

CRASH LOCATOR MAP

NEWS CLIPS



CADETS HELP ASSEMBLE PACKETS FOR THE ANCHORAGE HEART FUND. L to R. (All Anchorage Cadet members) Chris Kruger, Richard Kruger, Gary Martienz, John Emery, with Heart Fund representatives—Virginia Benatts and Suzanne Stefano.

CLEAR CAP SQUADRON GETS AWARD

In recognition of "Outstanding achievements, exceptional service, and a high degree of performance within the Civil Air Patrol," The Clear Senior Squadron, Civil Air Patrol, has been presented the Unit Citation award by CAP National Headquarters.

Accepting the award for the squadron, was 1st Lt. Tom Lamb, the Clear Senior Squadron commander, from Col. John R. Barnard, the 13th Missile Warning Squadron Commander.

This award reveals the effort extended by the members of this unit. During the period between

1967 and the present, the Clear CAP has participated in 45 search and rescue missions. Members have flown 11 emergency air evacuations and two support missions. Credited to the squadron are 14 actual finds, and most important, the saving of three lives.

This versatile group has not confined itself to the Interior of Alaska, but has flown missions to the far north Sagwon and to Cape Romanzof on the Bering Sea. Cover support for rescue helicopters, fire patrol missions in support of the Bureau of Land Management, and actual rescues by search aircraft have been flown.

—Clear Newspaper



CIVIL AIR PATROL

ALASKA WING

BOX 1836

ANCHORAGE, ALASKA



OFFICE OF THE COMMANDER

15 March 1971

TO THE MEMBERS OF THE SEVENTH ALASKA STATE LEGISLATURE

Over a year ago we distributed to all recipients of the annual report a separate publication called "Search for Tomorrow" wherein we updated the search and rescue picture of Alaska; outlined some of the pressing equipment and facility needs of Civil Air Patrol; and discussed the necessity for federal, state, industry, and community to close ranks with Civil Air Patrol in providing a more meaningful volunteer search and rescue and emergency evacuation service for all Alaskans.

I am happy to report that we are well on our way in achieving this goal. The federal government has provided Civil Air Patrol with additional aircraft, and we are at the top of the list for several more. The State of Alaska has contributed substantially to the construction of hangars at Fairbanks and Juneau, and assistance has been requested for other projects. Several communities are providing at no cost to Civil Air Patrol, telephone, lighting, heating, and other services. Industry in growing number, recognizing the essential service that Civil Air Patrol provides, are allowing its employees who are CAP members time off with salary to volunteer their services for search and rescue and mercy flying. The door has been opened, and we are most grateful for the response to the call for assistance.

As Alaska grows, so must CAP's ability to respond to the emergency needs of Alaskans. If what has taken place so far is an example of what can be expected in the future, Civil Air Patrol can continue to fulfill its mission on a volunteer basis.

We welcome your comments at any time.

A handwritten signature in cursive script that reads "James E. Carter".

JAMES E. CARTER, Col. CAP
Commander

Alaska Wing Headquarters COMMAND



COLONEL JAMES E. CARTER
*Commander
Alaska Wing*



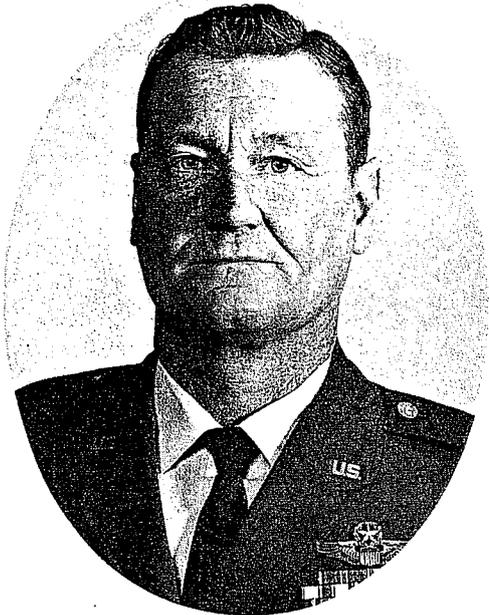
CAPTAIN RUSSELL J. ANDERSON
*Commander
Polaris Group*



LT. COL. RALPH WARREN
*Commander
Southeastern Group*



LT. COL. GORDON WEAR
*Commander
Yukon Group*



LT. COL. NORMAN BISHOP

While a completely civilian organization, Civil Air Patrol has been designated as an Auxiliary of the United States Air Force. There is a close relationship between the Units and the People. The interest USAF has in CAP is considerable. For example, the association between the two organizations is such that the USAF personnel man CAP Headquarters at Maxwell AFB, Alabama. This is not an attempt by the Air Force to assume Command authority over the National CAP Organization. Rather, it is an effort to provide operational and administrative assistance to CAP. CAP is made up entirely of volunteer people who devote their time, effort, interest, and in a SAR environment, sometimes their lives, to the furtherance of administering to Youth Guidance and Humanitarian Aims. As volunteers, there is, of course, no permanent, paid staff of CAP members available to oversee or supervise day to day CAP activities. So then, the Air Force provides such a staff at National level and assigned Liaison Officers throughout the United States to serve as "contact" between the entire Air Force Organization and the local CAP Wing, and assisting the CAP in accomplishing its mission as a civilian auxiliary of the USAF. To do this job in Alaska have been assigned USAF Liaison Officer, Lt. Col. Norman Bishop and SSgt. David Lopez who provide support in the form of advisors, procure supplies, transportation, surplus property, real estate, and maintenance assistance.

During 1970 the Air Force support provided to the Alaska Wing through the LO office was:

1. Over \$380,000 of DOD property transferred to Alaska Wing, CAP consisting of:
 - a. Seventeen surplus vehicles (1963 and over models).
 - b. One Snow-trac for ground search and rescue operations.
 - c. 4 Beaver aircraft for search and rescue operations (Cost of aircraft not included in above figures).
 - d. Link trainer for the Polaris Group, CAP, valued at over \$56,000.
 - e. Aircraft propellers, floats & skis valued at over \$147,000.
 - f. Paper printing press with related equipment and reproducing equipment for a self-supporting wing printing section.
 - g. Office equipment, clothing, survival gear, communication equipment, trailers, power units, and other misc. equipment secured from Redistribution and Marketing.
2. Airlift for inspection visits, distinguished visitors (General Richard Ellis, National Comdr. & Staff), conference, encampment and special activities both within Alaska, to the lower 48 states, and Hawaii.
3. Aerospace Education Workshop for 30 teachers at Elmendorf AFB, Alaska.
4. Summer cadet encampment at Camp Carroll (Ft. Richardson), Alaska, with 125 cadets participating.
5. \$17,000 paid by the Air Force for fuel and oil consumed during search and rescue missions.

USAF Air Rescue and Recovery Service call on and depend upon the CAP flying more than 70% of all ARRS rescue missions (90% in Alaska). As a result, CAP is now the largest search and rescue organization in America with over 74,000 active members, 21,000 communications stations, and 5,100 light aircraft available. Air search and rescue missions flown by CAP save the Air Force and U. S. taxpayer approximately 7 million dollars yearly. AF figures estimate it costs the AF \$7.50 per CAP flying hour as opposed to \$250.00 cost per hour if AF pilots and aircraft were utilized.

CAP in Alaska has been serving the State in this capacity for many years and with the continued support of, and coordination with, the State of Alaska and the Air Force, CAP can continue to meet the challenges of the future.

National Headquarters Civil Air Patrol is located at Maxwell AFB, Alabama. The corporate organization is composed of eight regions and fifty-two wings. Each wing headquarters provides command and staff supervision over its subordinate units.



UNITS OF THE ALASKA WING CIVIL AIR PATROL

POLARIS GROUP	Capt. Russell J. Anderson
Anchorage Cadet	SM John M. Cooley
Dimond Cadet	Maj. Thomas E. Monroe
Elmendorf Cadet	2Lt. Rodney B. Wiess
Kenai Senior	1Lt. Jack L. Conright
Seward Senior	Capt. Emmitt W. Hill
Soldotna Senior	Capt. Paul G. Isaak
SOUTHEASTERN GROUP	Lt. Col. Ralph Warren
Juneau Cadet	Maj. Robert P. Isaac
YUKON GROUP	Lt. Col. Gordon Wear
Clear Senior	1Lt. Thomas H. Lamb
Fairbanks Cadet	Lt. Col. John C. Gilmore
Kotzebue Senior	Lt. Col. John Cross
UNITS ASSIGNED TO WING HEADQUARTERS	
Bi-City Cadet	1Lt. Warren F. Enzler
Clear Cadet	1Lt. A. C. Dabney
Cordova Senior	Capt. C. W. Collins
Glacier Cadet	Capt. Robert E. Hickey
Ketchikan Cadet	SM Kenneth M. Dillard
Kodiak Composite	WO James W. North
Matanuska Valley Cadet	Capt. C. L. Woods
Matanuska Valley Senior	1Lt. John D. Shaw

ALASKA WING STAFF PERSONNEL

Administrative and Advisory

LEGAL

Lt. Col. David J. Pree

CHAPLAIN

Maj. Edward E. Wolfe, Wing Chaplain
Maj. Ben P. Wilson
Maj. Edmund W. Hunke, Jr.
Maj. William H. Elkinton

FINANCE

1Lt. Catherine F. English

PERSONNEL

Maj. Florence I. Orr, Deputy
CWO Helen L. Brooks
WO Barbara J. Woods
SM Jeffery H. Clark
SM Shirley R. Emler

OPERATIONS

Maj. Eugene Q. Weiler, Deputy
Capt. Donald J. Deering
SM Sherrie L. Foster

INFORMATION

Maj. Allen H. Shewe, Director
Capt. Paulette Poyneer
Capt. Joseph W. Evans

SENIOR TRAINING

Maj. Norma W. Hall, Deputy

AEROSPACE EDUCATION

Lt. Col. Robert E. Hall, Deputy
Maj. Edward J. Nash

RESERVE OFFICE COORDINATOR

Lt. Col. Myrtle S. McBain

ADMINISTRATION

Maj. Margaret M. Cook, Director
CWO Shirley B. Fletcher

MATERIAL

CWO Richard H. Gillette—Supply

CADET TRAINING

Capt. Elmo V. Allen, Deputy
SM Robert L. Hughes

COMMUNICATIONS

Capt. Wilse G. Morgan, Deputy
1Lt. Dorothy Emerton
1Lt. Howard W. Emerton
CWO Eugene F. Becker
CWO Marianne F. Kopiasz
TSgt. Gilbert E. Pickel
SM Elbert L. Hays
SM Patrick B. McDaniel

CIVIL DEFENSE

Lt. Col. E. J. Monaghan, Director

TRANSPORTATION

1Lt. Sheldon D. Wennerston

INSPECTION

Lt. Col. J. Vic Brown, Jr.
Capt. DeVirl Petersen

EMERGENCY SERVICES/AFX

1Lt. Wayne Shober

SAFETY

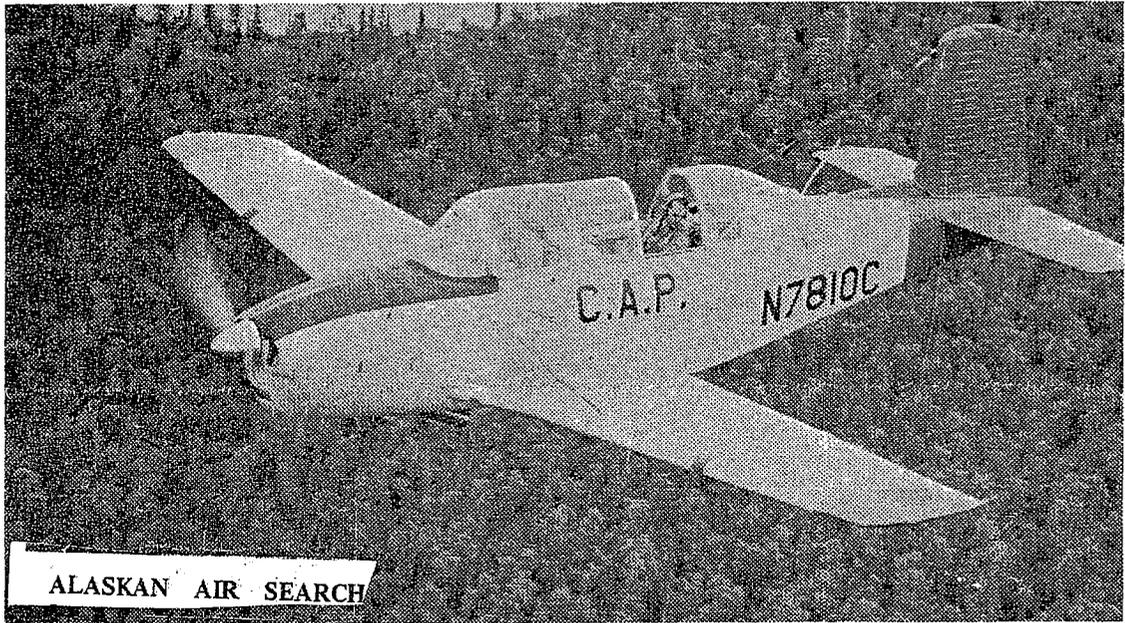
Lt. Col. Linden K. King
Capt. Ruth W. O'Buck

SPECIAL PROJECTS GROUP

Lt. Col. Lester D. Bronson
Lt. Col. C. W. Burnette
Lt. Col. Harold Z. Hanson
Lt. Col. Robert G. Livesay
Lt. Col. Mary C. Johnson
Maj. Samuel A. Richards
Maj. William C. Williams



This publication prepared and edited by Capt. Paulette Poyneer and SM Maureen J. Lund — Office of Information — Alaska Wing CAP.



In a recent letter, Lt. General R. G. Ruegg, Commander in Chief of the Alaskan Command said, "... CAP volunteers (in Alaska) fly in more than 90 per cent of the search and rescue missions supervised by Alaskan Air Command's Rescue Coordination Center. ..." With the most prevalent means of transportation in the 49th state being aircraft, pilots and aircraft are increasing as the state grows, meaning more lost aircraft and crashes. In addition to this increased responsibility, CAP will continue its comprehensive emergency program, including humanitarian services during such disasters as earthquakes and floods as well as lost hunters and the like. The total pilots in 1970 numbered 350 with 20 corporate owned aircraft (owned by CAP) and 179 member-owned aircraft.

Several major goals were being worked toward in 1970. These included erection of hangar facilities at Fairbanks and Juneau (there is a need also for at least two other hangars in other locations), and acquisition of five light twin-engined aircraft from the Air Force through CAP National Headquarters, Maxwell Air Force Base, Alabama. The latter would augment our search and rescue fleet. Further acquisition goals included crash locator beacons for all CAP corporate aircraft and additional directional finding capability.

Personnel goals pursued throughout 1970 included recruitment of professional ground rescue

personnel and additional pilot/aircraft owners into CAP. This goal is tied in with that of continued training of observers and pilots. The educational program includes observer and radio training in a search environment. To aid in these personnel goals, a new category of membership has been initiated. It is called "General Aviation Membership" designed to accommodate members of the aerospace community, and general aviation who do not have time to attend regularly yet support the goals and missions of the program and will contribute time and equipment.

Search and Rescue statistics for 1970:

	Total In		
	Alaska	CAP	%
Missions	305	115	36%
Sorties	2515	1052	42%
Search Hours	5358.4	2292	43%

As can be noted above, CAP accomplished massive feats of aid during the year with its current, but incomplete, capability (a breakdown of CAP missions for the year is attached). Also, it can be concluded from the above, CAP has many goals to continue in its capability to respond to all these emergencies. Civil aviation's need for such service and civil defense needs in other disasters cannot be allowed to exceed CAP's capabilities as one cry for help which cannot be adequately heeded is one too many.

ERA HELICOPTERS, INC.

5051 WESTHEIMER - SUITE 1900
HOUSTON, TEXAS 77027
TELEPHONE 713 621-7800

P. O. BOX 762
ANCHORAGE, ALASKA 99501
TELEPHONE 907-5422

PLEASE REPLY TO:

Anchorage

January 13, 1970

Colonel James Carter
Commander, Alaska Wing
Civil Air Patrol
Box 1836
Anchorage, Alaska 99501

Gentlemen:

On behalf of ERA Helicopters, Inc., I would like to express our thanks and appreciation for the cooperation and assistance given by members of your wing of the Civil Air Patrol in the recent search for our missing helicopter, N1466W, on the North Slope of Alaska.

We would particularly like to mention two of your members, Ruth O'Buck and Don Deering, who were outstanding in their efforts to help us.

Please accept our sincere thanks and appreciation.

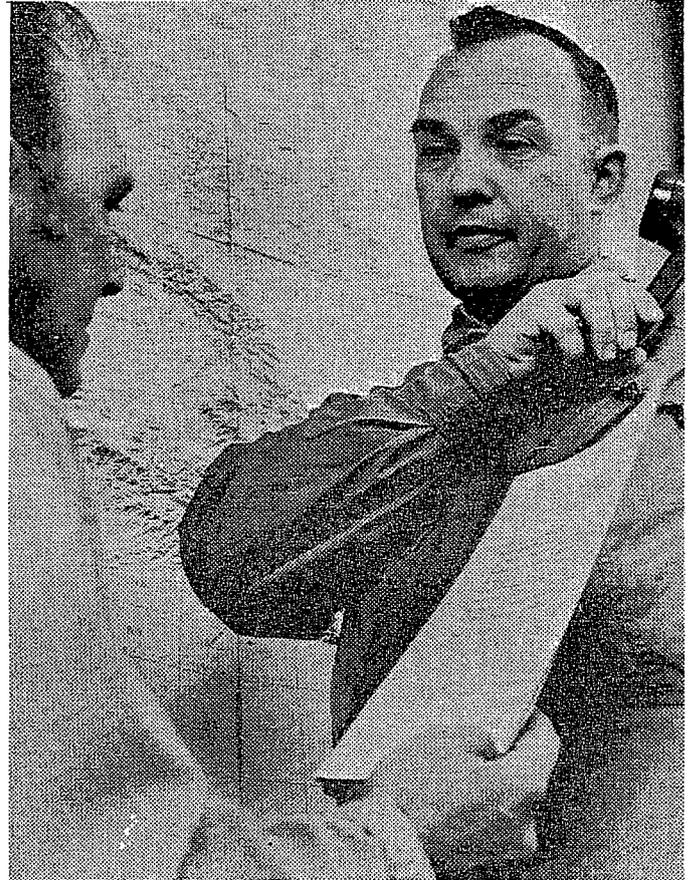
Sincerely,

ERA HELICOPTERS, INC.
R. E. Gathings
Manager

REG:dm



HURRIED BRIEFING—Col. James E. Carter, Alaska Wing commander, is a well-known visitor to Elmendorf's Rescue Coordination Center. Here he listens as Air Force Capt. Sage H. Olson, SAR coordinator, handles two calls simultaneously. At map in background, is SSgt. John S. Riley, SAR controller, who is plotting search patterns flown by aircraft from CAP's Polaris Group. Colonel Carter has commanded the Alaska Wing since 1959. In civil life he is an executive with the Federal Aviation Administration with offices located at Elmendorf—just a stone's throw from the rescue center.



POLARIS GROUP LEADERS—This is the one-two punch of CAP's Polaris Group in Anchorage which has earned the respect and praise of civic, government and military leaders for the unit's professional support of search and rescue operations. Capt. Russ Anderson (with phone) is Group Commander and Lt. Bill Morgan is operations officer. Captain Anderson is one of Alaska's most experienced pilots, and knows the rugged Alaskan countryside like most men know their own back yard. Lieutenant Morgan is totally involved with aviation. In addition to participating in the air or on the ground with all SAR missions involving CAP aircraft, he also is airport manager for Merrill Field in Anchorage, one of the nation's busiest general aviation airports.

This nation's supremacy in Air and Space Power is dependant upon an informed and enlightened citizenry; it demands infinitely more knowledge and education of tomorrow's citizens — the youth of today, and their ability to meet the problems and challenges of the Space Age.

CAP is fully cognizant of the growing magnitude of this challenge and, through its Cadet Program, provides a background of aerospace education and leadership training. In an effort to keep pace with these changing times CAP modified its program in July of 1970 keeping the basic objectives of the Cadet Program—"to motivate the youth of America to the highest ideals of leadership and public service." Achievement Contracts are now utilized in which each cadet agrees to satisfy contract requirements by a given date, which is the choice of the individual cadet. Thus, it allows the cadet to progress at his or her own rate, eliminating the old concept of the lock-step group class situation. Individual progression rate is emphasized and promotions are awarded upon completion of individual achievement contracts.

The cadets are not only involved in academic instruction in all facets of aviation, principles of flight, aerospace power and rocketry, but have the opportunity to apply aerospace knowledge through participation in ground rescue, communications, and other CAP operations.

Alaska's Cadet Department has been full of activity this year. Over 125 cadets participated in the summer encampment held at Camp Carroll (Ft. Richardson), Alaska, under the direction of Major Sam Richards (Alaska Wing Hq.). Cadet WO Johnny Green (Fairbanks Cadet) was Cadet Commander. During this encampment 16 cadets soloed under the new pilot program in which the cost for approximately twelve hours of solo training is borne equally between the Cadet, Wing Headquarters, and National Headquarters. During the encampment female Cadets had the opportunity to participate in a Nurses Orientation at the Alaska Native Hospital, organized by Maj. Norma Hall, Alaska Wing Senior Training Officer. The Daedalion Award this year was presented to Cadet Capt. Bob Isaac, Juneau Cadet. His selection was based on the recommendations of the Wing Selection Board and an essay on "What CAP Means to Me."

A simulated SAR operation was conducted at Eklutna, Alaska with over 100 cadets from Anchorage, Bi-City, Dimond and Elmendorf squad-

rons participating. Elmendorf was the host squadron. Cadets effected ground facets of an actual SAR mission including communications, first-aid, etc.

The following Cadets, outstanding in scholastic ability, leadership, character and physical fitness, were selected to represent Alaska in the 1970 Special Activities.

INTERNATIONAL AIR CADET EXCHANGE—
Cadets Lawrence D. Wood, Matanuska Valley (to Austria), John E. Trombley, Elmendorf (to Germany).

AEROSPACE AGE ORIENTATION COURSE
(McGuire AFB, New Jersey)—Cadet Shirley M. Uhall, Elmendorf Cadet.

CADET FLYING ENCAMPMENT — LICENSE PROGRAM (Stillwater, Okla.)—Cadets Willard L. Bowman, Dimond and Kent D. Vroman, Matanuska Valley Cadet.

CADET OFFICERS SCHOOL (Maxwell AFB, Ala.)—Cadets Thomas L. Clark, Elmendorf and Robert H. Isaac, Juneau Cadet.

JET ORIENTATION COURSE (Perrin AFB, Tex.)—Cadet Johnny Green, Fairbanks Cadet.

ATC FAMILIARIZATION COURSE (Williams AFB) — Cadet James K. Blalock, Matanuska Valley Cadet.

MANNED SPACE ORIENTATION COURSE (Ellington AFB, Tex.) — Cadet Norman W. Bishop, Elmendorf Cadet.

FAA CADET ORIENTATION PROGRAM (Will Rogers Field, Okla.)—Cadet Michael A. Reid, Anchorage Cadet.

COMMUNICATIONS ELECTRONICS COURSE (Keesler AFB, Miss.)—Cadet Rebecca K. Robertson, Kodiak Composite.

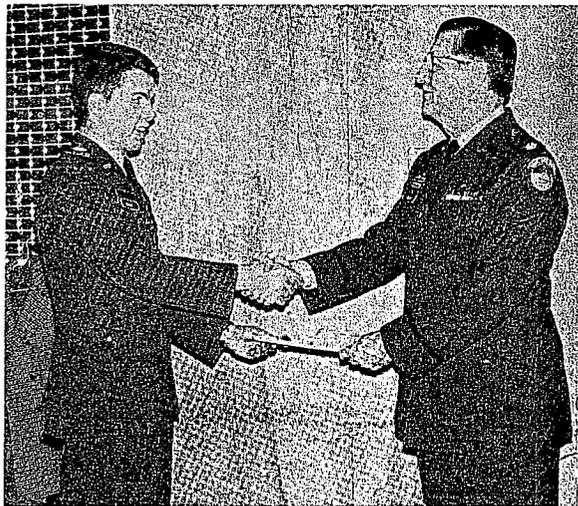
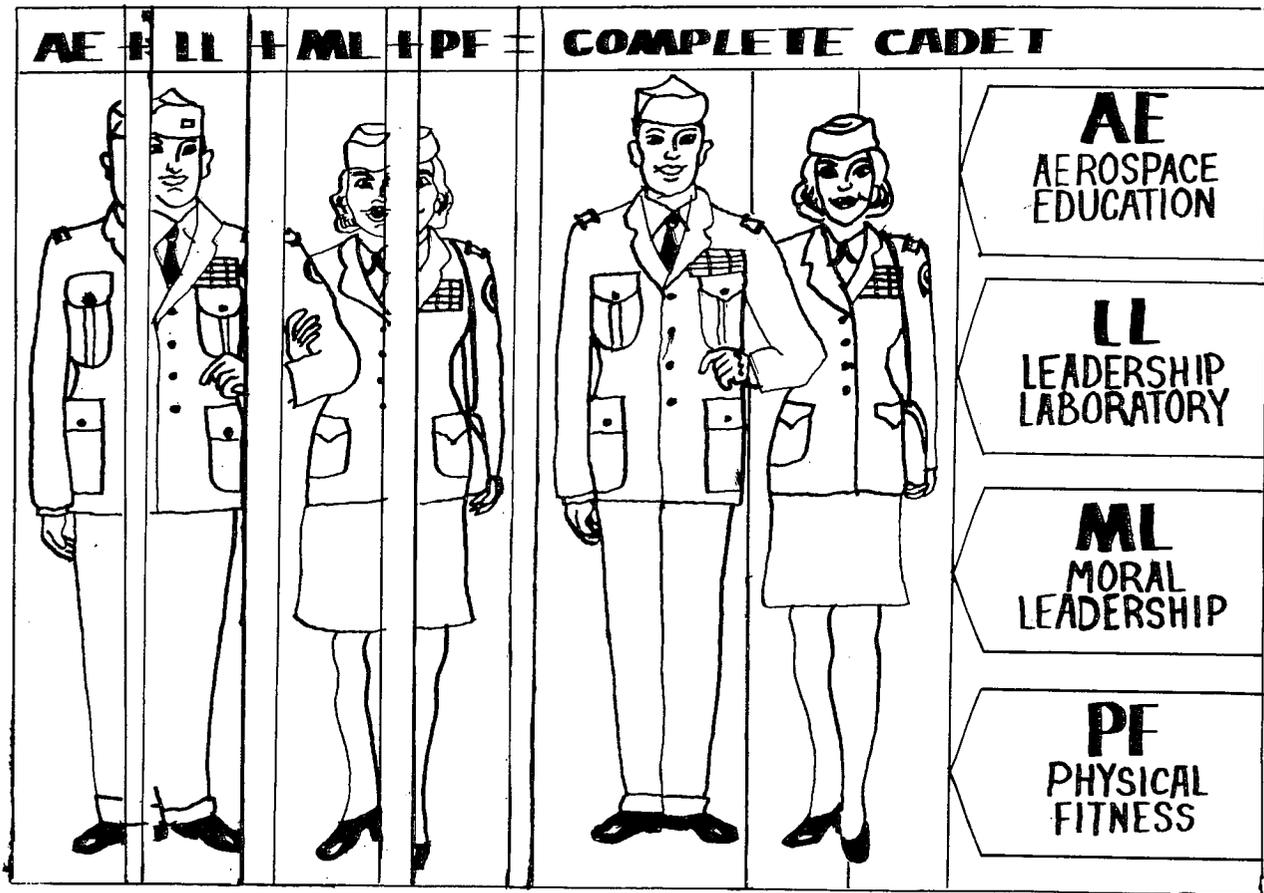
NURSE ORIENTATION COURSE (Sheppard AFB, Tex.)—Cadet Judith R. Petrie, Matanuska Valley Cadet.

Goals for 1971 including emphasizing the new cadet program and providing assistance as required by the Units to insure effective implementation; insure the squadrons maintain a well-rounded program for the cadets in the areas of flight training, radio communications, ground search and rescue, etc., and provide any aid necessary; and coordinate an effective physical fitness program (USAF aerobics, a special Air Force exercise program) adopted with performance tests for each achievement.

Additional Highlights of 1970:

Cadet Todd Bennett, Dimond Squadron, selected for the Air Force Academy, has achieved placement on the Dean's List.

Matanuska Valley Cadets are in the process of building their own airplane, according to the Squadron Commander Lt. Cyril Wood.



EARHART AWARD—Keith L. Stalder, left, son of Mr. and Mrs. Ray K. Stalder, receives the Amelia Earhart Award from Civil Air Patrol Group Commander, Gordon Wear. The Amelia Earhart Award, second highest achievement in Civil Air Patrol, is the first to be earned in the Fairbanks Cadet Squadron, organized in 1961.



Brig. Gen. William P. Comstock, Deputy Director, FAA, Alaska Region, presents the Daedalion Award to Cadet Captain Robert Isaac of Juneau Cadet Squadron. The presentation took place at the 1970 Encampment.

AEROSPACE EDUCATION

The Aerospace Education Program for the State of Alaska has shown considerable growth in 1970. To date, the following high schools are teaching aerospace education or aviation courses to our over 700 students:

ANCHORAGE

Chugiak High School
Dimond High School
East High School
West High School

DILLINGHAM

Dillingham High School

FAIRBANKS

Lathrop High School

NOME

Beltz Regional High School

PETERSBURG

Petersburg High School

PALMER

Wasilla High School

SKAGWAY

Skagway High School

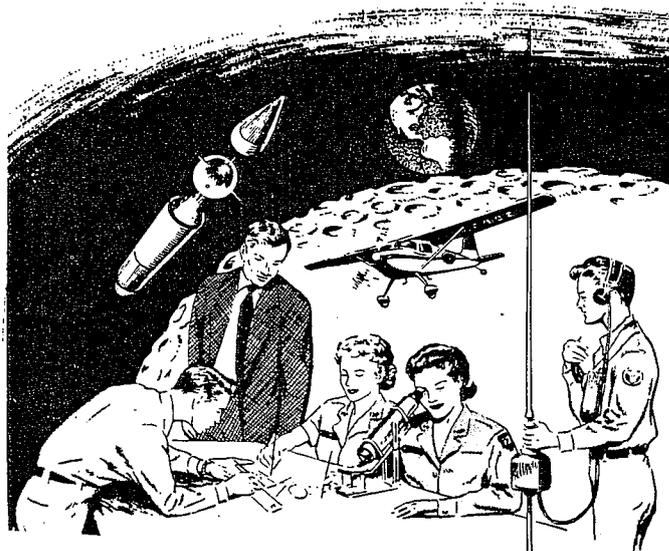
In Anchorage, many of the high school students are members of both the Civil Air Patrol and the Air Force Jr. ROTC. In Dillingham, there are plans to form a high school Civil Air Patrol squadron for the 1971-1972 school year. In Fairbanks, Main Jr. High School has projected an aerospace education course for the 1971-72 school year.

During the summer of 1970, the University of Alaska, the Alaska Department of Education, the U. S. Air Force, and the Civil Air Patrol conducted the 7th Annual Alaska Aerospace Education Workshop. This was held on Elmendorf Air Force Base from July 27 - August 14, 1970. For the first time, the University was able to provide a director, Dr. Roland F. Stickney, Professor of Education, who was a member of the University of Alaska staff. He was assisted by Mr. Stowell Johnstone ad-

ministrator in the Anchorage Public Schools and Air Force reserve officer. Visiting speakers at the workshop included Dr. John F. Furbay, nationally-known speaker and associate of Trans-World Airlines; Dr. Roland F. Spaulding, pioneer aviation educationalist; and Mr. Tom Crosson, Aviation Specialist for Air West.

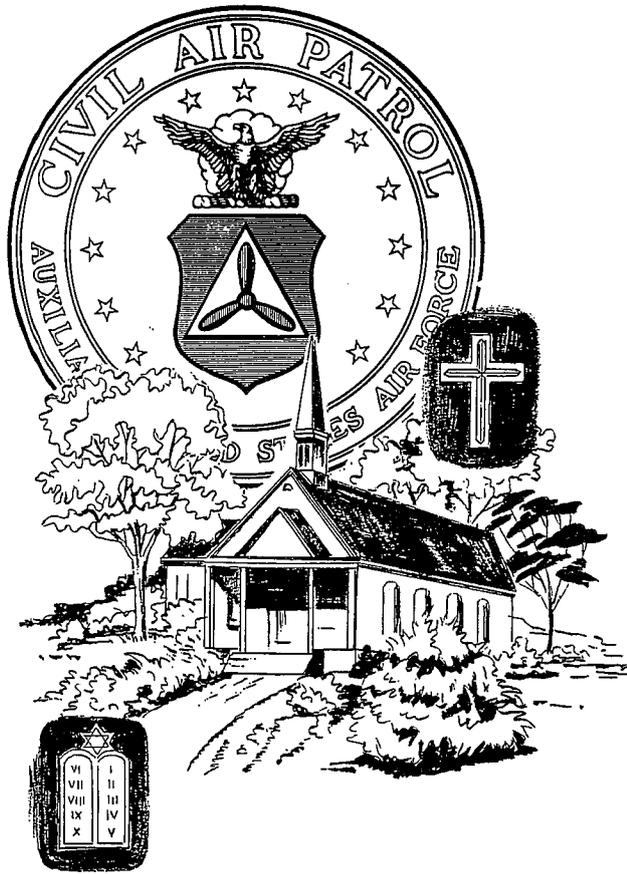
During the year the Aerospace Education Program was explained in detail to Dr. Clifford R. Hartman, Commissioner of Education, and his special assistant, Mr. Robert P. Isaac.

Plans for the summer of 1971 call for an Aerospace Education Workshop directed by Dr. Roland F. Stickey, Professor of Education, University of Alaska. Participants will spend one week at the Community College center in Anchorage, Alaska and two week traveling through the Soviet Union. This program will be one of the first of its kind for Civil Air Patrol.



“We know of no safe depository of the ultimate powers of society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them, but to inform their discretion by education.”
Thomas Jefferson

CHAPLAIN'S PROGRAM



The office of Chaplain in the Civil Air Patrol structure is a recognition that man is more than a body. While the great work of search and rescue is deserving of all honors it receives, the character building role of the organization also deserves recognition. The Chaplain's role is most noticeable as the Moral Leadership Training Officer of the cadet program. However, his presence, counsel and prayers have much influence upon the development of a worthy value system.

The CAP Chaplain stands uniquely in a position to help CAP personnel, especially cadets, learn and practice such moral strength in life. The Chaplain takes the raw material of life as he finds it in the young cadet and, with the finest,

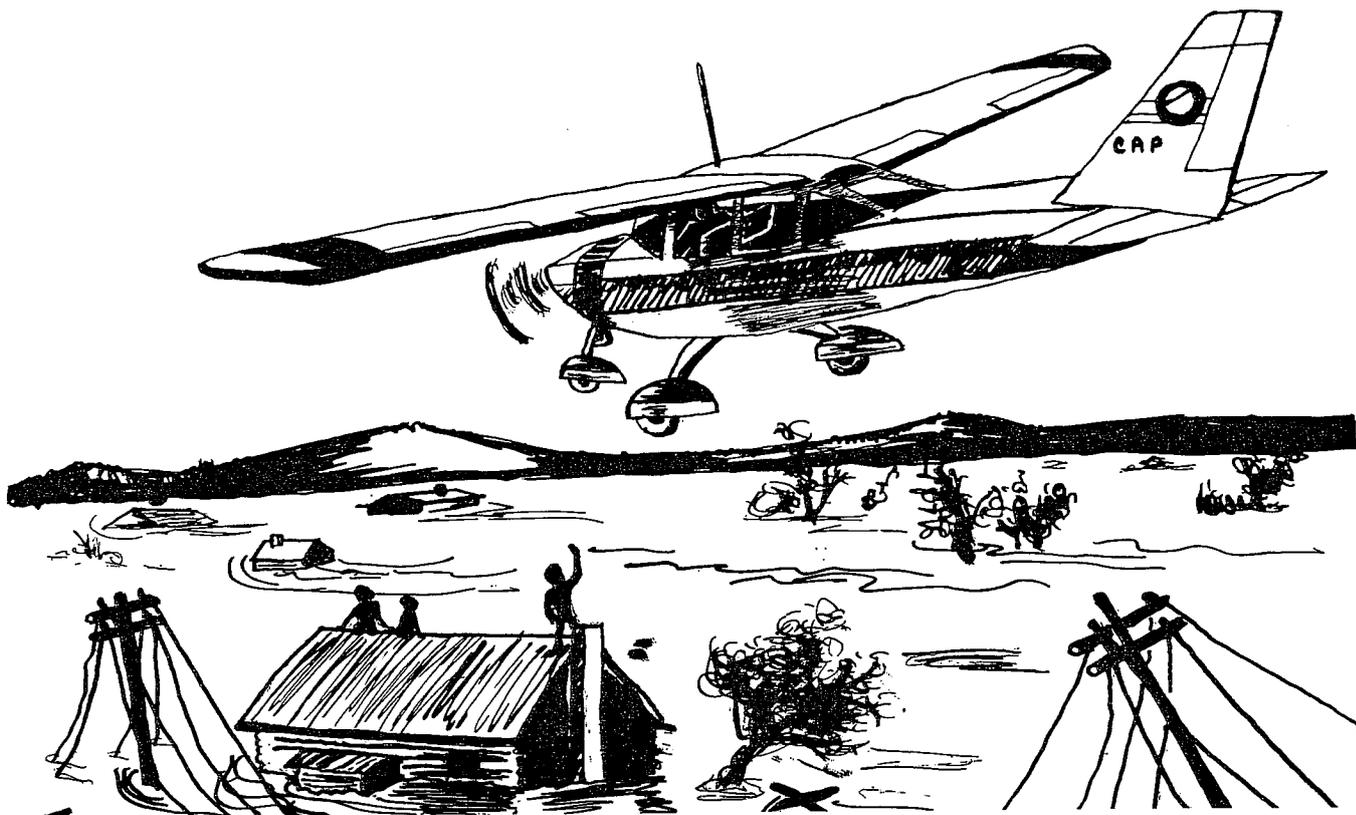
time-tested educational methods, guides the cadets into an awareness of these principles in their own lives. He assists CAP youth in learning to make responsible choices and decisions which affect their whole future. He shares in the experiences of such youth as they determine for themselves what place these moral principles will have in their lives. Never in the history of education and spiritual training has there been better material than can be found in the present moral guidance program for CAP cadets.

The CAP Chaplain looks upon this adventure with CAP personnel as an opportunity to serve his God and his country. His just reward is the final product of the Cadet Program — the mentally alert, morally fit, and spiritually sensitive men and women.

Alaska Wing Chaplains, like other personnel, serve under severe handicaps created by the vastness, geographically, of this great State. It is more difficult to enlist and recruit suitable Chaplains because of the isolation, difficulty of communication, and travel than other states.

In spite of the handicaps, Alaska Wing continues in its efforts to provide this Moral Leadership for the Cadet Program and continues also to advance in the National Ratings for CAP Chaplains.

It is the responsibility of all concerned citizens in education, religion, government, and business to see to it that America's youth have the opportunity and privilege to grow into well-balanced, mature, and morally sensitive men and women. Our nation's future depends upon the realization of this responsibility and seizing of these opportunities now—before it is too late!



During 1970, increased emphasis on CAP participation in Civil Defense was initiated at the National level. At Wing level, close contact was maintained with the state Civil Defense Agency and the State Emergency Operations Center was provided with a Single Sideband radio to make it part of the CAP radio net.

For the first time, the statewide Civil Defense effectiveness test was conducted. On May 9, an exercise involving a simulated nuclear attack began at 0900. The major portion of the exercise activity revolved around the Polaris group but exercise problems were given to all Wing units. Only two units did not participate, one because of lack of operational aircraft and one because of adverse weather conditions. Prior to the exercise, radiological monitors in Polaris group and Wing headquarters were given refresher training and successfully handled all radiological problems presented during the exercise. An aerial radiological monitoring mission was ordered and successfully completed. The exercise was monitored by the Alaska Disaster Office, the FAA emergency readiness officer and the Wing liaison officer. The Wing and participating units scored 98 per cent and were rated as fully prepared to accomplish the Civil Defense mission.

Plans for 1971 include expansion of the aerial monitoring capability to two northern units and the training of radiological monitor instructors in three units to provide for ongoing refresher training.



C.A.P. Cadets Robert Isaac (standing on left) and Howie Hilliker (middle) are shown helping Howard Lockwood (seated) with radio communications at the Civil Air Patrol headquarters during a recent Civil Defense exercise. (Juneau Cadet). (NSP Photo)

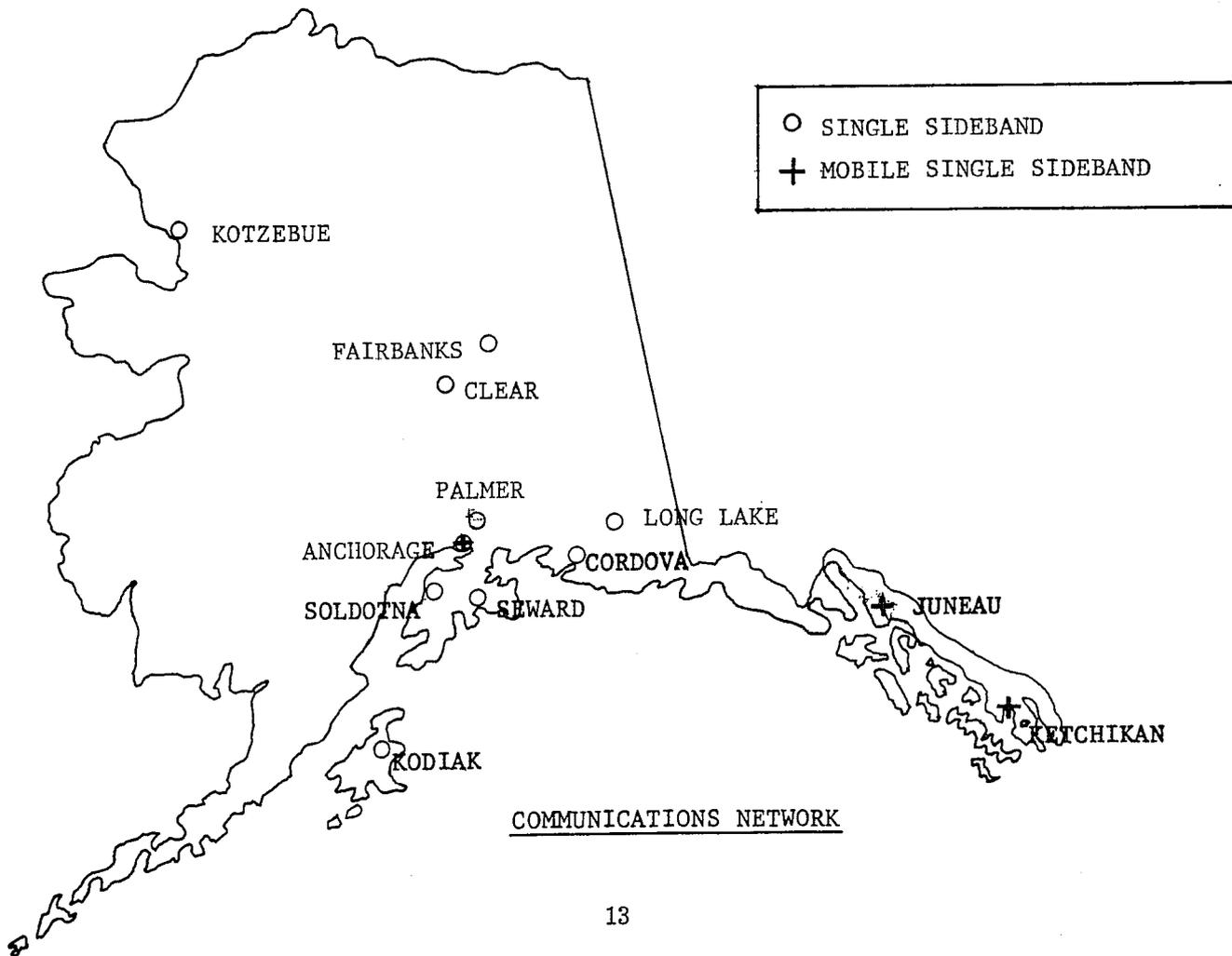
The Alaska Wing was rated fifth of 52 wings in 1969 in terms of reporting, traffic handling, and overall radio network utilization. This was a jump from 26. During 1970, the Alaska Wing continued to push the communications modernization program. The CAP radio network includes land, mobile and air mobile radio stations. The coverage of the state can be seen on the map this page.

It can be noted that at the end of 1970, the radio network consisted of 15 fixed ground stations or single sideband units, three mobile sideband units, two portable VHF units, about one-half dozen portable (low power) units for cadet training purposes, and three linear amplifiers. The communications system is now 100 per cent converted from AM to single sideband equipment giving the full range of radio signal coverage except secret military waves.

In 1970, the latest portable equipment was purchased to facilitate remote communications. The VHF portable equipment at Fairbanks and Anchorage were replaced with the latest equipment.

These purchases helped to tighten up the communications net but immediate needs are already predicted for 1971. The two linear amplifiers, also purchased in 1970, increased the capability of the system because the amplifiers are needed to provide the extra power to communicate over the great distances between stations in the state. Previous to 1970, the network had only one amplifier. This was located at the Wing station at Elmendorf. Immediate future needs include at least three linear amplifiers and two more single sideband units to tighten up the system. Also, at least three more VHF air to ground units are needed.

An efficient, up-to-date system allows dispatch of the many people and supplies involved in and out of the search area on a more accurate and timely basis; thus, increasing the chances of the emergency victims.



OPERATING STATEMENT OF FISCAL YEAR 1970

Balance on hand 1 July 1969	\$ 2,469.89
Total Receipts for year	105,852.08
Total to account for	<u>\$108,321.97</u>
Total Disbursements for year	106,340.53
Balance on hand June 1970.....	<u>\$ 1,981.44</u>

STATEMENT OF RECEIPTS FOR FISCAL YEAR 1970

Dues—Membership	\$ 5,760.30
Encampment Receipts	230.17
State of Alaska	78,600.00
All Other Receipts	<u>21,261.61</u>
TOTAL RECEIPTS	<u>\$105,852.08</u>

STATEMENT OF DISBURSEMENTS FOR FISCAL YEAR 1970

Dues to National Headquarters—From Members	\$ 1,235.00
TOTAL TRAVEL	
Trans Inside	809.75
Per Diem, etc. Inside	78.50
Trans Outside	2,944.00
Other Authorized Travel	167.75
TOTAL CONTRACT SERVICE	
Communication Service	784.41
Printing and Advertising	230.00
Rents and Utilities	697.90
Maintenance, Aircraft, Auto, etc.	33,538.14
Trans of Things	174.80
Equipment Rental	599.02
Insurance and Bonding	2,008.00
Other Fees and Services	321.96
Other Expenses Authorized	797.98
TOTAL COMMODITIES	
Fuel Non Vehicular	439.11
Materials	1,186.29
Equipment, Parts and Supplies	7,749.55
Prof. Science Supplies	139.72
Office Supplies and Stationery	482.73
Other Supplies	465.98
Other Authorized Supplies	67.60
TOTAL EQUIPMENT	
Trans Equipment	2,326.11
Passenger Cars	2,446.62
Special Equipment	3,098.44
Other Authorized Equipment	1,228.83
TOTAL GRANTS, CLAIMS	
Shared Revenue	8,935.00
Support and Care	7,237.29
Other	27.71
Encampment Cost	16.95
All Other Expenditures	<u>26,105.39</u>
TOTAL DISBURSEMENTS	<u>\$106,340.53</u>

NEWS CLIPS



ALASKA CAP COMMANDER HONORED

Col. James E. Carter of the Alaska Wing of the Civil Air Patrol receives a plaque as the 1970 Outstanding Wing Commander of the Year. General John D. Ryan, Air Force Chief of Staff presents the award to Col. Carter. The award was made at the Annual Board Meeting in October of 1970. (Photo by Joe Evans)

NEWS CLIPS



CAP AIRCRAFT — A T-34 trainer and Super Cub, in background, of the Civil Air Patrol stand at ready for air searches by CAP members. This is the 29th anniversary of the CAP. (NSP Photo)

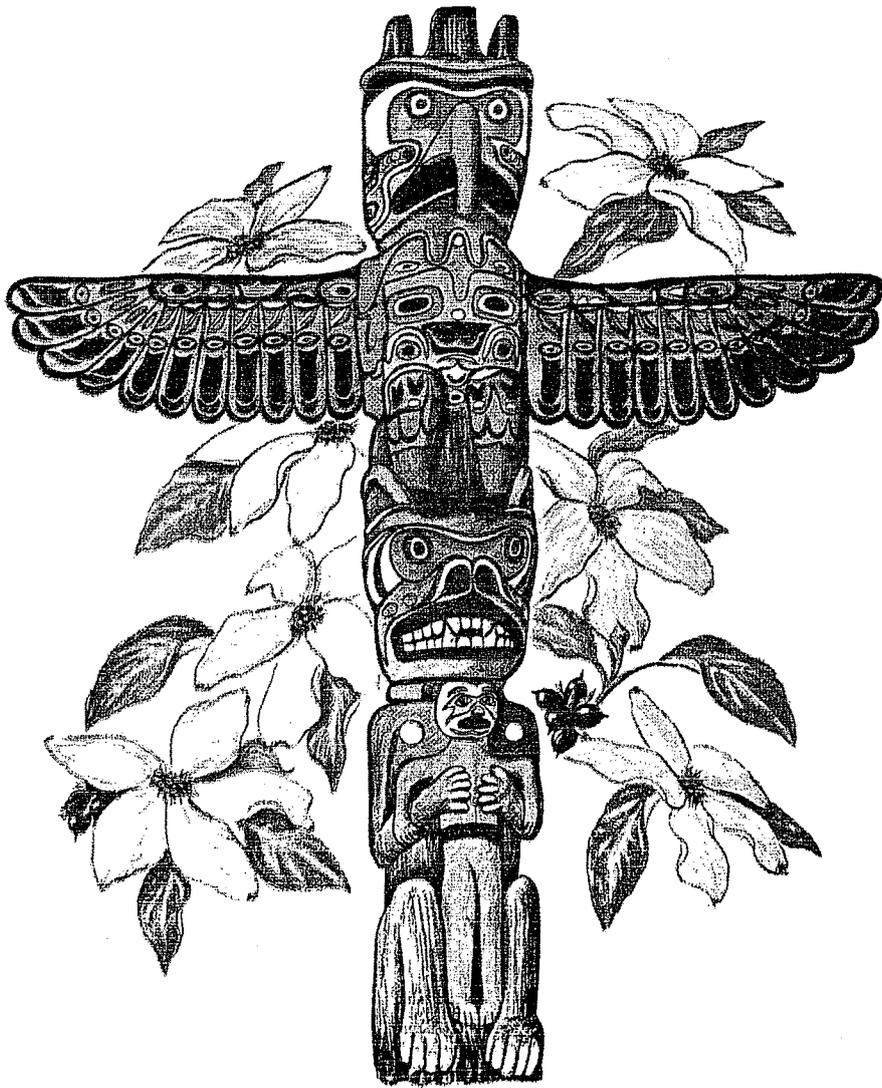
The Civil Air Patrol has a proud history and a promising future. It is true that changing times place changing emphasis upon its traditional missions. However, the Civil Air Patrol has proved that it is flexible enough and its members adaptable enough to meet new needs as they arise.

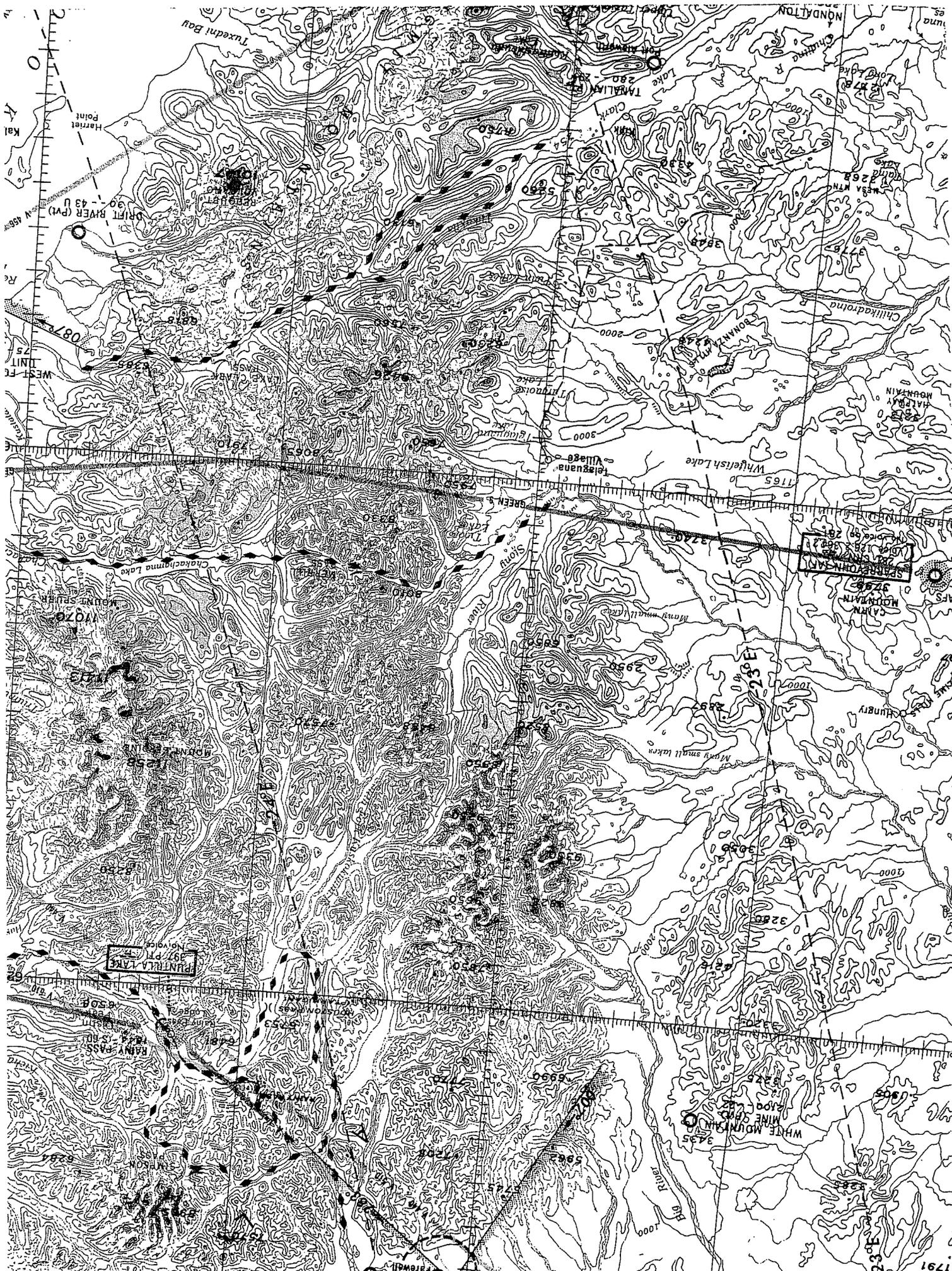
Discontinuance of coastal patrol as an early mission of the Civil Air Patrol did not weaken the organization. As a matter of fact, because its attention afterward was turned to missions broader in scope, the Civil Air Patrol gained greater strength.

The Civil Air Patrol continues to offer the aviation enthusiast his best opportunity for community service. It is unlikely that the Civil Air Patrol will ever again be called upon to help destroy submarines menacing our shores. Yet, both in peacetime and in military emergencies it stands ready to serve. A day seldom passes that does not see one or another local unit of the Civil Air Patrol contribute to the welfare of its community.

The military-type structure of the Civil Air Patrol expedites the mission it undertakes. The facilities it has for training its members assure its efficient operation. The privileges and opportunities for service it provides its members are gratifying to them.

In view of the times, a currently significant task is to assist with the education and training of American youth in aviation. Its twofold approach to this task, first through its cadet program and next through its school service programs, helps assure the Nation that its urgent need for citizens who understand the nature of aviation and its related fields will be met.





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