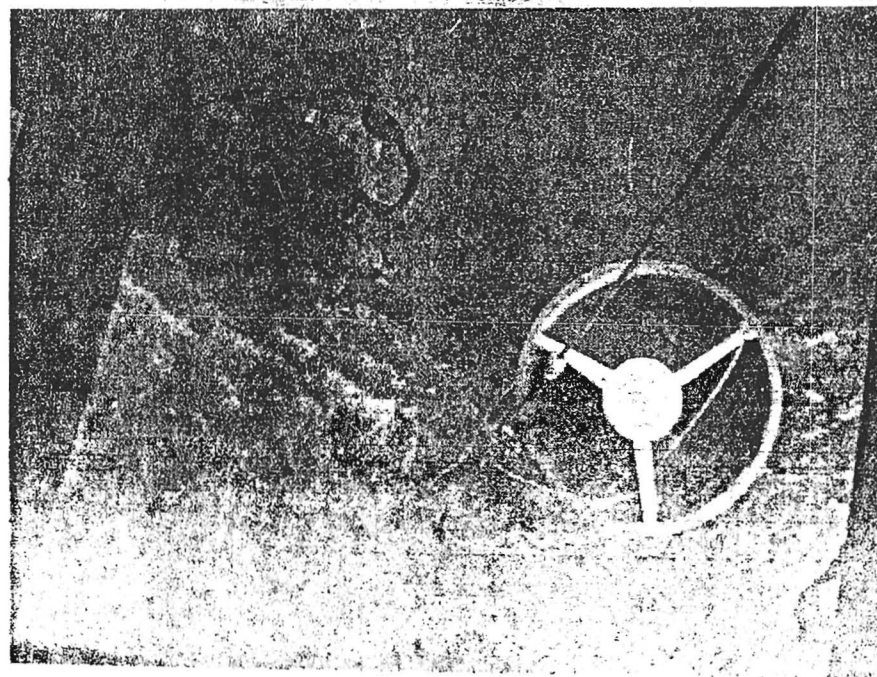
As it turned out, only 4 passes over the area were necessary as men on the ground had successfully halted the progress of the fire.

The incident gave the men of the "Sugar Bears" a sneak preview of things to come throughout the summer. With low rainfall levels and hundreds of miles of timber and tundra, the Alaskan wilderness becomes a tinderbox waiting for ignition.

STORY AND PHOTOS
BY
PVT RICH APPLETON



The fire fighting "Sugar Bears" flew first to Ft. Greely where this 1,000 gallon bucket was obtained. Men from Greely assisted Specialist 6 Bill Aversa maneuver the bucket out to the waiting helicopter.



Be

May 19, 1972

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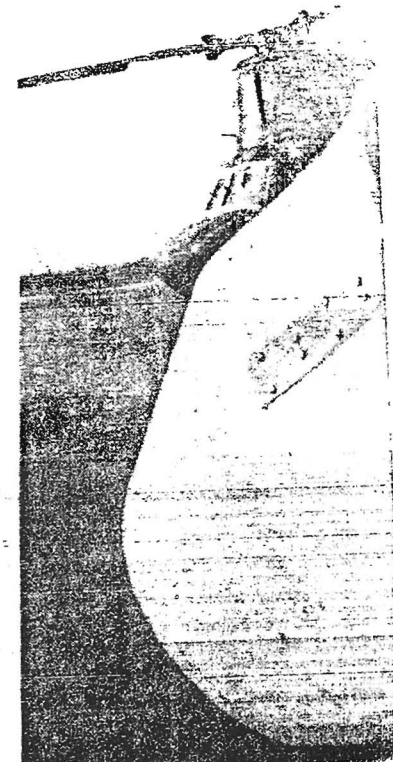
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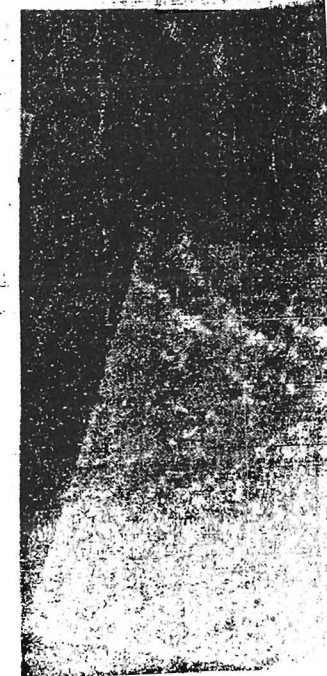
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The fire fighting "Sugar Bears" was obtained. Men from Greely went out to the waiting helicopter.



242d aviators ferry four CH-47 Chinooks 6,000 miles in 17 days

"It's a once in a lifetime experience," CW2 Grant Spearman said recalling his ferry flight across the country and through Canada. "I'll probably never do it again...in a helicopter."

The flight he was referring to was the ferrying of four CH-47 Chinooks from Harrisburg, Pa. to Fairbanks. An exclusive operation of the 242d Aviation Company, "Home of the Sugar Bears", the flight took 17 days and some 40 odd hours flying time.

It began on 2 August when a crew of 10 mechanics, eight pilots, and one civilian took a commercial flight to John F. Kennedy International Airport in New York. After a helicopter hop to LaGuardia Airport, the Sugar Bears flew to Harrisburg to pick up the choppers destined for Ft. Wainwright.

After a one day stay in Washington, D.C. the pilots returned to Harrisburg to start the 6,000 mile journey. Along with their hand-picked crew, the men of the 242d were ready for take-off.

A few maintenance problems were encountered along the way. A transmission failure at Scott Air Force Base, Illinois, forced a two day delay in the flight. The biggest problem and longest holdover was in Casper, Wyoming, where an engine had to be built up. It was six days before the big hook would be airborne. CW3 "Moon" Mullin, the maintenance man in charge, was busy with his repair crew.



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"It was a very organized affair, the crews and the officers were in unison throughout the whole trip," explained Specialist 5 Gary R. Waters, a crew member. "Mr. Mullin worked with the crew and didn't leave until the last crew member was finished at night," he added.

Flying into St. Louis the men had a chance to see the giant archway that welcomes any and all to the old riverboat city.

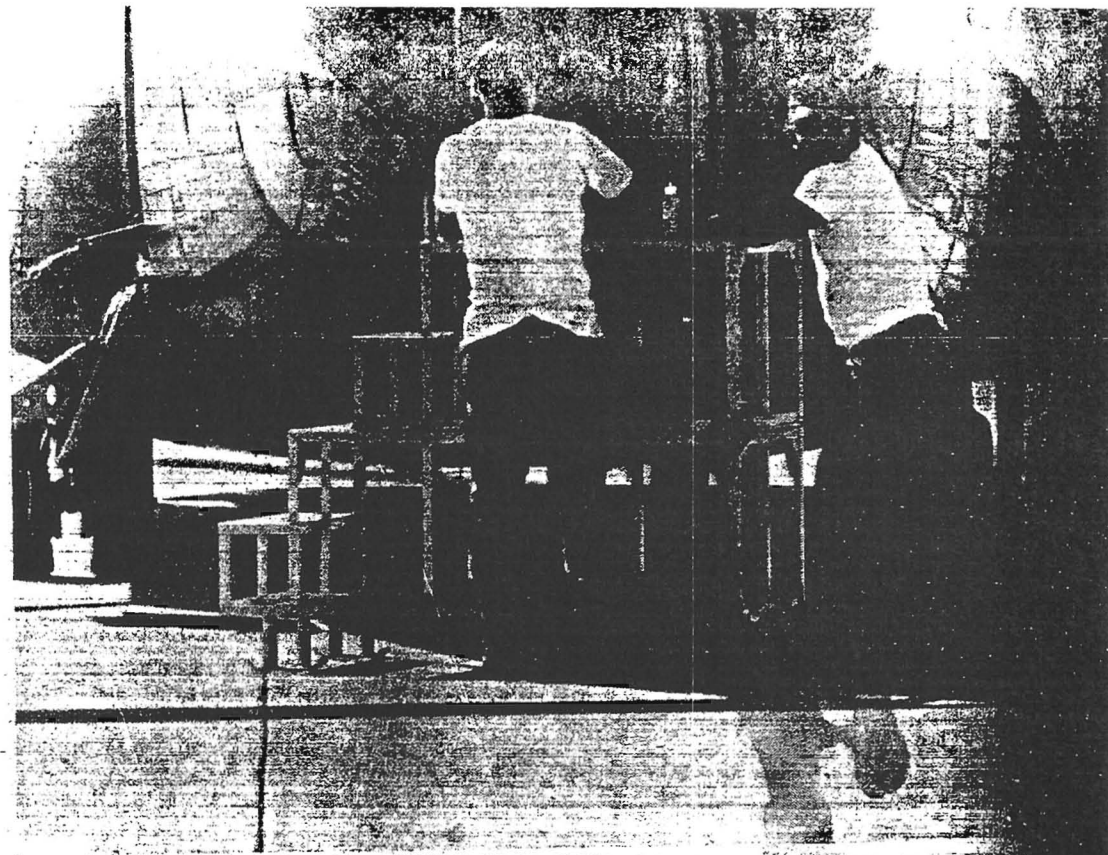
Instead of going over the Rocky Mountains the Sugar Bears took their birds north and headed for Canada. Their last contact with the "lower 48" was in Malstrom, Montana where they stopped for lunch.

"The weather was near perfect in the states; but the sky began to cloud up in Canada and it rained for the remainder of the trip," related CW2 Spearman.

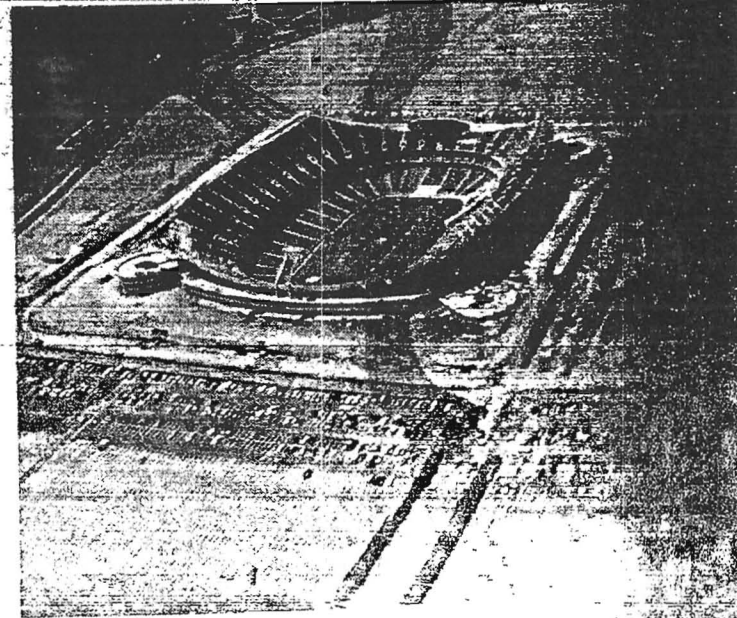
The aircraft landed in Calgary, Alberta where the 242d aviators cleared customs. The Chinooks underwent a rigid four and a half hour inspection and the verdict was no maintenance problems whatsoever.

The itinerary called for a stop at Fort St. John, British Columbia. Take-off was delayed due to heavy fog. When the fog cleared the troops left for Watson Lake in the Yukon Territory. Again, no maintenance problems. The last stop in Canada was Whitehorse, Yukon Territory just 300 miles from the Alaska border.

The big hooks headed for Alaska and landed in Northway to clear customs again.



FT. KNOX--Clean windows (above) are a must when flying these, or any chopper.



KANSAS CITY--Some of the most spectacular sights (right) on the trip were man-made, such as the coliseums here.

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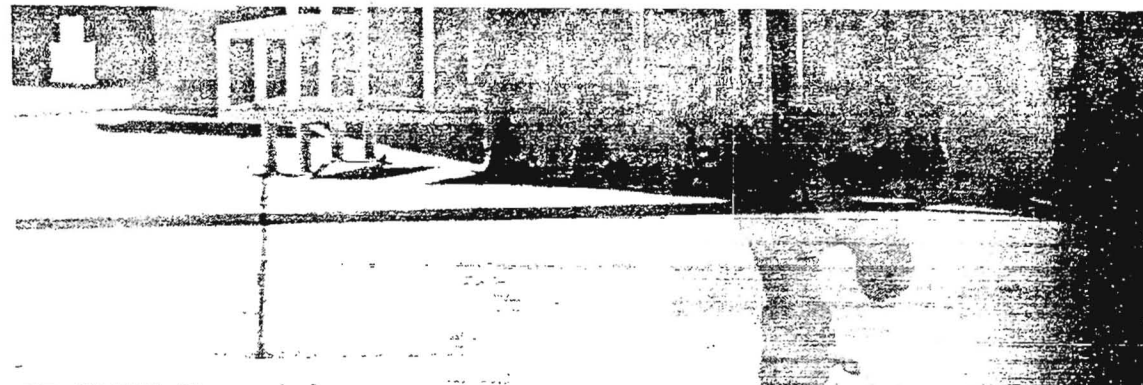
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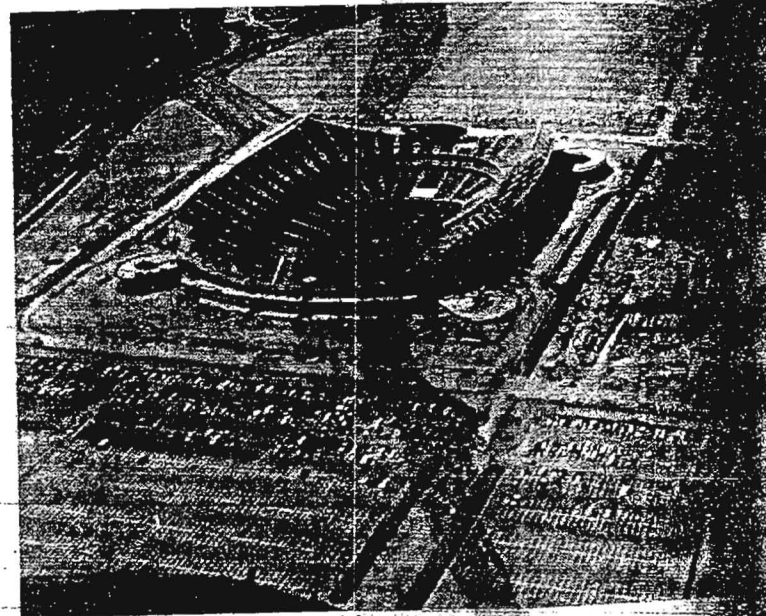
On 21 August at 12:40 pm, the chopper people, under the command of Major B. A. Zorn, completed their mission and were safe and sound in good old Ft. Wainwright.

The Sugar Bears cut six days off past flight times from Harrisburg and except for the mechanical problems they would have made it sooner.

"It was a really decent trip, a lot of hard work-plenty of fun-and an opportunity to see places and meet people," said SP5 Waters of his 17 day "vacation" with a Chinook.



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I

DEPARTMENT OF THE ARMY
242nd Aviation Company (ASH)
222nd Aviation Battalion
APO Seattle 98731

UNIT ORDER
NUMBER 90

17 October 1972

1. TC 469. Following order changed as indicated.

Action: REVOCATION

So much of: Para 1, 2, and 3 UO 86 242nd Avn Co dtd 1 Oct 72

Pertaining to: Repovsch, Walter K 413-88-0565 PV2 67U20 242nd Avn Co
(ASH) (WDYDAA A) 222d Avn Bn APO SE 98731

Moree, Robert 515-32-4752 CW2 100C0 242nd Avn Co (ASH)
(WDYDAA A) 222d Avn Bn APO SE 98731

Davis Randell 476-16-2034 CW2 100C0 242nd Avn Co (ASH)
(WDYDAA A) 222d Avn Bn APO SE 98731

As reads: N/A

How changed: Revoked

Authority: CO, 242nd Avn Co (ASF)

Action: Revocation

So much of: Para 1 UO 72 242nd Avn Co dtd 28 Jul 72

Pertaining to: Repovsch, Walter K 413-88-0565 PV2 67U20 242nd Avn Co
(ASH) (WDYDAA A) 222d Avn Bn APO SE 98731

As reads: N/A

How changed: Revoked

Authority: CO, 222d Avn Bn

2. TC 424. Following individual reduced as indicated.

Repovsch, Walter K 413-88-0565 SP4 67U20 242nd Avn Co (ASH) (WDYDAA A)
222d Avn Bn APO SE 98731

Authority: Art 15 UCMJ AR 600-200

Grade reduced to: PV2

Reduced by: CO, 242nd Avn Co

Effective date: 21 Aug 72 (VOCO date confirmed)

Date of rank: 21 Aug 72 (VOCO date confirmed)


UNIT ORDER 90 EXTRACT 242nd Avn Co (ASH) (WDYDAA A) 222d Avn Bn
APO SE 98731 dtd 17 Oct 72

3. TC 453. Following individuals appointed as indicated.

Worce Robert 515-32-4752 CW2 100C0 242nd Avn Co (ASH) (WDYDAA A)
222nd Avn Bn APO SE 98731
Davis Randell 476-16-2034 CW2 100C0 242nd Avn Co (ASH) (WDYDAA A)
222nd Avn Bn APO SE 98731

Authority: AR 95-1
Appointed as: Aircraft Commander (CU-47A)
Period: Indef
Purpose: To perform duties as outlined in AR 95-1
Effective date: 27 Sep 72 (VOCO date confirmed)
Special Instructions: N/A

Authority: Para 1-8 AR 95-1 & TE 55-1500-311-25 para 4a (2e)
Appointed as: Test Pilot (CH-47A)
Period: Indef
Purpose: To perform test flights on aircraft indicated
Effective date: 28 Sep 72 (VOCO date confirmed)
Special Instructions: N/A


JAMES R ROSENGRANT
MAJ IN
Commander

~~DISTRIBUTION:~~
3-Ea Individ concealed
8-ARDNP
8-ARWFA
2-Unit File
4-Unit Operations

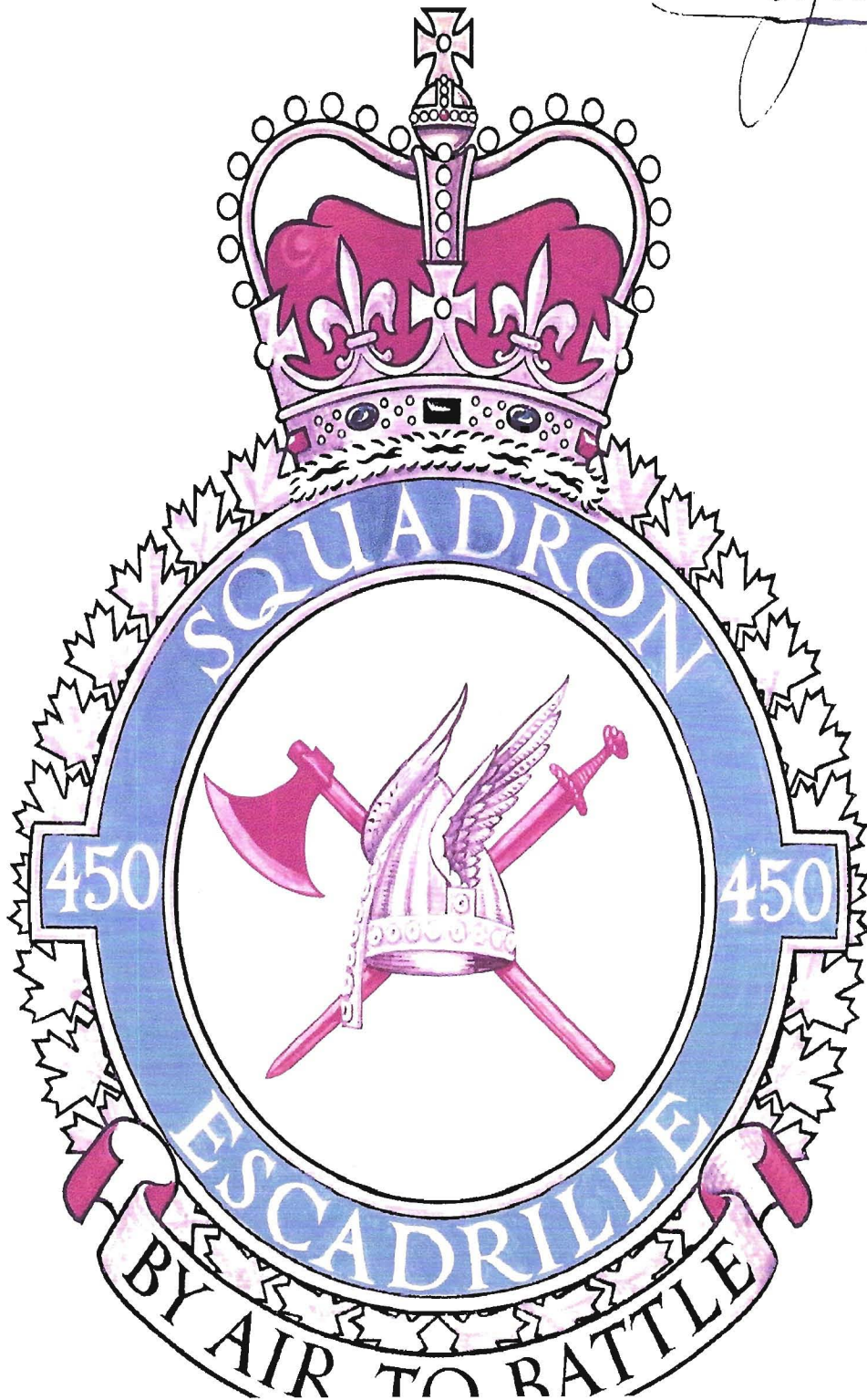


Canadian Forces Headquarters
November, 1972

PH Buckmyer
Director of Ceremonial

Approved

Elizabeth R



Skilled 242d Avn crews curtail weather problems

An unwelcomed task now faces the men of the Sugar Bears, the Company, as they begin the chilling daily routine of keeping the Chinook sub-zero temperatures.

The Sugar Bears, the only assault support helicopter unit in USARV winter operations last month. The crew's work is twice as hard this season as it is during the summer months though their mission remains the same; to provide air transport of personnel and cargo for combat support operations to the United States Army Alaska.

As this reporter approached Hangar 1 the realization of the tremendous task to maintain the desolate looking birds in winter months began to take shape. The wind kicking up snow flurries over the silent helicopters parked outside the biting cold gave thought to starting a car in the morning. Most people are circulating heaters. These birds had nothing.

The thought was quickly quelled by the hustle and bustle of crewmen in the constant battle of warming up the huge engines and their many complicated components.

When asked to describe the warming operation Staff Sergeant Robert O. "There are several important aspects to the overall operation, many of which are complicated to go into in a short time. The main thing that we have to do is to get these birds defrosted in the shortest time possible."

He said that the operation usually begins at least two hours before flight. It is done by two "floating" crewmen who do the initial defrost on the helicopter. After the craft is ready for flight, the two permanently assigned crewmen perform a preflight inspection of the helicopter before take-off.

The crewmen will obtain a copy of all flight orders early in the morning to begin the day's defrosting operation with the earliest flight. They'll first take the combustion engine with hoses attached (Herman Nelson heater) and begin defrosting intricate parts of the aircraft.

Many times, the "defrost crew" are nearly freezing themselves while working with the necessary but cumbersome cold weather clothing.

One crewman described the operation as an extremely low temperature, uncomfortable job in that you must always be aware of the dangers of frostbite. While your hands usually keep warm from using the heater hoses, the rest of the body is cold. This is especially true when trying to defrost parts located on the helicopter.

In talking with various members and pilots of the 242d, the unit portrayed was one of pride in a job well done throughout the winter. As is proved by the accident free winters since 1970, the Chinook's in

HERE'S HOW--Crew Chief, SP5 Tom S. Pate (top) and flight engineer, SP6 Gerhard R. Gressman (center) and SP5 Tom W. Scott defrost a Chinook by placing a heater hose that sprays hot air on the engines and intake valves.

PHOTOS BY PFC BILL LO

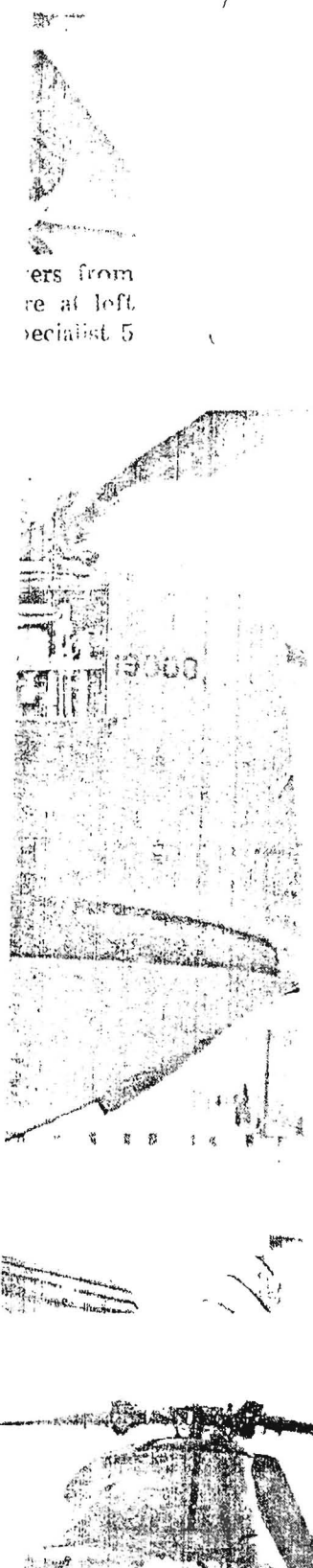


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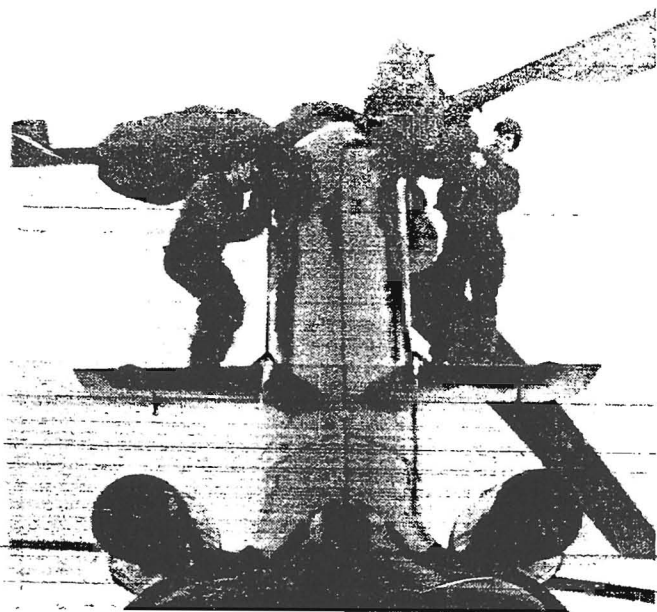
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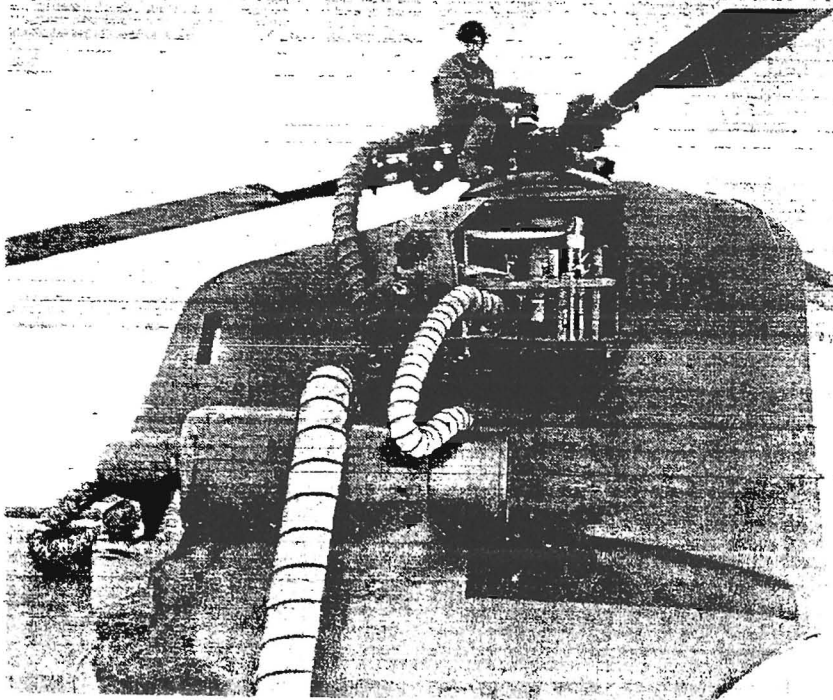
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UNCOVERED—Removing the heavy covers from the blades of their CH-47 (Chinook) are at left Specialist 6 Gerhard R. Gressman and Specialist 5 Tom S. Pate.



Skilled 242d Avn crews curtail weather problems

An unwelcomed task now faces the men of the Sugar Bears, the 242d Assault Helicopter Company, as they begin the chilling daily routine of keeping the Chinooks ready for flight at sub-zero temperatures.

The Sugar Bears, the only assault support helicopter unit in USAF, began winter operations last month. The crew's work is twice as hard in winter as it is during the summer months though their mission remains the same; to provide air transport of personnel and cargo for combat and support operations to the United States Army Alaska.

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The thought was quickly quelled by the hustle and bustle of crews working in the constant battle of warming up the huge engines and their many complicated components.

When asked to describe the warming operation Staff Sergeant Robert R. Nelson said, "There are several important aspects to the overall operation, many of which are complicated to go into in a short time. The main thing that we have to do is to get these birds defrosted in the shortest time possible."

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The crewmen will obtain a copy of all flight orders early in the morning of the day's defrosting operation with the earliest flight. They'll first defrost the combustion engine with hoses attached (Herman Nelson heater) and then move to the intricate parts of the aircraft.

Many times, the "defrost crew" are nearly freezing themselves while working with the necessary but cumbersome cold weather clothing.

One crewman described the operation as an extremely low temperature, uncomfortable job in that you must always be aware of the dangers of frostbite. While your hands usually keep warm from using the heater hoses, your body is cold. This is especially true when trying to defrost parts located high up on the helicopter.

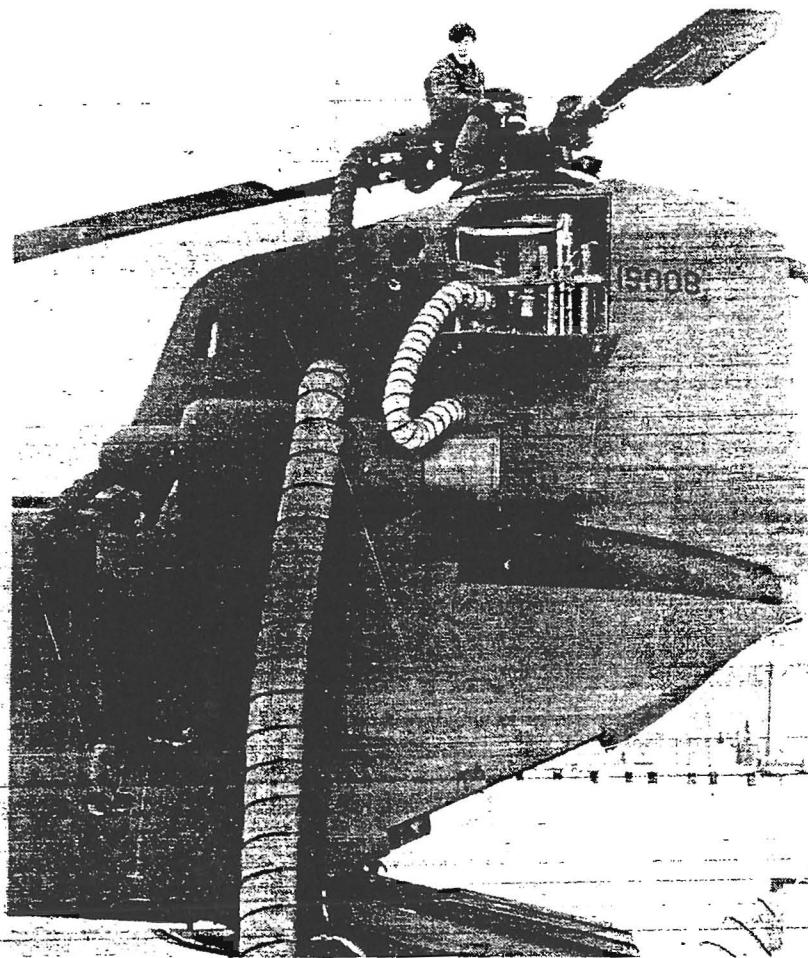
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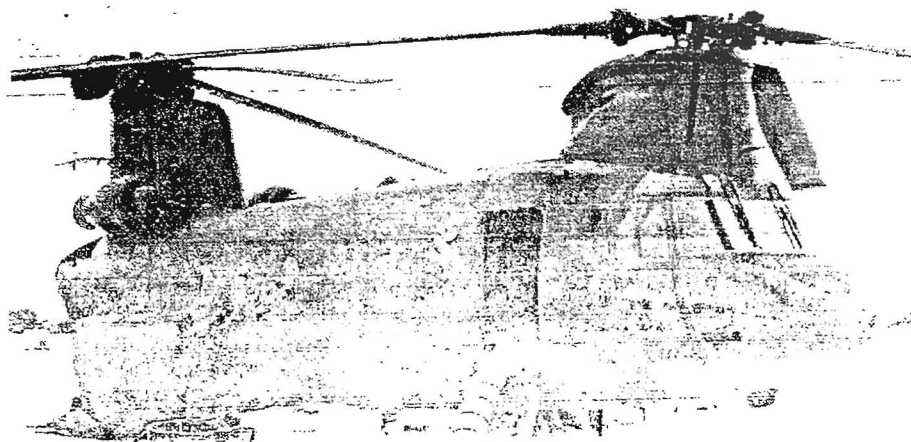
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PHOTOS BY PFC BILL L...



Aviators make Christmas brighter for orphanage

BY SP4 CHARLES KEARNS

Close to the International Date Line and 62 miles northwest of Nome lies the tiny village of Teller, Alaska. Its 200 inhabitants make a living fishing, hunting and herding reindeer. About a year ago Major Burl Zorn, the former commander of the 242d Aviation Company, was in Teller and was invited into a small orphanage by the Reverend James Flynn for a chat and a cup of coffee. Rev. Flynn discussed a few of the problems that the orphanage was up against; lack of funds, not enough clothes for the children, and the mission was in need of repair.

The name of the orphanage was taken from the old spot where it was previously located—on Little Diomedé Island in the Bering Strait, a few miles from Russia. Rev. Flynn organized the mission on Little Diomedé but was forced to move his operation to Teller due to harsh conditions on the island.


MAJ Zorn related the problems of the orphanage to the 242d Aviation Company and they decided to pitch in. A couple of months ago the men started collecting clothing, toys and other gifts to be shipped to Teller around Christmas time. Under the guidance of CW2 Ron Dalby, the project officer for this undertaking, and Captain Ron Smith, the operations officer for the 242d, the 'Sugar Bears' collected 2,500 lbs of clothes, toys and footwear.

Rev. Flynn sent a letter to CPT Smith recently and expressed a need for shoes and boots for the children. In the letter were the shoe sizes of the children. When the goods went to Teller, a brand new pair of shoes and boots for each child accompanied the cargo.

Much of the effort for this operation came from some of the wives of the men from the 242d. These ladies helped by collecting, sorting, and wrapping the presents for these less fortunate children. A great deal of credit goes to CPT and Mrs. Ronald Smith, MAJ and Mrs. LaRue Rosengrant, CW2 and Mrs. Ron Dalby, 1SG and Mrs. Lester Smith, SFC and Mrs. Cesar Ortiz and SFC and Mrs. Jack Mentzer.

It was not enough for the 'Sugar Bears' to just gather these goods, to insure that they arrived in time for Christmas, the 242d sent two CH-47 (Chinooks) to Teller Monday.

The birds took off at 8 am, stopped at Galena to refuel and made



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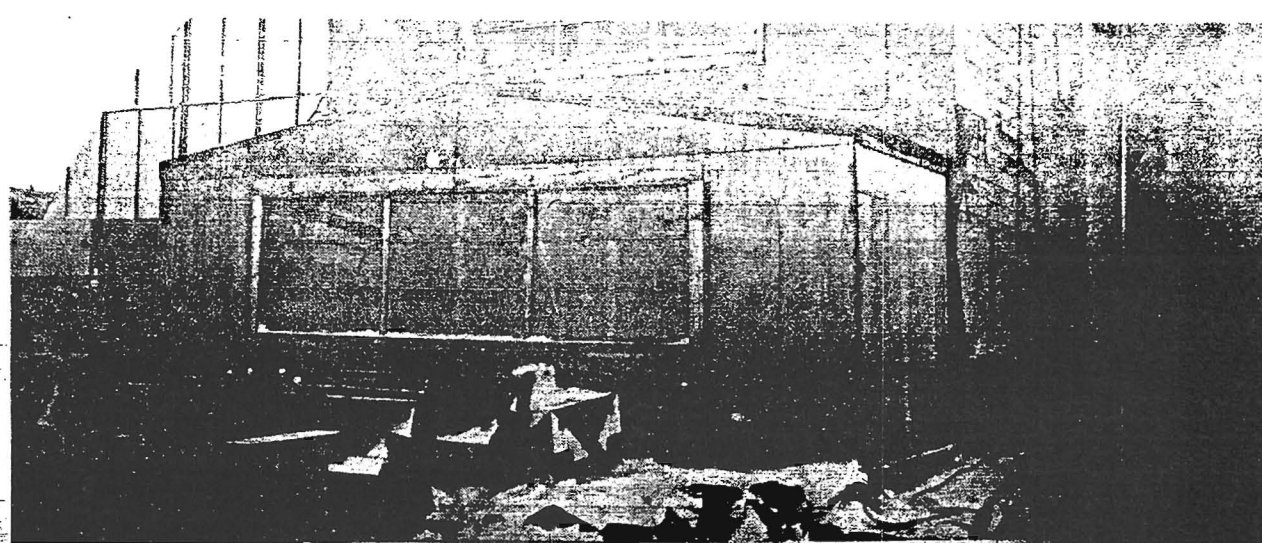
When the choppers arrived, a truck was dispatched to the scene and the gifts were driven to the mission. However, Rev. Flynn was not there. He was in a Seattle hospital undergoing an operation and during the same trip trying to raise funds for the orphanage. In his place were Mr. and Mrs. Richard LaBay who were watching over the orphanage until Rev. Flynn returns in March.

"We saw the helicopters coming," related LaBay. "This is indeed a great surprise and I am sure the children will be very pleased with all these gifts," he added. In the style of Rev. Flynn, LaBay invited everyone in for coffee.

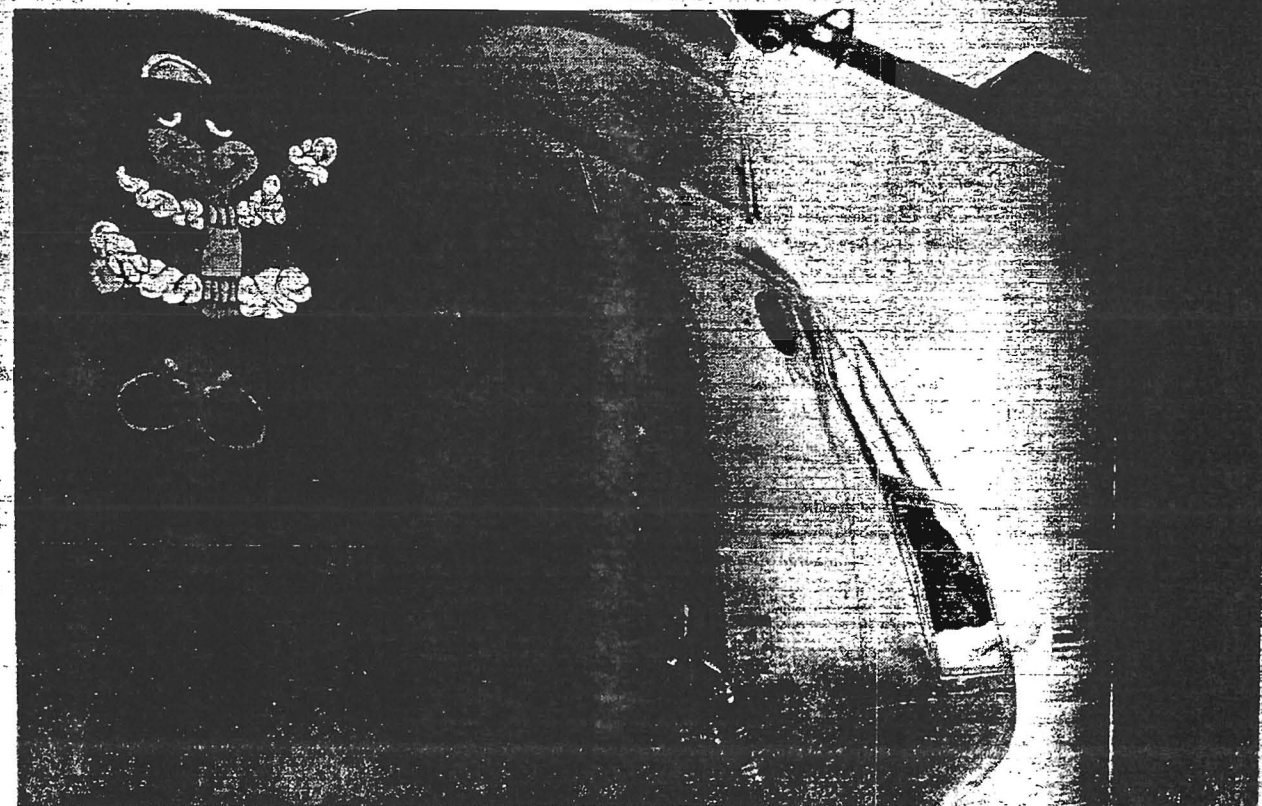
The gifts were laid under the tree waiting to be opened by the orphans on Christmas Day.

"It's a rough life up here for these kids," said LaBay. "Rev. Flynn has done a great job here in Teller. When he first came here the building was condemned by the state. He worked with his own hands and built a safe place for those homeless children."

Soon after arrival, the 'Sugar Bears' climbed into their helicopters and headed back to Fairbanks. Christmas will surely be a lot nicer for the little ones in Teller, thanks to the men who cared from



LITTLE DIOMEDE MISSION--Once not fit to live in, the Reverend James Flynn improved the mission by himself and he is currently trying to raise funds to make it even better.



'SUGAR BEAR'--When the Chinooks landed, the children were let off from school to go look at them. Here, a few village children take time out from inspecting the aircraft to see the 242d mascot the 'Sugar Bear'.

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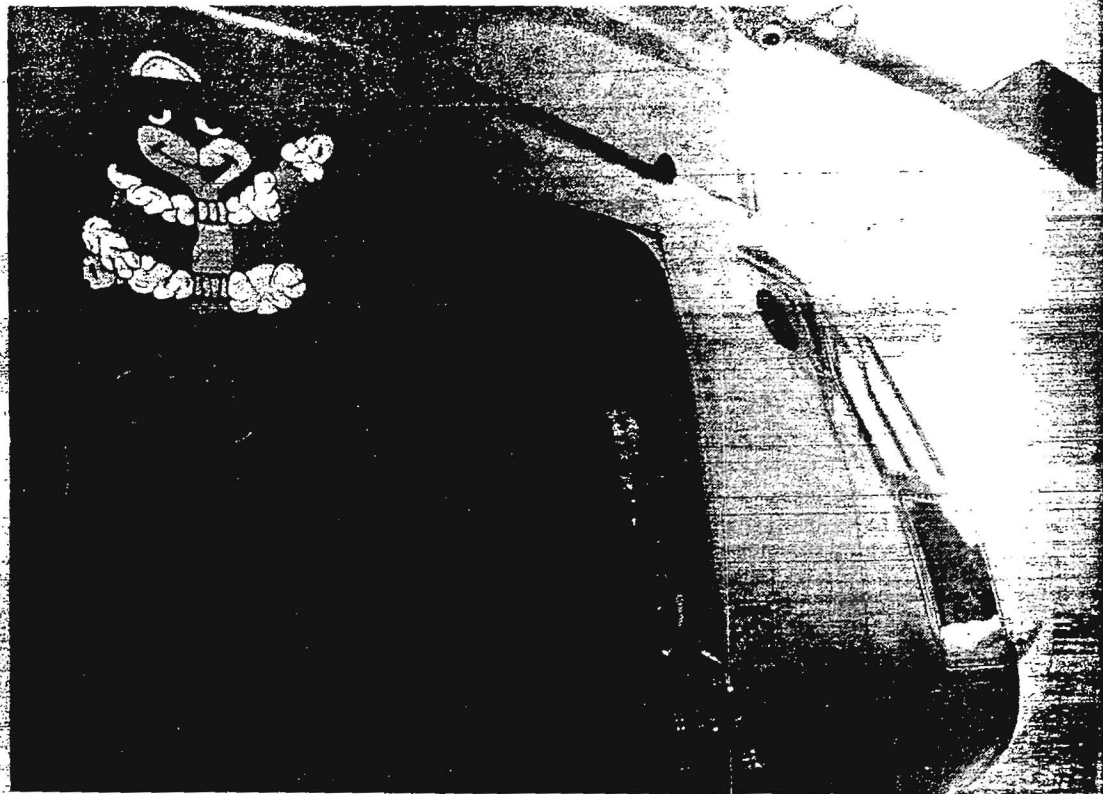
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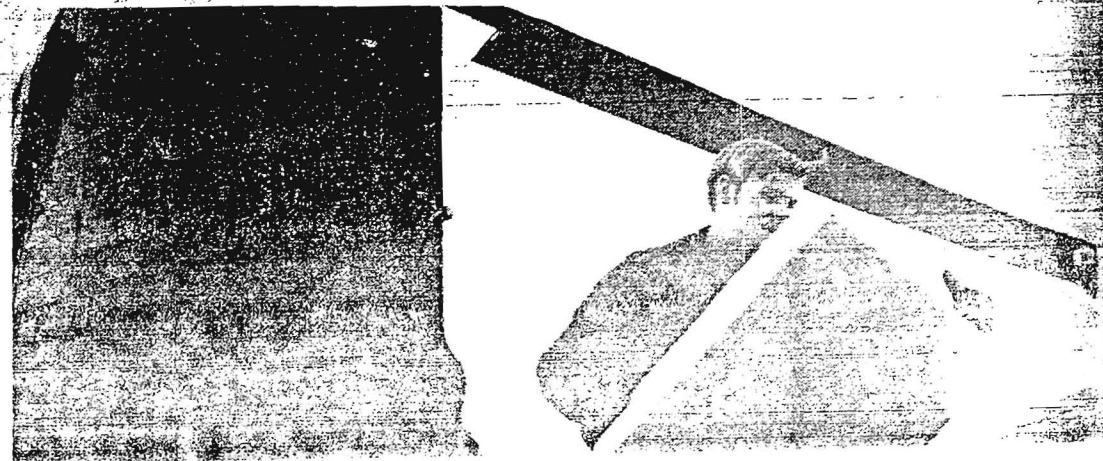
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'SUGAR BEAR'—When the Chinooks landed, the children were let off from school to go look at them. Here, a few village children take time out from inspecting the aircraft to pose with the 242d mascot the 'Sugar Bear'.



LOAD IT UP—A crew member from the 242d Aviation Company unloads a CH-47 (Chinook) laden with toys, clothes and shoes.



22 Feb 72