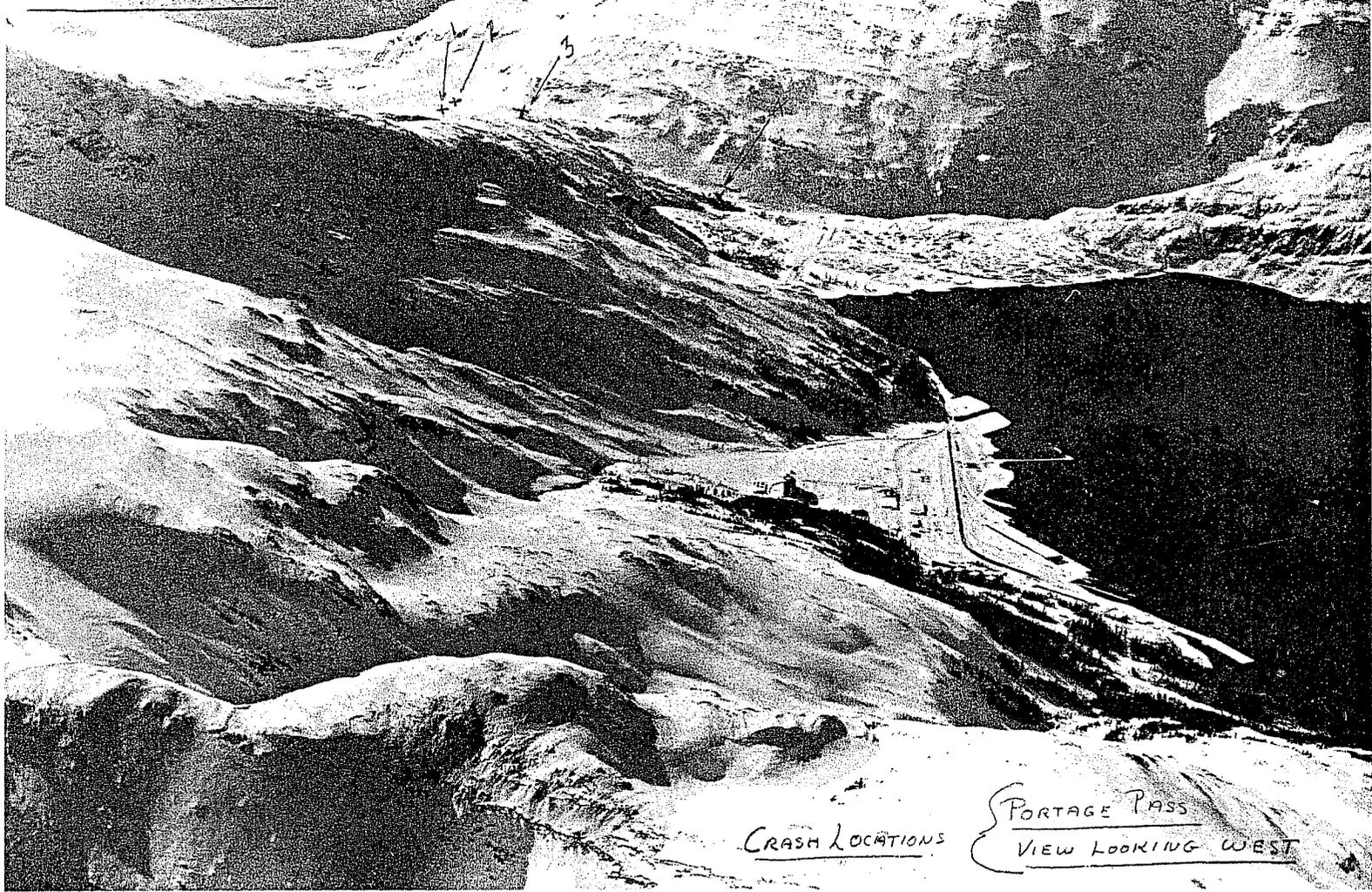


- 1 - HH-3, 1974
- 2 - H-21, 1964
- 3 - AZTEC, 1974
- 4 - CHEROKEE, 1975



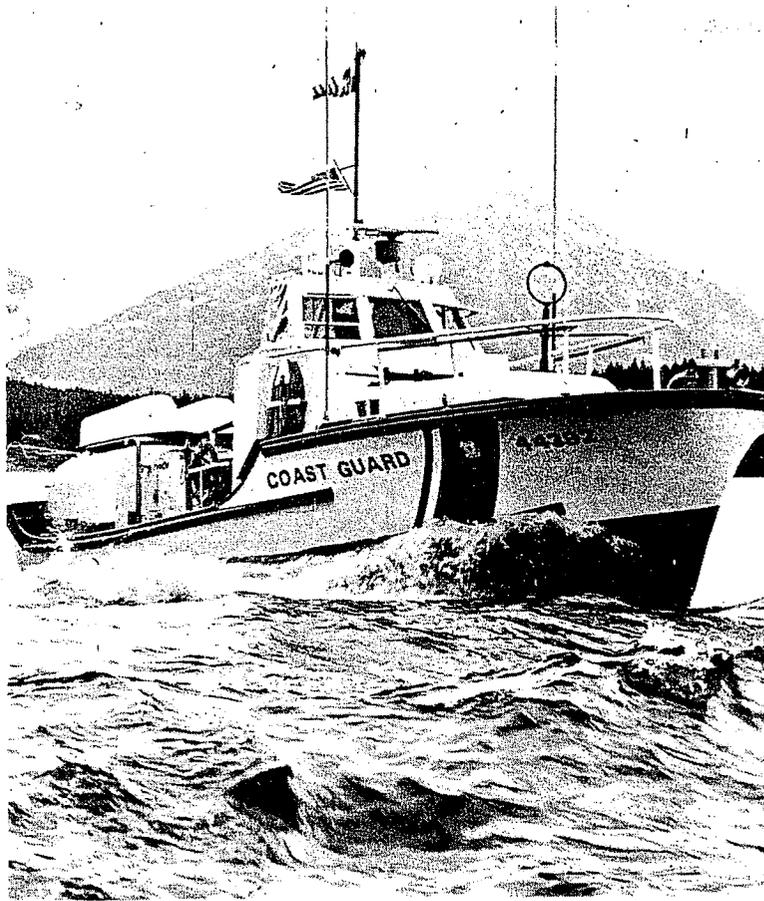
CRASH LOCATIONS

PORTAGE PASS
VIEW LOOKING WEST



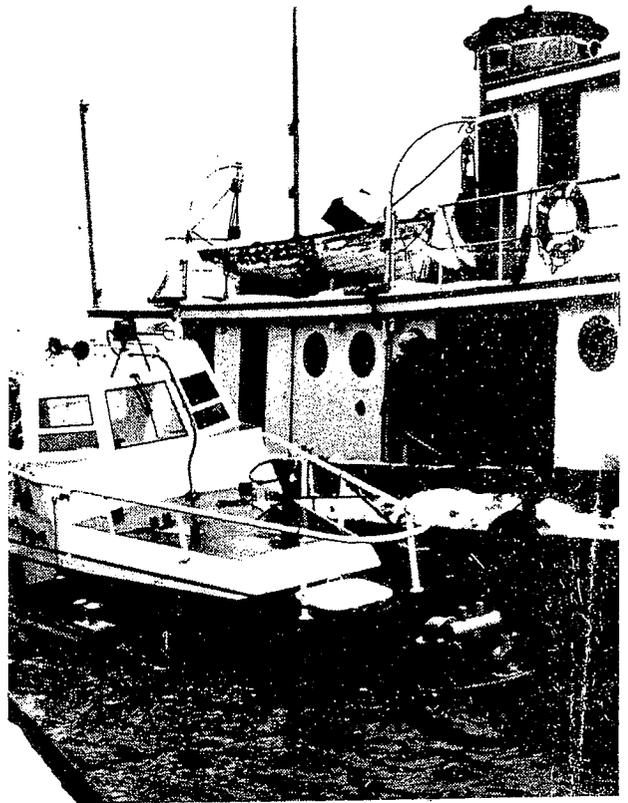
ALASKA WING
**CIVIL
AIR PATROL**

ANNUAL REPORT 1975



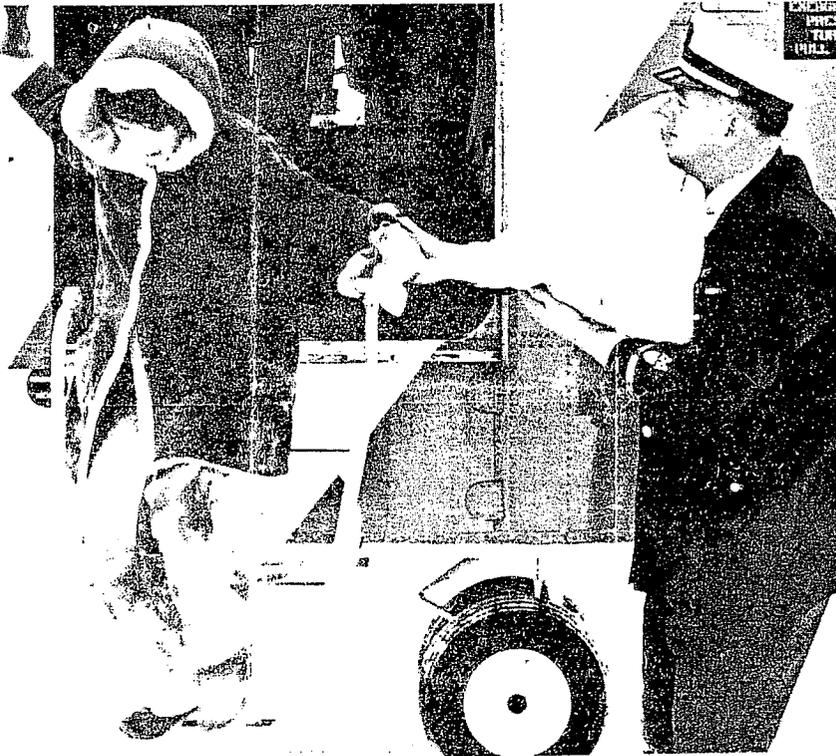
Coast Guard photo

AGROUND—The 44-foot Coast Guard cutter, based in Auke Bay, was reported aground near Point Couvarden this morning after rescuing four persons from a fishing vessel. A Civil Air Patrol plane located the cutter at Whitestone Harbor about 12:30 p.m. today. The pilot spotted one man on shore and another man on board the crippled vessel.



Susan Gilmore-Empire photo

GROUNDING VESSEL—The Coast Guard's 44-foot rescue boat limped into Juneau Wednesday under tow of the cutter Planetree to await inspection to determine if the vessel is salvagable. The vessel grounded in heavy winds and high seas near Whitestone Harbor Jan. 6 while on a rescue mission. The eight persons aboard the boat were rescued safely following a morning-long search. The vessel, partly under water, is pictured tied to the vessel Polhemus.

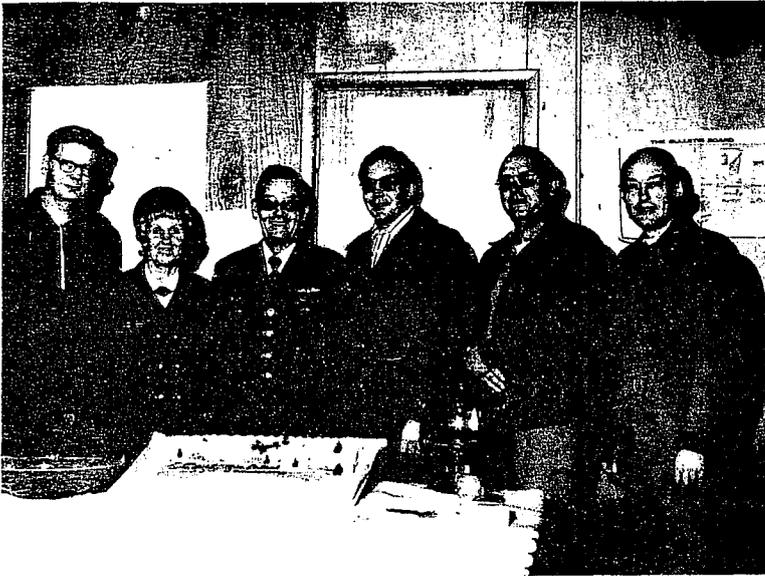


RESCUED—A very cold and tired Mrs. Scott Lewis steps off a Coast Guard helicopter at Juneau's Municipal Airport with a helping hand from Chief Warrant Officer Richard Woodward. The bundle Mr. Woodward is holding is the six-year-old child of Mr. & Mrs. Scott Lewis. The Scott family, including a 2 1/2-year-old

child, along with four Coast Guardsmen were rescued yesterday afternoon from the CG-44392. The subject of an extensive search yesterday after get at Whitestone Harbor in Ly Strait.

Southeastern Group

Major Bernie Bennett's leadership has really put the Southeastern Group of Civil Air Patrol into the limelight. In one hazardous mission eight lives were saved. The Information Sections in Juneau and in Sitka have been outstanding. The papers in both cities have been carrying many articles about Civil Air Patrol and its activities keeping the citizens well aware of Civil Air Patrol, and the electronic media have also supported Civil Air Patrol generously. From this excellent backing the citizens of both communities have been most liberal in supporting their fellow citizens, volunteer member of the Patrol. The cooperation between the Coast Guard and Civil Air Patrol in saving lives has been outstanding. Senior member, Jean Sztuk, Information Officer for the Southeastern Group, received a commendation from National Headquarters CAP for her work in producing a radio spot with the help of a local radio station in Juneau.



CAP HAS A BIRTHDAY—Left to right, Dick Davis, Communications Officer, CAP; Joyce Penman, Personnel & Information Officer; Commander Cecil C. McClain, Deputy Cmdr. Dick Sunde; Bob LaGulre, SAR Coordinator, and Commodore David DeLong, Coast Guard Auxiliary, Juneau, pose for a CAP birthday picture. (Photo by Otto)



BIRTHDAY TIME—Commander Cecil McClain and I.O. officer Joyce Penman cut and serve first piece of birthday cake at the Civil Air Patrol, Baranof Senior Squadron anniversary celebration. (Photo by Otto)



TAKES TEST—In Juneau, Commander of the Baranof Senior Squadron, Sitka Civil Air Patrol, 1st Lt. Cecil C. McClain under the watchful eye of Bill Dean, southeastern Group of Juneau, Civil Air Patrol, begins his Level II test on the Emergency Services Manual. This manual contains the procedures for activating a Search and Rescue mission and bringing it to a proper finish. All members of the Sitka Baranof Senior Squadron must pass this same test so they can participate in Search and Rescue missions as pilots, observers, and so on.

Scholarship Offered in CAP Program

More than \$40,000 in college scholarships and grants will be offered to young people this year and there is only one hitch—you have to be a member of the Civil Air Patrol to be eligible.

"This is a perfect opportunity for high school students who want to have some challenging fun and possibly reap some financial benefits for their college education," First Lt. Cecil C. McClain, local CAP commander, said.

Right now, he pointed out, Civil Air Patrol national headquarters at Maxwell AFB, Ala., is considering applications from CAP members for these stipends.

"If you were a CAP member," he said, "your application could be in that numer. However, joining Civil Air Patrol is no guarantee of receiving one of these scholarships," the commander emphasized. "Like most other scholarships, they depend on a number of things—your record in school for one. Your activity in Civil Air Patrol counts too.

"But even if you don't succeed in winning a scholarship, you'll have a challenging time in CAP," McClain promised. "Come see me."

McClain is commander of the Baranof Senior Squadron.

CAP to Fly Derby Sorties

The Baranof Squadron, Civil Air Patrol in cooperation with the Coast Guard and the Coast Guard Auxiliary will patrol the Sitka Salmon Derby. At least two sorties per day will be flown, one in the morning and one in the evening after closing hours.



CAP WORK SESSION—Commander Cecil C. McClain, left, of the Baranof Senior Squadron, CAP, recently attended a Commanders Call in Anchorage. These sessions are held periodically to update commanders on recent changes in CAP regulations and to answer questions they or their unit personnel may have. Safety in the unit by all unit personnel was once again stressed.

Transmitters Open Way For Night Air Searches

TROOPERS RECOVER BODIES

HEADQUARTERS
ALASKA WING, CIVIL AIR PATROL
AUXILIARY OF THE UNITED STATES AIR FORCE
P. O. BOX 1836
ANCHORAGE, ALASKA
99510



TO THE GOVERNOR OF ALASKA AND MEMBERS OF THE ELVENTH ALASKA STATE LEGISLATURE

It is indeed an honor to accept the position of the Wing Commander of the Alaska Civil Air Patrol.

As you all know Alaska has more aircraft per population than any other state. This fact alone keeps the Alaska Civil Air Patrol volunteer members busier than any other state...as our record shows.

Thanks to you and the legislature I am happy to report, we have all of our aircraft in flying status again and stand ready to serve when needed.

During the last year we have received excellent support from the Air Force and have developed some procedures with the Coast Guard and the Alaska National Guard that will improve our search efforts.

This type of cooperation will lead to the saving of more Alaskan lives and at the same time saving funds for the State of Alaska.

RUSSELL J ANDERSON, LTCOL, CAP
Wing Commander

COMMAND



LT. COL. RUSSELL J. ANDERSON
Commander, Alaska Wing



CAPT. MITCH ABOOD
Deputy Commander



LT. COL. MARGARET COOK
Chief of Staff



CAPT. DOC POWELL
Commander
Polaris Group



MAJ. BERNIE L. BENNETT
Commander
Southeastern Group



CAPT. RALPH MIGLIACCIO
Commander
Yukon Group



Major Glen W. Walder

LO INPUT FOR THE 1975 ANNUAL REPORT



Tech. Sgt. Jose A. Vialpando, Jr.

The Civil Air Patrol was created on 1 December 1941 as part of the Office of Civil Defense. The purpose of its formation was to organize a volunteer fleet of light aircraft to support national mobilization by freeing military aircraft for higher priority missions. Later, the CAP was shifted to the War Department and assigned to the Army Air Corps. After the war, the CAP-USAF relationship was formalized by public law which incorporated CAP as a benevolent non-profit organization. THE Civil Air Patrol is a civilian corporation rather than a military organization. In 1948, Public Law 557, 80th Congress, designated the Civil Air Patrol as the "Civilian Auxiliary of the Air Force." This law authorized certain Air Force aid to the corporation. It should be noted that the Air Force does not control the Civil Air Patrol, but it does support it in a liaison and advisory capacity in addition to reimbursement of certain expenses incurred during search and rescue missions.

To assist CAP in obtaining necessary support and assistance to accomplish its mission, the USAF has established liaison offices manned by active duty USAF advisory personnel. Major Glen W. Walder and Technical Sergeant Jose A. Vialpando, Jr., are assigned to the Alaskan USAF-CAP Liaison Office. This office helps CAP in acquiring excess and surplus Department of Defense equipment and supplies, maintenance assistance, transportation, real estate and provides management advice in certain areas in order that CAP may continue to accomplish its mission.

The following is a summary of some of the support provided the Alaska Wing through the USAF-CAP Liaison Office during CY 1975:

1. Over \$360,340 of excess and surplus DOD property transferred to the Alaska Wing, CAP, consisting of:

- a. One DeHaviland U1A Otter aircraft.
- b. Aircraft components and spare parts.
- c. Communications equipment and spare parts.

- d. Office equipment and furniture.
- e. Survival gear and clothing.
- f. Maintenance equipment.

2. Continued use of a \$500,000 Air Force building for Alaska Wing, CAP Headquarters.

3. Repair of numerous aircraft components that were beyond the CAP maintenance capability.

4. Support of Cadets from throughout the State to a Class A Summer Encampment at Eielson AFB and a Class B Winter Encampment at Elmendorf AFB.

5. Airlift support for Cadet Special Activities in the "lower 48."

6. Facilities and support for an Aerospace Education Workshop held at Elmendorf AFB.

7. \$16,910.06 paid by the Air Force for fuel and oil consumed during search and rescue (SAR) missions.

In Alaska, the CAP continues to provide a viable force. During CY 1975, the CAP participated in 168 SAR missions logging 721 sorties and 1,452 flying hours. The number of flying hours does not include the thousands of hours expended on the ground by members (in support of these SAR efforts) in such areas as radio operations, mission coordination, administration, etc., that must be accomplished before and after each mission. These SAR efforts represent 54.5% of the total time flown by the Wing in 1975.

The dedication and professionalism displayed by CAP members during 1975 is indicative of their willingness to always help whenever and wherever they are needed. The personal sacrifices that each member is ready and willing to give in their concern for humanity is shown by the fact that the Alaska Civil Air Patrol was credited with saving the lives of 24 people and assisting 145 others who were in distress. Keeping in mind that all CAP members are volunteers, they have compiled a record that they can rightly be proud of. Alaska needs the Civil Air Patrol and the Civil Air Patrol is ready to perform when needed.

ORGANIZATIONAL STRUCTURE

National Headquarters Civil Air Patrol is located at Maxwell AFB, Alabama. Each Wing Headquarters provides command and staff supervision over its subordinate units.

UNITS OF THE ALASKA WING CIVIL AIR PATROL 1975

SOUTHEASTERN GROUP:

Baranof Composite Squadron
Juneau Cadet Squadron
Ketchikan Cadet Squadron

YUKON GROUP:

Clear Senior Squadron
Fairbanks Cadet Squadron
Kotzebue Senior Squadron
Nome Senior Flight

POLARIS GROUP:

Anchorage Cadet Squadron
Cordova Senior Squadron
Elmendorf Cadet Squadron
Glacier Cadet Squadron
Homer Composite Squadron
Kenai Composite Squadron
Matanuska Valley Composite Squadron
Seward Composite Squadron
Soldotna Composite Squadron
Mt. Drum Senior Flight

WING HEADQUARTERS:

Bethel Senior Flight

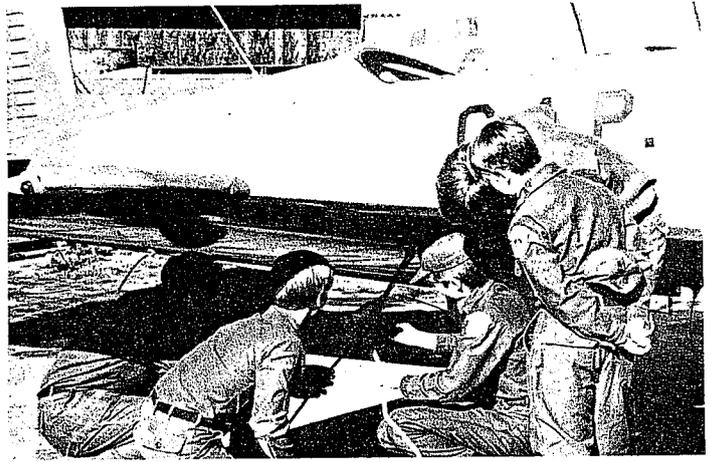
WING STAFF ROSTER

[as of 31 December 1975]

Deputy Commander		ABOOD, Mitchell E. Jr., Captain
Chief of Staff		COOK, Margaret M., LTCOL
Administration	Director Clerk Records Officer	KELSOE, Julia K., S/M NELSON, Suzanne, S/M SARGENT, Hildegard I.
Aerospace Education	Workshop	STICKNEY, Ronald F., S/M
Cadets	Director	MCKEE, William H., LTCOL
Chaplain		MAAKSTEAD, John L., LTCOL
Communications	Director Ass't. Director	MORGAN, Wilse G., Major LOCHRIE, Edward C., 1STLT
Finance	Finance Officer Clerk Clerk	ENGLISH, Catherine F., Major TALBOTT, Janice T., 2DLT WILSON, Francis M., S/M
Information	Director Ice Cap	SHEWE, Allen H., LTCOL RICHARDSON, Virginia E., 2DLT
Legal		PREE, David J., LTCOL
Logistics	Director Supply Transportation Aircraft Maintenance	REINERT, Robert W., Major BURTON, Wm. C. Jr., 2DLT SARGENT, Monte H., Captain SHEARER, Alvin L., S/M
Operations	Director Ch/Ck Pilot St/Eval CD Clerk	KELSOE, David W., Captain CROOK, Albert J., LTCOL CROOK, Albert J., LTCOL SHEWE, Allen H., LTCOL STRAH, Betty C., S/M
Personnel	Director	DALE, Verleen F., 2DLT
Plans & Programs		PETERSON, DeVorl, LTCOL
Reserve	Coordinator	NELSON, Robert, Major, USAFR
Senior Training	Director Testing Officer	KEENEY, Janis M., 2DLT KEENEY, Janis M., 2DLT
Safety	Safety Officer	SUTTON, Jerry L., 2DLT
Bookstore	Manager	FLETCHER, Shirley B., Captain
Daedalian LO		LIVESAY, Robert H., LTCOL
Advisory to Commander		CARTER, James E., Colonel

OPERATIONS

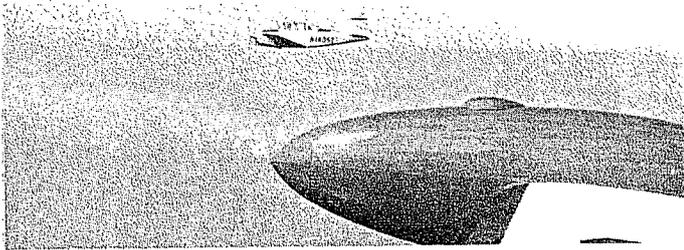
1975 was another outstanding year of accomplishment for CAP that all Alaskans can be proud of. Alaska CAP units were credited with saving the lives of 24 fellow Alaskans in 1975. These successful efforts were widely spread throughout our state with CAP units in Southeastern Group being credited with ten "saves", Polaris Group with ten, and Yukon Group with four for a total of 24.



The comparison of previous years to 1975 and before shows a dramatic reduction in the average flying hours utilized per mission. The combination of CAP aircraft equipped with electronic direction finding (DF) equipment and the use of emergency locator beacons (ELT) has greatly reduced the time required to find missing or downed aircraft. It is not unusual to make these finds before they are officially reported missing due to the activation of an emergency locator beacon. We are hopeful that this trend will continue.

STATISTICS

	1973	1974	1975
No. of authorized missions	203	141	168
No. of sorties flown	1081	963	721
Total SAR hours flown	2239	1963	1450
Av. hours per mission	11.03	13.21	8.63
"Saves"	22	13	24



The saving of lives is a yardstick that everyone can readily understand, but CAP units throughout the state through the efforts of over 1200 volunteer members perform a multitude of other benevolent and civic services for the communities in which they live. Our members are required to train continuously to provide an organization capable at all times of performing a professional job when called upon. We maintain agreements with the State of Alaska to provide assistance in emergencies and at the request of the State Troopers or the Disaster Office as well as the American Red Cross and the Salvation Army.

In addition to the hours listed above in SAR activities an additional 1211 hours of flight time was recorded in 1975 for Cadet flight training, Cadet orientation, maintenance and pilot proficiency.

At the close of 1975 all 31 CAP corporate aircraft were operational. An over-all review of each of our aircraft shows a marked up-grading in mechanical qualities, radio equipment and other aircraft systems, skis, floats, etc. Financial support, a continuous maintenance program plus the individual efforts of many talented and skilled members has made this possible.

THE ALASKA WING — CIVIL AIR PATROL

BALANCE SHEET

June 30, 1975, and 1974

ASSETS

	<u>1975</u>	<u>1974</u>
Cash	\$ 2,545	\$ 10,094
Receivables		
Due from State of Alaska	35,942	5,050
Other	<u>43,068</u>	<u>2,522</u>
	79,010	7,572
 Plant and equipment: at cost		
Buildings	121,141	121,141
Building improvements	13,514	3,842
Aircraft	128,260	105,003
Vehicles	10,815	9,474
Communications equipment	43,209	33,759
Other equipment	<u>4,927</u>	<u>4,629</u>
	321,866	277,848
 Less accumulated depreciation	<u>76,855</u>	<u>55,458</u>
	245,011	222,390
 Other assets	<u>46</u>	<u>46</u>
	<u>\$326,612</u>	<u>\$240,102</u>

LIABILITIES AND FUND BALANCE

Accounts payable	\$ 16,604	\$ 14,910
Fund balance	<u>\$326,612</u>	<u>\$240,102</u>

THE ALASKA WING — CIVIL AIR PATROL
STATEMENT OF REVENUES AND
EXPENDITURES AND
FUND BALANCE FOR THE YEARS ENDED
June 30, 1975, and 1974

	<u>1975</u>	<u>1974</u>
Revenues		
State appropriations	\$177,972	\$110,384
Membership dues	5,439	6,019
Cadet and senior activities	1,183	2,091
Materials and supplies	914	1,194
Contributions	1,000	6,000
Aircraft rental	1,889	2,002
Gain on sale of equipment	74,130	3,238
Other income	880	2,526
	<u>263,407</u>	<u>133,454</u>
Expenditures		
Office expense	3,935	3,081
Materials and supplies	109	3,293
Facility expense	9,707	7,339
Cadet and senior activities	2,344	4,624
Aircraft operation and maintenance	108,077	59,704
Equipment operation and maintenance	8,583	6,908
Insurance expense	7,523	5,705
Travel expense	6,884	5,896
Depreciation	24,341	20,400
Taxes	1,599	1,416
Legal and accounting	-0-	481
Miscellaneous	5,489	6,673
	<u>178,591</u>	<u>125,520</u>
Excess of revenues over expenditures	84,816	7,934
Fund balance		
Beginning of period	<u>225,192</u>	<u>217,258</u>
End of period	<u>\$310,008</u>	<u>\$225,192</u>



Senior Member Encampment Staff—S/M Miles Pritchard, S/M Donald E. Gee, 2DLT Paul Ballmer (Encampment Commander), S/M Aaron Jackson, 2DLT Ray Alexander.



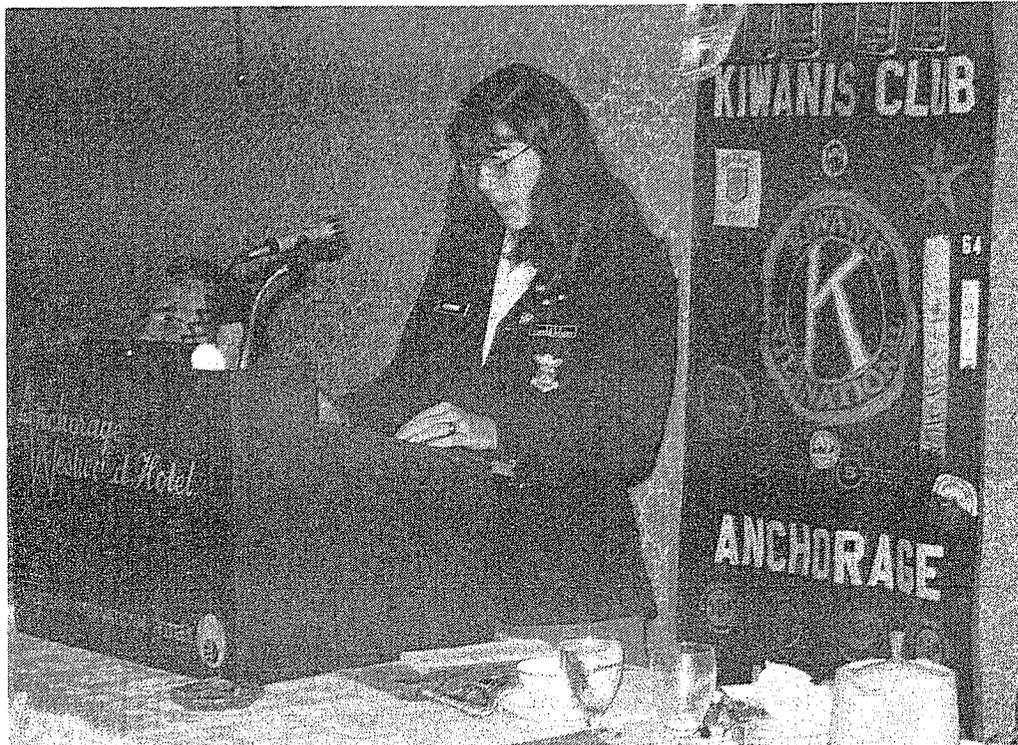
Cadet Gregg Hurst receives the coveted Amelia Earhart Award, presented by Lt. Col. Russell J. Anderson, Commander Alaska Wing.



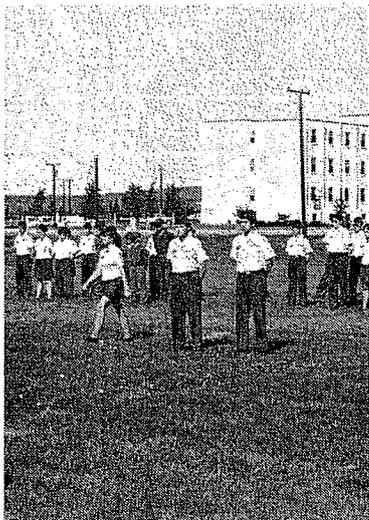
Major Paul Nickel, Commander of Elmendorf AFB Cadet Squadron.



Cadet Encampment Staff—Cadets Kenneth Compton, Bonnie Walters, Michael Shiffer, Harold A. Vallee, Jeff Mahar, Gregg Hurst, Tom Tilson; for Type B Encampment.



LACE Cadet Susan Fletcher giving talk to Anchorage Kiwanis Club about her trip to Israel.



Cadets at Eielson AFB, Type A Encampment.



Civil Air Patrol cadets board an HH-3E helicopter for an orientation flight as part of their winter encampment activities (Type B encampment).

1975

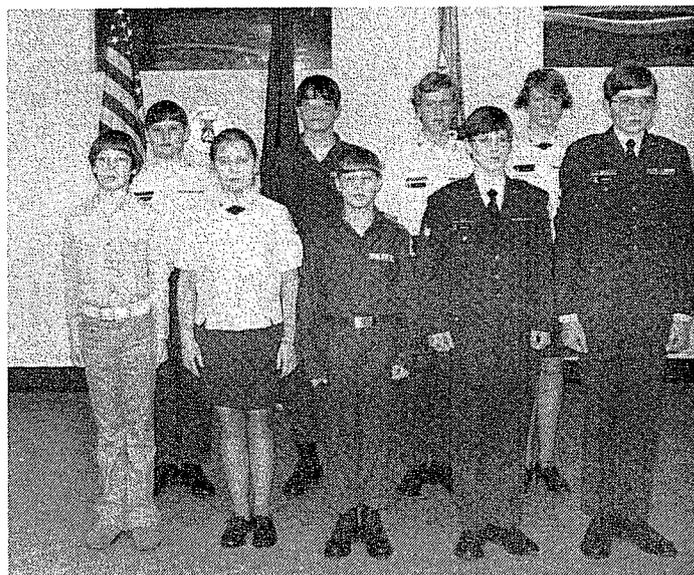
CADET PROGRAM

Lt. Col. DeVerl Peterson was director of Cadet activities during the early part of the year, but was transferred to Plans and Programs in April 1975. He was replaced by Lt. Mike Swanigan who left to attend flying school, and Lt. Col. William McKee was appointed as director of Cadet activities.

A Type "A" Encampment was held at Eielson Air Force Base 6 June through 16 June 1975. Major Paul Nickel of the Elmendorf Squadron presided over this summer encampment attended by 63 Cadets and 4 Seniors.

Cadet Susan Fletcher was selected for the International Air Cadet Exchange and traveled to Israel for a three week tour in July. Cadet Jeff Mahar went to Air Force Academy survival course in 1975, and Cadets Greg Hurst and Tom Cook attended Cadet Officers Training School at Maxwell Air Force Base the last week of June 1975.

An excellent Class "B" Encampment was held 27 December through 30 December 1975 at Elmendorf Air Force Base with Lt. Paul Palimer of the Anchorage Cadet Squadron the encampment commander. 29 Cadets and 10 Seniors attended. Maximum support and participation was received from the Air Base Wing, and from the 71st Air Rescue and Recovery Squadron personnel. An HH3 helicopter was used for Cadet orientation rides, and the control tower, RAPCON, and Rescue Control Center were visited. Cadets also received the Alaska Air Command, Command Briefing for a sterling finish to the Cadet activities year.



Cadets from Kenai Squadron attending Type "B" Encampment.



Cadets at Type "A" Encampment at Eielson Air Force Base.

AERO SPACE EDUCATION

Aero Space Education is one of the primary missions of Civil Air Patrol. Lt. Col. Keith Trexler was in charge of this program for the Alaska Wing, and in 1975 coordinated with the University of Alaska in conducting a very successful aerospace educational seminar for teachers at Elmendorf AFB.



Major Trexler at room in West High explaining CAP's role in aero space education to teachers.



Commander Lt. Col. Russell E. Anderson awarding Certificate of Merit to Mrs. Trexler.



Keith Trexler

Keith was killed in a tragic plane crash in September while on a mission for the National Park Service, for whom he worked. The following material is a tribute to this devoted Civil Air Patrol member.

Keith Trexler was one of those rare individuals that was a friend to everyone, and everyone who met him wanted to be his friend.

He became involved with Civil Air Patrol with the Virginia Wing in 1968, and moved from there to Arizona working with the Arizona Wing from 1970-71. He came to Alaska and continued his association with Civil Air Patrol, becoming squadron commander of the Dimond Cadets from 1972-73. He moved from there to the Alaska Wing where he became deputy for aero space education, and was instrumental in getting aero space education widely spread in Alaska's school systems.

In addition to his Civil Air Patrol activities, he was a first aid instructor for Alaska Red Cross.

Civil Air Patrol members were heard to say: "He was a super guy," "a valuable and dedicated member," "a real friend," "a hard worker," "a great loss to the Alaska Wing," "anything he did, he did first class," "A great person to be around," "a rare individual in an all volunteer organization who just couldn't do enough."

Keith was a pilot soloing in 1949. He was a member of the Lions Club, and he was a licensed radio operator. Keith was so well liked that a scholarship fund has been set up by Civil Air Patrol, to be known as the Keith Trexler Aero Space Educational Fund to be used to help cadets of Civil Air Patrol interested in this area.

Anyone interested in contributing, please write Alaska Wing, Box 1836, Anchorage, Alaska 99510.

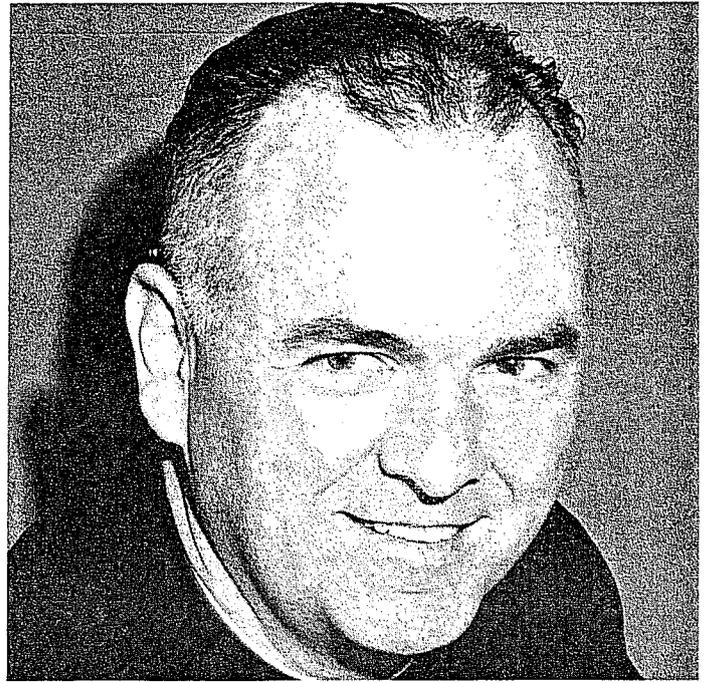
Members of the
Alaska Wing
Civil Air Patrol

ALASKA WING CHAPLAIN'S REPORT 1975



Lt. Col. John L. Maakestad

Chaplain in Charge, Alaska Wing Chaplain's Program



Bishop Francis Hurley

Chaplain, Southeastern Group

The Chaplain Section of the Alaska Wing, Civil Air Patrol is proud to have a part in this important humanitarian program. There is a great deal of personal satisfaction to be realized by taking part in an activity so vital to our air-minded Alaskan society. We live in a time when man's age-old dream to fly like the birds has been realized and surpassed, and it is a thrill to have a part in support of the great air-dimension of our state.

The Chaplain fills the important role of morale boosting, character guidance and spiritual counsel in an organization whose very function constantly involves the whole range of human experiences from the joys of birth and life to the sadness of tragedy and death.

The close of 1975 finds us with 15 appointed chaplains in a Wing of 22 units. We are pleased to have the three Groups of our Wing manned by capable chaplains. In the Yukon Group we have Chaplain (Capt.) Glen M. Wilcox of Fairbanks, an Episcopal clergyman. In the Southeastern Group we have Chaplain (Lt. Col.) Francis T. Hurley, flying Bishop of the Roman Catholic Diocese of Juneau. In the Polaris Group we have Chaplain (Maj.) Edward E. Wolfe, pastor of the Jewel Lake Baptist Church in Anchorage. The unit chaplains that serve with these men are of the many other faith persuasions that make up the religious life of our communities.

The ideal toward which we strive is that every unit shall have a chaplain, and where possible also an

assistant. We have a way to go yet to cover the 22 units that make up our Wing. We have made progress and shall continue an aggressive effort of recruitment. We welcome assistance from any source. To be of service as a CAP chaplain, a clergyman must:

- a. Be duly ordained.
- b. Meet educational requirements (at least 4 years of college and 3 years of seminary, or equivalent).
- c. Be actively engaged in the ministry or retired from same.
- d. Be approved by Wing chaplain and Unit commander, by letter.

All appointed CAP chaplains are required to submit quarterly reports of their activities to the Wing chaplain.

In the year 1975, quarterly reports reveal that the chaplains of the Alaska Wing, CAP, took part in 625 different activities involving 5,735 attending participants and expending 619 hours of volunteered time. These activities range from moral leadership lectures to cadets, to funerals, family visitations, invocations, to individual counseling and personal encouragement. We count it a privilege to have served, and our commitment is to continued and greater service in Civil Air Patrol, Alaska Wing.

John L. Maakestad, Chaplain (Lt. Col.)

PREPAREDNESS

Each year national Civil Air Patrol Headquarters requires special search and rescue and Civil Defense training exercises. The participants in these exercises are carefully evaluated for their capabilities under simulated conditions. The purpose being to be sure that Civil Air Patrol members will be ready to meet actual emergencies when they do occur. Members of the Alaska Wing are called many times a year throughout the state to perform search and rescue missions, and are called to aid in disasters such as the wreck on the Alaska Railroad in 1975. The Alaska Wing has a special agreement with the State of Alaska Disaster Office to aid state agencies in disaster areas such as flooding, earthquakes, and in the case of attack by enemies. Volunteer Civil Air Patrol members are on duty 24 hours a day, 365 days a year to aid the military, the state, and civilian communities.

SAFETY

Hand in hand with preparedness is safety, and during the year 1975 the Alaska Wing Civil Air Patrol has had a very successful year in safety. Although Civil Air Patrol missions often require great risk to save lives, the men and women of the Alaska Wing have proven that they seek to set high standards by having an accident free year. Safety is practiced and preached from Wing to Squadron level, a goal that requires 100% total effort. Let's celebrate 1976, our nation's 200th Anniversary, by setting ever higher safety goals.



Cadet with simulated intestinal injury and paramedic.



Cadet with simulated leg injury with Elmendorf paramedic.



Elmendorf paramedics explain "injuries" that were simulated.



2nd Lt. Bill Richardson, Polaris Group, talking with Cadets about simulated injury.



Major Wilse G. Morgan
Director of Communications

COMMUNICATIONS

This year some much needed electronic test equipment became available for the Alaska Wing communications program. The USAF support through the excess DOD property transfer is an invaluable help to our continuing struggle to update our total communication capability throughout the state of Alaska.

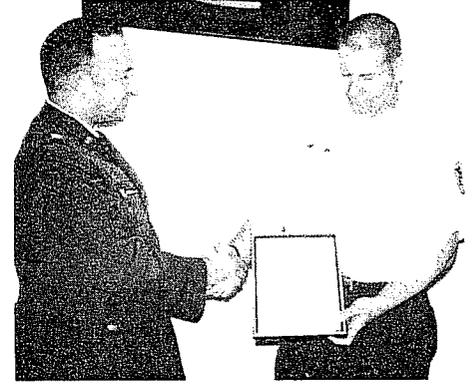
We owe a debt of gratitude to our USAF Liaison Officer, Major Glen W. Walder, without his day to day support we would be hard pressed to keep our communications system running smoothly. We have many uses now for our VHF-FM repeater system. This was built and is being maintained by Capt. Jeff Bowden, the Polaris Group Communications Officer. The system's main function is for calling out the key people for setting up and running a search and rescue effort. Four hand-held portable and three mobile VHF-FM radios have been purchased this year to add more capability to the repeater system.

A great many Cadets in various Squadrons throughout the Wing have received communications training leading to their Civil Air Patrol radio operator permit Form 76. Major Paul E. Nickel, Commander of the Elmendorf Cadet Squadron, is in charge of this program, and has worked hard to interest the Cadets in the field of communications.



LOGISTICS: Short for Transportation and Supply

Major Robert W. Reinert, Director of Logistics for Alaska Wing CAP, is one of the most capable Civil Air Patrol members. Under his leadership, the logistics branch of the Wing achieved an excellent rating from the CAP Region Inspection and Audit team. In addition to this excellent rating, Major Reinert was presented the coveted Civil Air Patrol National Logistics Award. Major Reinert was ably assisted by Capt. Monte Sargent, 2nd Lt. William Burton, Jr., and S/M Al Shearer, who received Certificates of Appreciation from Wing for their outstanding work.



CHANGE IN COMMAND

Col. J. Vic "Bud" Brown gave up his command of the Alaska Wing, after having established an enviable record, to Lt. Col. Russell J. Anderson. He will long be remembered for his untiring support of Civil Air Patrol in Alaska.



Col. Brown being congratulated and being presented with plaque by Col. Howard Carter, whom he succeeded.



Col. Brown being congratulated for a job well done by Col. Howard, Brookfield Pacific Region Commander.



Col. Brown with his lovely wife and Lt. Col. Russell J. Anderson. His wife is holding a gift at a farewell party at Wing Headquarters.

"ICE CAP"



The ICE CAP, the official newspaper of Alaska CAP., is now finishing its second year in print. The purpose is to help unite CAP in Alaska through the sharing of methods, ideas, experiences and activities and by the passing of information to each member so that we may better serve our communities and our units in our search and rescue, cadet training and aerospace education activities.

To date our goal of one article or picture (or both) from each group and squadron in the state, each issue, has not been met, but we are constantly working to improve our internal communications system and should be able to meet this goal in 1976. All articles published are written by CAP members who have particular information to convey or simply ideas or suggestions to introduce. Any and all articles submitted have been used along with as many pictures as each issue could hold.

The ICE CAP staff is looking forward to another meaningful year in print.

Gini Richardson
Editor

CIVIL AIR PATROL SAVES 1975

ALABAMA	0	NEBRASKA	0
<u>ALASKA</u>	<u>24</u>	NEVADA	0
ARIZONA	1	NEW HAMPSHIRE	0
ARKANSAS	0	NEW JERSEY	0
CALIFORNIA	0	NEW MEXICO	1
COLORADO	6	NEW YORK	0
CONNECTICUT	0	NORTH CAROLINA	0
DELAWARE	0	NORTH DAKOTA	0
FLORIDA	0	OHIO	3
GEORGIA	0	OKLAHOMA	0
HAWAII	0	OREGON	6
IDAHO	4	PENNSYLVANIA	0
ILLINOIS	0	PUERTO RICO	0
INDIANA	0	RHODE ISLAND	0
IOWA	0	SOUTH CAROLINA	0
KANSAS	0	SOUTH DAKOTA	0
KENTUCKY	0	TENNESSEE	0
LOUISIANA	4	TEXAS	0
MAINE	0	UTAH	0
MARYLAND	0	VERMONT	0
MASSACHUSETTS	0	VIRGINIA	1
MICHIGAN	0	WASHINGTON	0
MINNESOTA	0	WEST VIRGINIA	0
MISSISSIPPI	2	WISCONSIN	2
MISSOURI	0	WYOMING	3
MONTANA	0	TOTAL	57
NATIONAL CAPITAL	0		

