



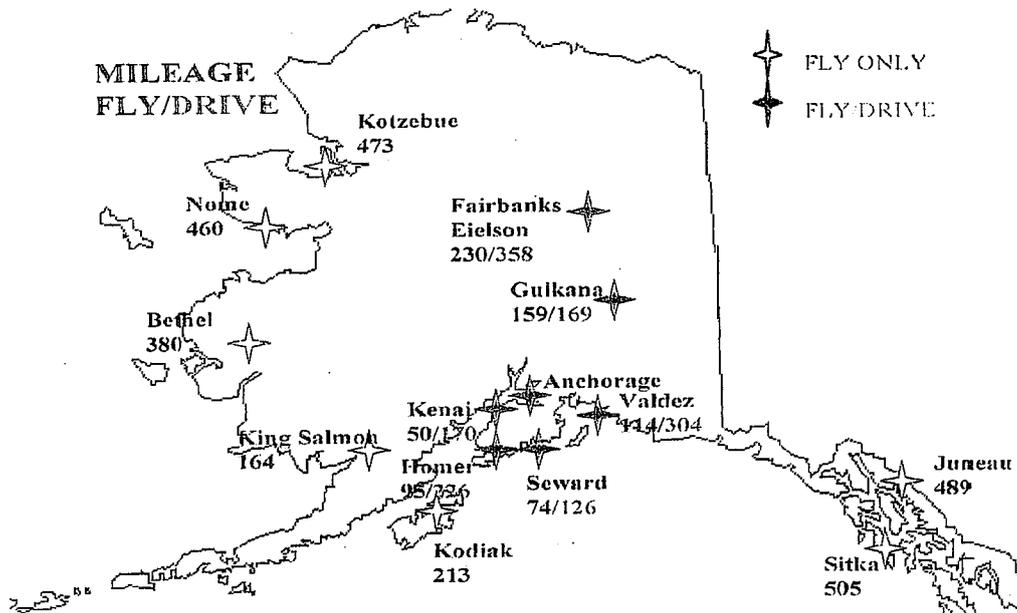
# ALASKA WING CIVIL AIR PATROL



2003

ANNUAL REPORT

[www.akwg.cap.gov](http://www.akwg.cap.gov)



Wing Headquarters Anchorage	Homer Composite Squadron Homer
Legislative Squadron Anchorage	Gulkana Flight Squadron Gulkana
17 <sup>th</sup> Composite Squadron Elmendorf AFB	Kenai Composite Squadron Kenai
71 <sup>ST</sup> Composite Squadron Eielson AFB	✦ Kodiak Composite Squadron Kodiak
ROTC University of Anchorage Anchorage	✦ Kotzebue Senior Squadron Kotzebue
Anvil Senior Squadron Nome	Lake Hood Maintenance Hangar Anchorage
✦ Baranof Composite Squadron Sitka	Polaris Composite Squadron Anchorage
✦ Bethel Composite Squadron Bethel	Seward Composite Squadron Seward
Birchwood Composite Squadron Chugiak	✦ Southeast Composite Squadron Juneau
✦ Bristol Bay Flight Squadron Bristol Bay	✦ Valdez Composite Squadron Valdez

**COVER:** The DeHaviland "Beaver" shown on skis. CAP Lead Mechanic Larry Kiana took this picture at sunrise as the wind blew him across the ice, which covered the ground at the Lake Hood Maintenance Facility.



ALASKA WING  
CIVIL AIR PATROL  
HEADQUARTERS  
AUXILIARY OF  
THE UNITED STATES AIR FORCE  
P.O. BOX 6014  
ELMENDORF AFB, AK 99506



## ANNUAL REPORT

TO THE GOVERNOR OF ALASKA AND MEMBERS OF THE 24<sup>th</sup> ALASKA LEGISLATURE

I am pleased to present this report of Alaska Wing Civil Air (CAP) activities for 2003. I will be happy to provide additional information or answer any of your questions about the Civil Air Patrol.

The Civil Air Patrol is the Volunteer Auxiliary of the Air Force under Public Law 80-557, Title 10 United States Code, Section 9441. Although chartered as a non-profit corporation by Congress, the Civil Air Patrol is neither a government entity nor a federal corporation. The secretary of the Air Force has no authority over the Civil Air Patrol in its operation as a civilian volunteer, non-profit corporation but does have authority over those aspects of the Civil Air Patrol that relates to its performance of the non-combat mission assigned by the Air Force.

The Civil Air Patrol has three congressional charter missions. They are:

Emergency Services

Aerospace Education

Cadet Programs

Nationwide, we now number over 64,000 volunteers. In Alaska we have 984 senior members and 161 cadet members. It is through the efforts of our membership that CAP remains the dynamic force it is after 62 years service to our country. Within Alaska, with its powerful aviation history, CAP has served over 57 years with skill and intense dedication to the principles inherent in the beginning years of the Civil Air Patrol. Alaska volunteers will continue to serve our state with Aerospace Education, Cadet moral leadership and Drug Reduction programs, Emergency Services, Homeland Security, Cadet and Senior member training and promotion of Aerospace Education assistance to the schools and public at large.

As Commander of the Alaska Wing, I wish to thank those Civil Air Patrol members of Alaska who have given of their time and personal resources for the ideals of CAP, and to thank the Citizens of Alaska who have supported them in this effort. We will continue to use our greatest resource---our trained volunteers---

**CIVIL AIR PATROL IS A NATIONAL LOW-COST, FORCE MULTIPLIER.**

ROBERT L. BROUILLETTE  
Colonel, CAP  
Commander

## ACTIVITIES OF THE ALASKA WING CIVIL AIR PATROL

The people of Alaska require and deserve effective air search and rescue and disaster relief services. One way the government of Alaska has responded to fulfill this commitment is through the use of the U.S. Air Force's official auxiliary, the Civil Air Patrol (CAP) to prosecute these life threatening, time critical missions. When CAP responds to perform Search and Rescue activities, or other Emergency Services on official U.S. Air Force missions, the Air Force pays for operational aircraft expenses only. The only federal funds received by the Alaska Wing CAP are for reimbursement only for actual aircraft costs incurred during search activities. These funds are expended through the Air Force and cannot be used for any other purpose than reimbursement of fuel and aircraft maintenance.

The state's contribution to CAP of \$503,100 annually covers costs of the basic infrastructure necessary to operate, as the expenses for training, administration, maintenance, hangaring aircraft, and management are not, and cannot, be funded by the Air Force. Fortunately, the State of Alaska has provided funds that maintain the vital organizational structure through which volunteerism by CAP members can take place. Without this support from the state, CAP could not exist and the state emergency services would have to turn to the private market place or create its own response force. Either way, it would be extremely expensive. The CAP and its volunteer force is the best bargain available.

Without the Alaska CAP, the burden for search and rescue, and other missions we support including Homeland Security and Disaster Response, will fall on the Alaska State Troopers and the Alaska Air National Guard, both of which are also supported by state funds. Some of our facilities supported by the state appropriation, are shared with the Department of Public Safety (State Troopers). CAP, with the combination of corporate and volunteer aircraft commands a fleet that is over three times the size of the Troopers, and serves as a force multiplier for them.

				
CIVIL AIR PATROL	HC-130N – if available	HH-60 – if available	STATE HELO – if available	F.B.O. AIRCRAFT – if available
Average cost per hour with fuel & a Volunteer Crew \$85	Average cost per hour with fuel & Crew \$5500 -or- 65 CAP AIRCRAFT	Average cost per hour with fuel & Crew \$2,700 -or- 32 CAP AIRCRAFT	Average cost per hour with fuel & Crew \$1,600 -or- 19 CAP AIRCRAFT	Average cost per hour with fuel & Crew \$305 -or- 4 CAP AIRCRAFT
x 632 hours	x 632 hours	x 632 hours	x 632 hours	x 632 hours
\$53,720	\$3,476,000	\$1,706,400	\$1,011,200	\$192,760

## SEARCH & RESCUE MISSION DATA

Since 1992, the Alaska CAP has saved 364 Alaskans. In 2003 the Alaska Civil Air Patrol was credited with saving 32 lives and assisted in saving another 29. These 32 saves represent 31 % of all the saves in the State of Alaska and 22% of saves nationwide. The CAP performed 203 search missions (290 sorties) in 2003 representing 632 flying hours of search time by our volunteers. Searches for errant ELT's accounted for 146 searches for a total of 423 volunteer hours.

	All Missions	CAP Missions	% CAP
<b>Missions</b>	298	203	68%
<b>Hours</b>	1006	632	63%
<b>Sorties</b>	495	290	59%
<b>Saves</b>	102	32	31%
<b>Assists</b>	59	29	49%

All ELT Searches	CAP ELT Searches	% CAP
154	137	88%

## ALASKA WING MEMBERSHIP CONTRIBUTIONS

The Alaska Wing CAP has 1,000+ members in the state donating their time, and in many cases the use of their personal aircraft to accomplish our mission.

The people we search for include snow machiners, hikers, hunters, overdue aircraft, boaters and other lost persons. CAP has done studies, which show that if the services we provide were supplied by a private company, the cost of aircraft, pilots, observers, training, staff, facilities, and equipment would equate to over \$20 million dollars per year.

Annually, the individual members of Alaska Wing make sizable out of pocket cash investment toward fulfilling the missions of Civil Air Patrol. Members provide their own uniforms, survival gear and membership dues at an average of \$175 per member for an annual cost of \$200,375.

The, total number of aircraft owned and operated by members is 75. These aircraft are available for flying Civil Air Patrol missions. The total market value of these aircraft is approximately \$5,113,000. The member owned aircraft are maintained and insured at the expense of the owners at an estimated expense of \$562,500 annually.

In addition to the aircraft expense, pilots must maintain their proficiency skills. Ideally each pilot would fly a minimum of 4 hours a month. We believe that pilot time, during training and proficiency flying is worth \$45.00 an hour. In 2003 our pilots flew 905 hours during readiness exercises or \$40,725. Additionally, time flown at the pilot's expense (proficiency flying) equaled 2,108 hours or

\$94,860. The cost for fuel and hourly rates in the amount of \$132,587 was the additional expense to these pilots. So to keep proficient the expense to the membership is valued at \$ 268,172

During actual missions, which consisted of 662 flying hours, the crews (pilots and observers) donated all time. The pilot's time is valued at \$29,790. The non-pilot crew usually consists of at least 2 observers. We have valued the observer's time at \$ 27.00 per hour or \$35,748.00 and using the same formula for ELT searches, on the ground (423 hours) an additional \$11,421, or a total of \$76,959 in volunteer time on actual missions.

Proficiency and mission flights are not restricted to pilot training. Training also occurs for the rest of the crew in search techniques, navigation, radio procedures and crew coordination. Using the same valuation of the observers, during the course of each year members spend time in training – we estimated the hours to be approximately 3,435 or a value of \$92,745. Each mission pilot must undergo a rigorous evaluation by a Certified Flight Instructor who is also a certified Civil Air Patrol check pilot. These check pilots provide approximately 300 check rides annually and donate approximately 450 hours to perform this service for Civil Air Patrol at the cost of \$55.00 an hour for a value of \$24,750 annually.

The Wing Commander who is responsible for the overall management of the Alaska Wing Civil Air Patrol donated over 2,880 hours at a value of \$158,400. Our Squadron Commanders are responsible for the day-to-day management of their remote units, which includes training, discipline, and organization. All of these commanders work a minimum of 10 hours a week above the norm. We value their services at \$ 38.00 an hour for an annual cost of \$316,160.

Alaska Wing Directors of various divisions carry much responsibility and typically work 20 to 40 hours a week on behalf of the organization. If these positions were purchased on the open market they would have a value of \$628,300. Pro bono value of professionals who donate their time is \$60,500.

#### **Alaska Wing Members Contributions:**

Out of Pocket Expenses	Total Value \$	200,375
Value of Member Owned Aircraft	Total Value \$	5,113,000
Maintenance and Insurance of Member Aircraft	Total Value \$	562,500
Pilot Training and Proficiency Flying	Total Value \$	268,172
Non-Pilot Crew Members - Training	Total Value \$	92,745
Pilot Mission Time	Total Value \$	29,790
Non-pilot Crew Member Time - Missions	Total Value \$	47,169
CFI Check Pilot Time	Total Value \$	24,750
Wing Commander's Time	Total Value \$	158,400
Squadron Commanders Time	Total Value \$	316,160
Wing Director Time	Total Value \$	628,300
Pro Bono Time	Total Value \$	60,500
<b>Alaska Wing Members Contributions</b>	<b>Total Value</b>	<b>\$7,501,861</b>

## U.S. Air Force Contributions

The U.S. Air Force was established as a separate military unit in July 1947. In May 1948, PL 557 designated the Civil Air Patrol as the official auxiliary of the new U.S. Air Force. Because of the continuing relationship between the USAF and CAP, our 1,000+ Alaskan volunteers are providing thousands of hours and millions of dollars to the missions of CAP Search and Rescue, Cadet Programs, and Aerospace Education.

The USAF supports the CAP mission by the funding of Rescue Missions, Homeland Defense Missions, Counter Drug Missions, Cadet Orientation Flights (in powered aircraft), and ROTC Orientation Flights.

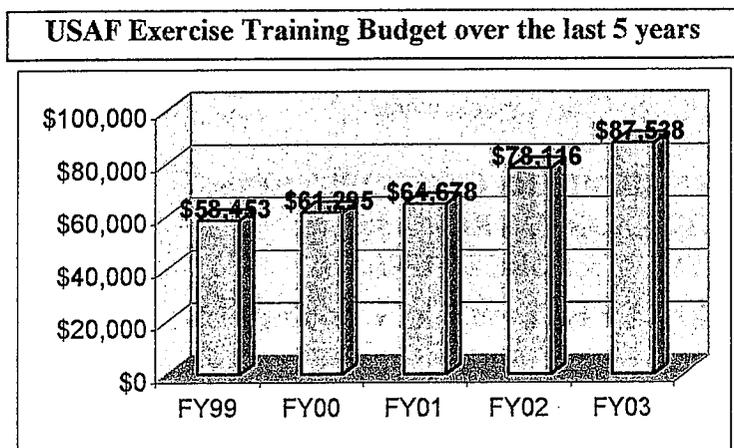
In 2003 the USAF paid for 905 hours of readiness exercises equaling \$77,819. The expenses supported by the USAF for mission expenses equals \$58,693.

The U.S. Air Force allows the Civil Air Patrol the use of several of its facilities. Our Wing Headquarters and the Arcturus Squadron located on Elmendorf Air Force Base, the 71<sup>st</sup> Composite Squadron, located at Eielson Air Force Base, and other facilities.

### Facility Assets

Wing facility at Elmendorf AFB	Total Value \$	575,650
71st Composite Sqd. at Eielson AFB	Total Value \$	155,450
Arcturus Composite Sqd. at Elmendorf AFB	Total Value \$	153,368
Other facilities	Total Value \$	45,341
USAF funded readiness exercises (Fuel)	Total Value \$	35,775
USAF funded actual missions (Fuel)	Total Value \$	32,739
USAF Restricted Aircraft Maintenance (Hourly Rate)	Total Value \$	67,998

**Total Funding Received in FY03 by the USAF      Total Value \$ 1,066,321**

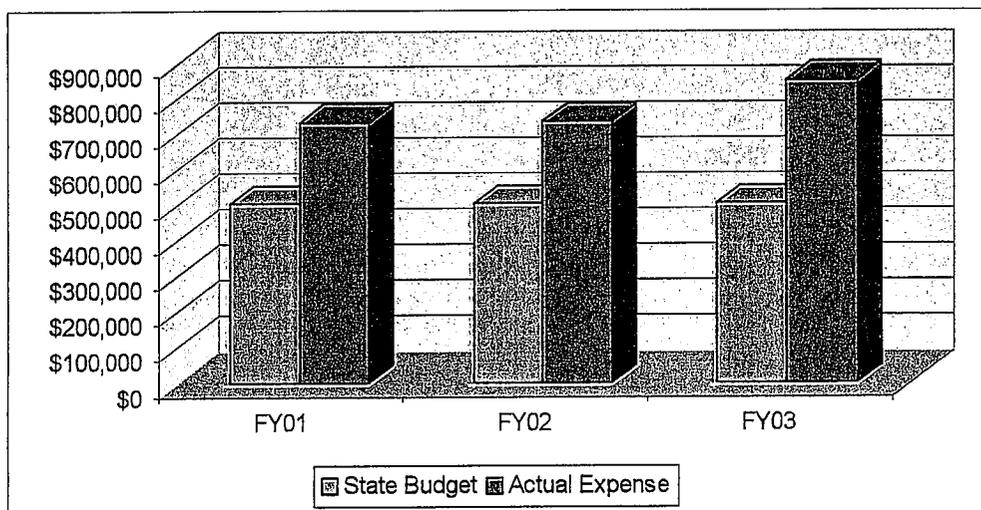




# ALASKA WING CIVIL AIR PATROL FINANCE

## EXPENSES

	State of Alaska	Actual Expenses FY03		
	Grant Budget FY03	2000-2001	2001-2002	2002-2003
Wages	\$264,500	\$196,221	\$216,133	\$285,063
Office	\$9,000	\$19,007	\$16,143	\$12,187
Utilities	\$100,000	\$127,342	\$150,335	\$102,678
Vehicles	\$8,750	\$6,996	\$5,687	\$6,743
Conferences	\$7,000	\$2,800	\$6,731	\$5,546
Travel	\$16,500	\$25,463	\$18,242	\$18,069
Insurance	\$51,100	\$52,912	\$47,786	\$55,678
Audit	\$7,500	\$6,300	\$14,465	\$7,292
Aerospace	\$5,000	\$7,385	\$3,780	\$3,930
A/C Maintenance	N/A	\$175,178	\$135,205	\$224,596
Missions	N/A	\$61,287	\$84,948	\$89,278
Cadets	\$6,250	\$9,292	\$11,060	\$5,594
Facility Maintenance	\$13,150	\$23,735	\$231	\$10,383
Miscellaneous	\$14,350	\$17,664	\$23,121	\$21,635
	<b>\$503,100</b>	<b>\$782,052</b>	<b>\$743,793</b>	<b>\$848,672</b>



# ALASKA WING CIVIL AIR PATROL FINANCE

## INCOME

The funding sources for the missions of the Alaska Wing Civil Air Patrol in 2003 were as follows:

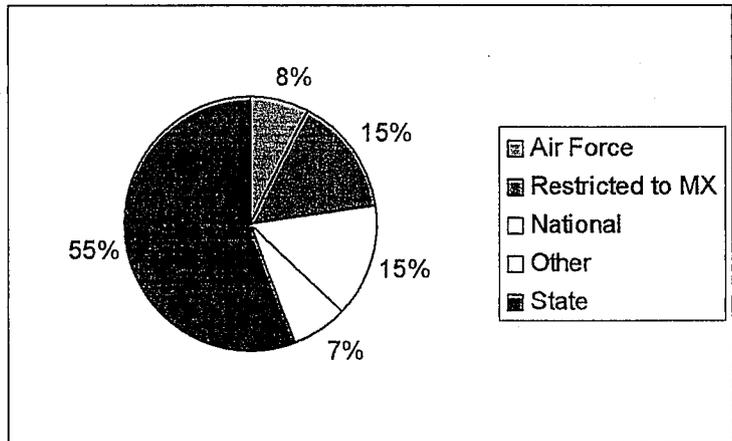
State of Alaska	\$ 503,100	56%
National CAP	\$ 131,710	15%
U.S. Air Force	\$ 136,512	15%
Other Sources	\$ 130,897	14%
<b>Total Revenue Source</b>	<b>\$ 902,219</b>	<b>100%</b>

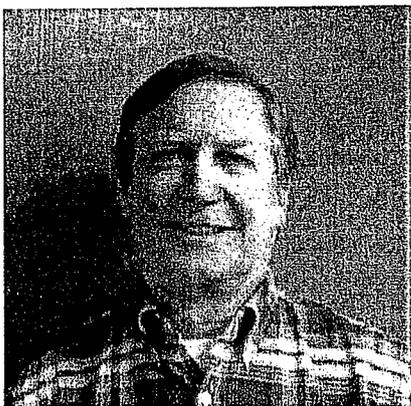
In addition, the Civil Air Patrol protects the State of Alaska from liability as a result of injury or death incurred during operations. The Federal Employees Compensation Act and Federal Tort Claims Act, as well as the CAP corporate insurance plan, covers members on actual missions.

Not shown in the operating budget this year is the Glider Program. Due to increases in expenses it was decided that the program could support it's program. The details are shown in the "Glider Operations" portion of this report.

<b>Income</b>	
<b>Air Force</b>	
Actual Mission Fuel	\$32,739
Practice Mission Fuel	\$35,775
Restricted to A/C MX	\$67,998
	<u>\$136,512</u>
<b>National</b>	
A/C & Vehicle MX	\$122,208
Senior Activities	\$5,803
Cadet Programs	\$3,700
	<u>\$131,711</u>
<b>Other</b>	
Other Restricted MX Income	\$68,180
Other Missions	\$29,488
Donations	\$18,649
Membership Dues	\$14,580
	<u>\$130,897</u>
<b>State Operating Funds</b>	<u><b>\$503,100</b></u>

**TOTAL \$902,220**





**USAF/CAP  
LIAISON OFFICE  
FY03 ANNUAL REPORT**

***Harry Whitaker, III***

Alaska Wing Civil Air Patrol was again a premier Search and Rescue organization statewide for 2003. CAP members accounted for 60% of all Search and Rescue flying hours and participated in 70% of all air searches in Alaska. Summarizing FY03's mission activity, CAP volunteers participated in 203 missions flying 290 sorties and logging 632 flying hours. As a direct result, 32 individuals owe their lives to these timely actions and another 29 people were assisted before life threatening conditions developed. Sixteen of the Wing's flying squadrons participated in at least one SAR mission. Cadets and senior members accounted for finding and silencing over 137 errant ELT'S. The Wing continued its long-standing tradition of providing excellent support to 11th Air Force.

Air Force funded Emergency Services exercises continued to provide CAP member training, enhancing their flying skills and developing operational excellence. Approximately 941 hours were flown on these exercises, enabling members to improve mission efficiency and hone search and rescue skills. By integrating these exercises with other federal and state agencies, the Alaska Wing CAP has maintained a high state of readiness, ensuring that the CAP will be there when disaster strikes.

The continued inspiring dedication and devotion of the CAP to its humanitarian mission ensured outstanding response under trying conditions. All of the volunteers in the Alaska Wing CAP can take great pride in their dedication and skill that saved 22 Alaskans. Congratulations on a superb performance.

**Harry Whitaker, III  
USAF-CAP Liaison Office  
Alaska Wing**

## Alaska Wing Chaplain 2003 Annual Report



The Civil Air Patrol Chaplain staff increased this year by one more chaplain and two Moral Leadership Officers. The Chaplains and Moral Leadership Officers minister to the Senior and Cadet members when there is a crisis or loss. They teach moral and ethical leadership to both Senior and Cadet members. They represent the Civil Air Patrol in ministry to the community.

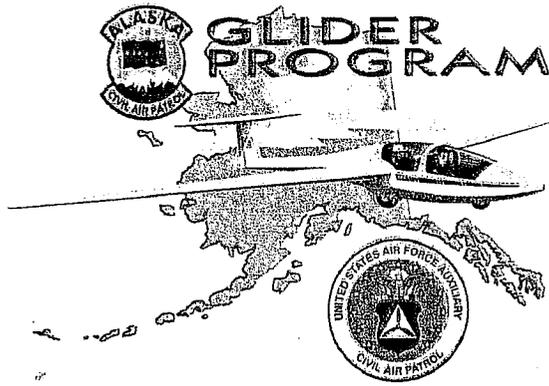
Two of our Chaplains have been trained in Critical Incident Stress Management and are on call, to be used where needed to debrief first responders.

There was a Chaplain on staff for the Cadet Encampment and available during the various search and rescue missions including the training missions. Our Chaplains have counseled the discouraged, advised those in need, and prayed for the sick.

It is our privilege and joy to minister to our communities.

Respectfully Submitted

Chaplain Major Blair F. Rorabaugh, Civil Air Patrol  
Alaska Wing Chaplain



## Alaska Wing Glider Operations

The Alaska Wing Civil Air Patrol has five gliders, which support Aerospace Education, Cadet Programs and the airmanship proficiency of senior members in Emergency Services. This is a program that connects the link between the older and younger generation. It is a teambuilding activity that develops our young leaders of the future.

In 2003 we operated only half the normal 800 flights per year that were established in 2001 and 2002. I feel we could have had over 1000 flights. Unfortunately all of the gliders were not flyable during the prime summer season due to maintenance requirements.

Due to budget constraints within the Alaska Wing and cuts in funding from National Headquarters we implemented a "charge per ride" to keep the Glider Program flying. (National Headquarters funds the powered aircraft expense of the towing on cadet glider rides only). Currently the budget is still positive from a cadet fund raising activity two years ago, and the charges to the volunteer membership for their own training. If funding remains unavailable and National Headquarters continues its policy, the charges to the membership will have to be increased substantially.

Tom Shackle of Media Concepts donated his time and efforts to put together videos of glider flights for the CAP to use as a recruitment tool. He joined the Polaris Squadron at Birchwood for training flights in August and September. The videos that are the final product are titled "Erica's Flight" and "Jeremy's Solo". These videos follow their flights from tow to landing and will be a great recruitment tool.

We are blessed with over ten FAA Certified Glider Flight Instructors in CAP. We have energetic volunteers that operate the tow planes and supervise cadets.

This is the completion of my third year managing the Alaska glider activities. I am looking to pass the baton to CAP Maj Maynard Perkins to manage the program activities in 2004. I will be continuing my volunteer efforts towing and instructing.

Jeff Banks, Capt, CAP  
Director of Glider Operations

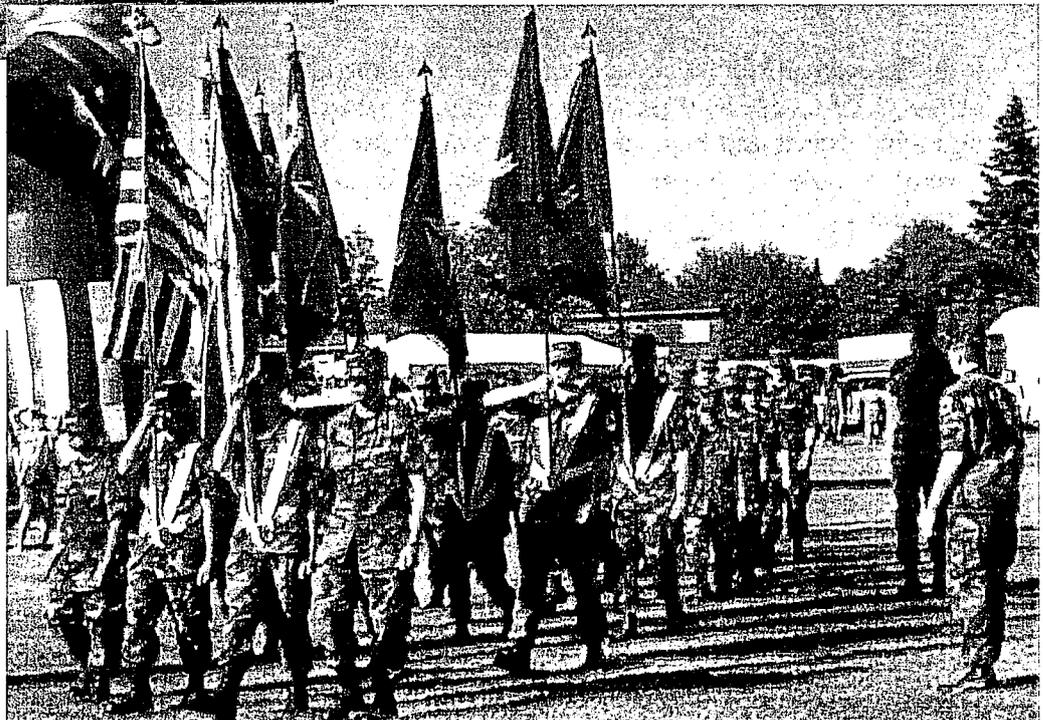


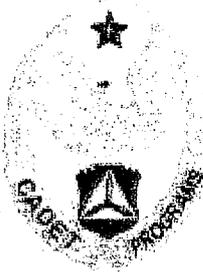
Pictured Above: Glider Operations are not put on hold because of the winter weather! These CAP Members braved the elements while participating in a glider clinic held in Valdez.



Pictured Left: During the 2003 Encampment the Commander presents awards for achievements made by CAP Cadets.

Pictured Below: CAP Cadets get in a last practice prior to marching in the 2003 Fourth of July Parade.





## Alaska Wing Civil Air Patrol Cadet Programs Report 2003 ANNUAL REPORT



The Civil Air Patrol Cadet Program makes up a full one-third of the mission of "CAP," and is, especially in Alaska, one of the most valuable tools for education and drug prevention available to the community. The program is considered an Auxiliary of the Air Force, and as such is based off military structure and procedure. Cadets in the program are allowed to wear the same uniforms as the active duty personnel, with minor differences in the patches and rank insignia. Within the program, a cadet between the ages of 12 and 21 may progress through all the Air Force ranks from Cadet Basic Airman to Cadet Colonel. Along the way, cadets are given the opportunity to participate in a plethora of activities from Search and Rescue exercises to Color Guard Drill competitions. In the course of working to earn promotions and participating in the various activities, cadets learn about leadership, the history and current role of America's aerospace program, and are given physical training and conditioning which will help them to maintain a healthy lifestyle throughout their adult life. Furthermore, perhaps one of the most important roles of the Civil Air Patrol Cadet Program is that it provides a safe, drug-free environment where the youth of today are encouraged to work hard and become responsible persons.

The cadet program consists of fifteen achievements (each associated to a pay grade in the Air Force) and those achievements are split up into four phases. To progress to the next grade, a cadet must pass three tests, as well as be an active participant in his/her home squadron. One test measures knowledge of the leadership principles associated with the next grade, one test deals with a cadet's knowledge of aerospace, and the last test is a practical physical exercise which tests the cadets flexibility, endurance, and muscle strength. What follows are the phases through which cadets pass as they gain rank:

### 1. The Learning Phase (Cadet Basic Airman to Cadet Senior Airman):

In this phase cadets are taught the basics of military procedure and organization, including drill movements, uniform wear, and the rank system. At this level, cadets are taught how to be good followers, and that to be a good leader one must first know how to follow. In aerospace, the cadets are taught the basics of flight and the history of CAP.

### 2. The Leadership Phase (Cadet Staff Sergeant to Cadet Chief Master Sergeant):

At this level cadets are expected to know how to wear a uniform, to march, and what's what in the military ranking system. It is at this level that cadets are first given the opportunity to lead others, starting with small tasks such as being an element leader (roughly three people), and moving all the way up until they are a first sergeant (passes down orders from command and directly coordinates all cadet activities). It is in this phase that a cadet is taught the basics of leadership and how to give commands effectively, as well as how to use your own initiative to get things done. For aerospace, cadets are learning about flight characteristics, rockets, airport organizations, and space exploration.

### 3. The Command Phase (Cadet 2nd Lieutenant to Cadet Captain):

In the command phase cadets move on from direct coordination of operations to more of the planning and organization behind the operations. Cadets no longer issue orders directly, but instead learn how to use their Sergeants to get things done. The cadets are taught the intricacies of higher-level management, such as how to maintain the careful balance between a micromanager and anarchy. It is here that they learn to accept true responsibility for their actions and orders. For aerospace, cadets are expected to periodically instruct classes to help their subordinates learn what they need to know. Cadet officers are also expected to act as mentors when a cadet is consistently doing poorly and needs a little extra help.

### 4. The Executive Phase (Cadet Major to Cadet Lieutenant Colonel):

At this point a cadet is expected to have mastered all of the leadership principles and military knowledge, which was taught in the previous phases. By the time a cadet reaches this rung of the ladder, they will probably have moved above and beyond squadron level activities and will be participating in statewide or nationwide command decisions and operations. The Cadet Major or Cadet Lieutenant Colonel's main priority to the cadets below him or her is to provide an example of success and to help the younger cadets reach the highest levels. The only rank above this is Cadet Colonel, which approximately 1,500 cadets in the history of CAP have received.

Cadets of all rank and position were given the opportunity to participate in the following activities in 2003:

Alaska Wing Basic Training Encampment	Model Rocketry
Color Guard Competition	Alaska Wing Conference
Emergency Services Training	Elmendorf Air Show Staff
Sailplane and Powered Aircraft Flights (221 hrs.)	Many Nationwide Activities
Search and Rescue Training Academy	Search and Rescue Ground Crew Operations

Also, some of the higher ranking cadets were part of the 2002-2003 Cadet Advisory Council, which acts as the "Cadet Senate" in that it considers possible activities and improvements, compiles a plan of action, and passes the bill on to Wing Command for approval.

There are a total of 146 cadets in the state of Alaska, and all of them are highly motivated to excel. The program is currently opening a new squadron in Bethel, and the Cadet Advisory Council will soon begin meetings to plan activities for the upcoming year.

C/Captain Burand  
Cadet Advisory Council Chairperson



Pictured Above: CAP members get children interested in flying at a young age. Nothing compares to paper airplanes to accomplish this task!

Pictured Right: CAP Members receive training at the "Egress" clinic held at UAA. This clinic is sponsored by the FAA and the U.S. Coast Guard.



Pictured Below: CAP members receive training in locating Emergency Locator Transmission's (ELT's)





## 2003 Annual Report for Aerospace Education

Early in the year, CAP partnered with the 99's and visited elementary classrooms to present aerospace education topics and promote aviation careers. These were appreciated and quite well received.

In March, Alaska Wing promoted the U.S. Coast Guard Underwater Egress Training. Many CAP Mission Pilots attended the class and pool session. Pilots had an opportunity to practice egress procedures after a simulated ditching. They were also provided instruction in donning flotation survival suits while in the water.

In April, Wing sent the DAE to the National Congress on Aviation and Space Education (NCASE) in Cincinnati. This event provided many days of excellent training, information, and contacts.

Shortly following in May was the annual Alaska Airmen's Association Trade Show in Anchorage. CAP set up a display booth manned by cadets and senior members from several squadrons. There were various handouts and goodies for those that stopped at the booth. Some new members were added to the Alaska Wing from this effort.

June brought the annual Elmendorf AFB Air Show – "Arctic Thunder". This is a heavily attended two-day event. A static display of CAP aircraft was set up in the entrance to the exhibit hangar. We had a Beaver, C-172, and ASK-21 glider available for the public to view. A pilot was available at each aircraft for those wanting to sit inside and to field questions. CAP also set up a display booth with literature and goodies to give away. Cadets and senior members were available for questions at the booth. Many visitors expressed interest and several joined CAP.

In October, at the Alaska Wing Conference, the Deputy DAE conducted a training session with squadron commanders and Aerospace Education Officer's (AEO's) from around the state. He provided ideas for squadron and community Aerospace Education projects, as well as a hands on rocket building workshop. The rockets were launched after the session!

CAP aerospace curriculum was distributed to two private school and two public schools in Anchorage in the late summer and fall. In addition, the DAE and a cadet joined the FAA in a classroom presentation of Aerospace Careers at an Anchorage elementary school.

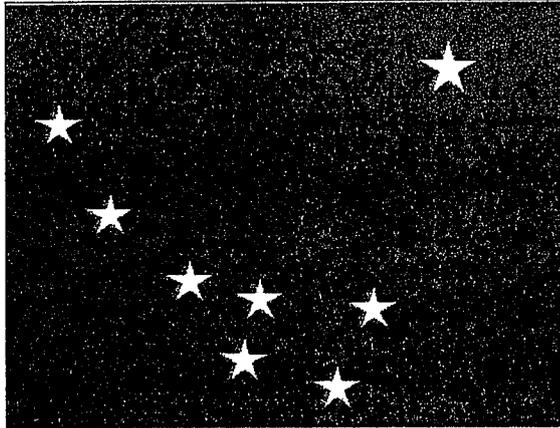
Martha Clark, Capt, CAP  
Chief of Staff



## ALASKA WING CIVIL AIR PATROL HEADQUARTERS Volunteer Staff

Robert Brouillette, Col, CAP	Commander
Carl Brown, Lt Col, CAP	Vice Commander
Martha Clark, Capt, CAP	Chief of Staff
Mike Pannone, Col, CAP	Special Advisor to the Commander
John DiGiantomosso, Maj, CAP	Cadet Programs / Aerospace Ed
Blair Rorabaugh, Maj, CAP	Chaplain
Doug Staats, 1Lt, CAP	Communications
Greg Doggett, 1Lt, CAP	Computer Operations
John Nealon, Capt, CAP	Counterdrug / Homeland Security
Wayne Hughes, Capt, CAP	Asst CD / Homeland Security
Karen Hursh, 2Lt, CAP	Drug Demand Reduction
Jim McCarthy, Maj, CAP	Emergency Services
Dave Thompsen, 2 Lt, CAP	Finance
Ed Ross, Capt, CAP	Flight Operations
Rick Mingo, Capt, CAP	Asst Flight Operations
Jeff Banks, Capt, CAP	Glider Operations
Don Burand, SM, CAP	Asst Glider Operations
Vacant	Government Affairs
Deborah MacLean, SM, CAP	Grant Writer
Bettyella Holyfield, Lt. Col, CAP	Historian
Steve Franklin, Col, CAP	Inspector General
Mark Bledsoe, Capt, CAP	Legal
Michael O'Keefe, 2 Lt, CAP	Logistics
Michael Jones PA-C, 1Lt, CAP	Medical
Michael Paulsen, Maj, CAP	Operations
Dennis Bailey, Capt, CAP	Maintenance
Lexi Hill, Maj, CAP	Professional Development
Mike Dryden, Maj, CAP	Public Affairs
Audrey DiGiantomasso, Capt, CAP	Asst Public Affairs
Vacant	Real Estate
Pat Forbes, Maj, CAP	Recruiter
Frank Yarbrough, Lt. Col, CAP	Safety
Ken Jones, SM, CAP	Asst Safety
Greg Stoddard, Capt, CAP	Standard/Evaluations
Hal Steffen, Lt Col, CAP	Tow Pilot Coordinator
Al Damkoehler, Capt, CAP	Transportation
W. J. Elliott, SM, CAP	Webmaster
Doug MacLean, SM, CAP	Asst Webmaster

STATE OF ALASKA  
LEGISLATIVE SQUADRON MEMBERS



*Charles Chenault, Maj, CAP*

*Sharon Cissona, Maj, CAP*

*Gretchen Guess, Maj, CAP*

*Vic Kohring, Maj, CAP*

*Ronald Irwin, Maj, CAP*

*Loren Leman, Maj, CAP*

*Robert Lynn, Maj, CAP*

*Lesil McGuire, Maj, CAP*

*Kevin Meyer, Maj, CAP*

*Paul Seaton, Maj, CAP*

*Rex Denis Shattuck, Maj, CAP*

NATIONAL CONGRESSIONAL SQUADRON MEMBERS

*U.S. Senator Ted Stevens, Lt Col, CAP*

*U.S. Senator - Lisa Murkowski, Lt Col, CAP*