

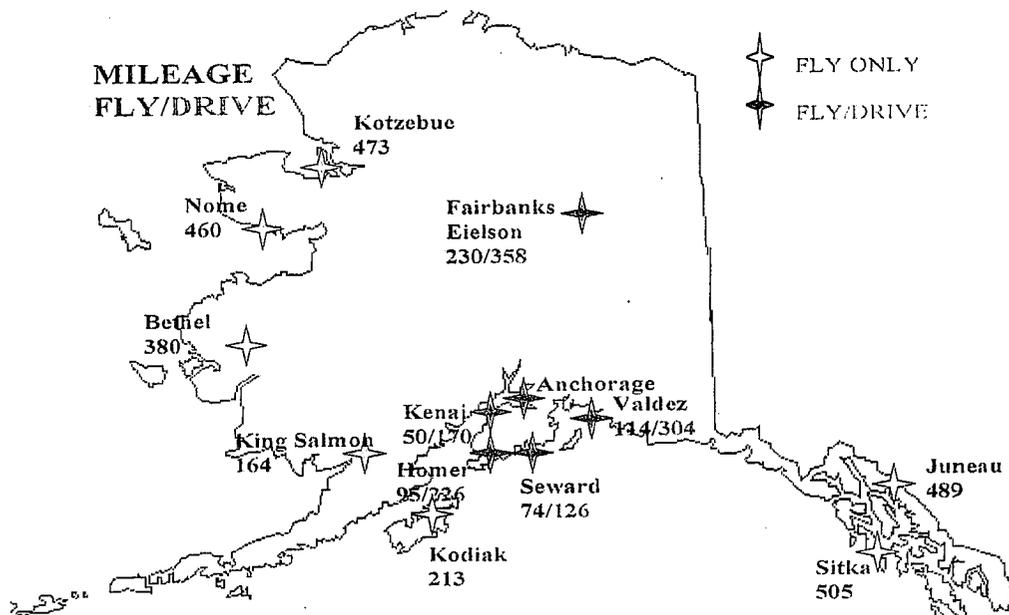


ALASKA WING CIVIL AIR PATROL



2004 ANNUAL REPORT

www.akwg.cap.gov



Wing Headquarters
Anchorage

Lake Hood Maintenance Hangar
Anchorage

Legislative Squadron
Anchorage

Fairbanks Composite Squadron
Fairbanks

17th Composite Squadron
Elmendorf AFB

Homer Composite Squadron
Homer

71ST Composite Squadron
Eielson AFB

Kenai Composite Squadron
Kenai

ROTC University of Anchorage
Anchorage

✦ **Kodiak Composite Squadron**
Kodiak

Anvil Senior Squadron
Nome

✦ **Kotzebue Senior Squadron**
Kotzebue

✦ **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



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 25th ALASKA LEGISLATURE

I am pleased to present this report of the Alaska Wing Civil Air Patrol (CAP) activities for 2004. I will be happy to provide additional information or answer any of your questions about the Alaska Wing or the Civil Air Patrol in general.

The Civil Air Patrol is a private, nonprofit corporation chartered on 1 December 1941 under special Act of Congress, which sets forth the purposes, rights, and duties of the Civil Air Patrol. The United States Congress later incorporated the CAP as a benevolent non-profit organization on 1 July 1946, and on 26 May 1948 the Alaska Wing became an auxiliary of the United States Air Force.

The objective and purposes of CAP shall be:

- I. To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of aerospace supremacy.
- II. To provide an organization to encourage and develop by example, the voluntary contribution of private citizens to the public welfare.
- III. To provide aviation and aerospace education and training to it's senior and cadet membership.
- IV. To encourage and foster civil aviation in local communities.
- V. To provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.
- VI. To assist the Department of the Air Force in fulfilling its non-combat programs and missions.

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

Emergency Services

Aerospace Education

Cadet Programs

The Alaska Wing was established in 1948, and at the present we have 15 composite squadrons, two flights and a headquarters unit, supported by a volunteer staff of 945 senior members and 178 cadets. The funds granted to us by the State of Alaska supports the main infrastructure of the Alaska Wing CAP. This support enables us to maintain 17 facilities through out the state and employ 4 full time A&P Mechanics, 1 Maintenance Facility Technician and 2 Clerical Positions.

The Alaska Wing CAP has served Alaskans with skill and intense dedication to the principles inherent in the beginning years of the Civil Air Patrol. Alaska volunteers will continue to service 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

My term as Commander of the Alaska Wing Civil Air Patrol will come to a close Aug. 31,2005, I wish to thank the Governor, the members of the Legislature and all those CAP 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 supported the Alaska Civil Air Patrol Volunteers-----our greatest resource, the trained volunteer. Thanks you for allowing me to serve!

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 Department of Public Safety (State Troopers) and the Department of Military And Veteran Affairs, 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 \$97	Average cost per hour with fuel & Crew \$5500 -or- 57 CAP AIRCRAFT	Average cost per hour with fuel & Crew \$2,700 -or- 28 CAP AIRCRAFT	Average cost per hour with fuel & Crew \$2,100 -or- 22 CAP AIRCRAFT	Average cost per hour with fuel & Crew \$380 -or- 4 CAP AIRCRAFT
x 610 hours	x 610 hours	x 610 hours	x 610 hours	x 610 hours
\$59,170	\$3,355,000	\$1,647,000	\$1,281,000	\$231,800

SEARCH & RESCUE MISSION DATA

In 2004 the Alaska Civil Air Patrol was credited with saving 15 lives and assisted in saving another 18. These 15 saves represent 21 % of all the saves in the State of Alaska and 23% of saves nationwide. The CAP performed 168 search missions consisting of 258 sorties in calendar year 2004 representing 610 flying hours of search time. Searches for errant ELT's accounted for 110 searches for an average of 440 volunteer hours.

Since 1992, the Alaska CAP has saved 379 Alaskans.

	All Missions	CAP Missions	% CAP
Missions	252	168	67%
Hours	966	610	63%
Sorties	441	258	59%
Saves	70	15	21%
Assists	34	18	53%
ELT Searches	Unavailable	110	

ALASKA WING MEMBERSHIP CONTRIBUTIONS

Alaska Wing Members Contributions:

Out of Pocket Expenses	Total Value \$ 280,750
Value of Member Owned Aircraft	Total Value \$ 6,524,217
Maintenance and Insurance of Member Aircraft	Total Value \$ 717,750
Pilot Training and Proficiency Flying	Total Value \$ 220,198
Non-Pilot Crew Members - Training	Total Value \$ 125,776
Pilot Mission Time	Total Value \$ 28,670
Non-pilot Crew Member Time - Missions	Total Value \$ 47,480
CFI Check Pilot Time	Total Value \$ 25,650
Wing Commander's Time	Total Value \$ 158,400
Squadron Commanders Time	Total Value \$ 474,240
Wing Director Time	Total Value \$ 780,000
Pro Bono Time	<u>Total Value \$ 60,500</u>

Alaska Wing Members Contributions Total Value \$9,443,631

ALASKA WING MEMBERSHIP CONTRIBUTIONS (Cont)

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

CAP responds to searches which include snow machiners, hikers, hunters, overdue aircraft, boaters and other lost persons, and errant ELT signals.

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 \$250 per member for an annual cost of \$280,750.

The total number of aircraft owned and operated by members is 87. These aircraft are available for flying Civil Air Patrol missions. The total market value of these aircraft is approximately \$6,524,217. The member owned aircraft are maintained and insured at the expense of the owners at an estimated expense of \$717,750 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 \$47.00 an hour. In 2004 our pilots flew 910 hours during readiness exercises or \$42,770 in flying time. Additionally, time flown at the pilot's expense (proficiency flying) equaled 1,715 hours or \$80,605. The cost for fuel and hourly rates in the amount of \$96,823 was the additional expense to these pilots. So to keep proficient the expense to the membership is valued at \$220,198.

During actual missions, which consisted of 610 flying hours, the crews (pilots and observers) donated all time. The pilot's time is valued at \$28,670. The non-pilot crew usually consists of at least 2 observers. We have valued the observer's time at \$ 28.00 per hour or \$34,160 and using the same formula for ELT searches, on the ground (440 hours) an additional \$13,320, or a total of \$76,150 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 4,492 or a value of \$125,776. 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 \$57.00 an hour for a value of \$25,650 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 15 hours a week. We value their services at \$ 38.00 an hour for an annual cost of \$474,240.

Alaska Wing Directors of various divisions carry much responsibility and typically work no less than 20 hours a week on behalf of the organization. Purchased on the open market they would have a value of \$780,000. Pro bono value of professional who donate their time is \$65,000.

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 2004 the USAF paid for 910 hours of readiness exercises equaling \$85,908. The expenses supported by the USAF for rescue mission expenses equals \$50,173.

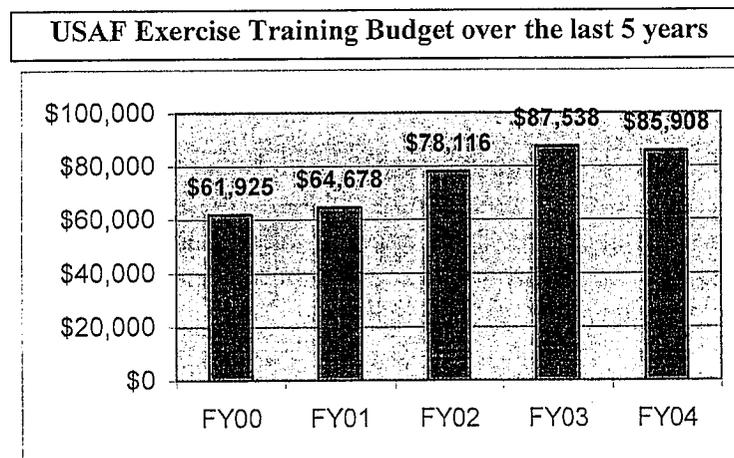
The U.S. Air Force allows the Civil Air Patrol the use of several of its facilities. Our Wing Headquarters and the Arcturus Squadron located on Elmendorf Air Force Base, the 71st Composite Squadron, located at Eielson Air Force Base, and other facilities.

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 \$	41,892
USAF funded actual missions (Fuel)	Total Value \$	27,183
USAF Restricted Aircraft Maintenance (Hourly Rate)	Total Value \$	<u>78,530</u>

Total Funding Received in FY04 by the USAF

Total Value \$ 1,077,414



The National Civil Air Patrol Assets assigned to Alaska Wing include:

Aircraft

C-172	8 each @ \$107,300	Total Value \$	858,400
C-182	5 each @ \$120,000	Total Value \$	600,000
C-185	3 each @ \$138,000	Total Value \$	414,000
C-206	4 each @ \$190,000	Total Value \$	760,000
TU-206	1 each @ \$194,000	Total Value \$	194,000
DHC-2 (Beaver)	9 each @ \$475,000	Total Value \$	4,275,000
MT-7-238 (Maule)	1 each @ \$145,000	Total Value \$	145,000
Gliders	3 each @ \$ 22,000	Total Value \$	66,000
ASK21	1 each @ \$120,000	Total Value \$	120,000
BLANIK L-23	1 each @ \$ 55,145	Total Value \$	55,145
Skis and Floats		Total Value \$	400,000
<u>Total aircraft assets</u>	36 aircraft	Total Value \$	7,887,545

Rolling Stock:

Vans	11 each @ \$ 20,000	Total Value \$	220,000
Utility Trailers	10 each @ \$ 2,000	Total Value \$	20,000
Travel Trailers	3 each @ \$ 5,000	Total Value \$	15,000
Fork Lifts	2 each @ \$ 15,000	Total Value \$	30,000
4WD Carry Alls	3 each @ \$ 30,000	Total Value \$	90,000
SUV	2 each @ \$ 25,000	Total Value \$	50,000
4WD Trucks	2 each @ \$ 25,000	Total Value \$	50,000
4WD Trucks/plow	8 each @ \$ 35,000	Total Value \$	280,000
Aircraft Fuel Tanker	1 each @ \$100,000	Total Value \$	100,000
Motorized Float Mover	2 each @ \$ 20,000	Total Value \$	40,000
Large Aircraft Tug	1 each @ \$ 45,000	Total Value \$	45,000
Small Hand Tug	1 each @ \$ 2,500	Total Value \$	2,500
<u>Total rolling stock:</u>	44 pieces	Total Value \$	942,500

Buildings, including hangars owned or leased by Civil Air Patrol:

Total structure assets **\$3,501,482**

Total National Civil Air Patrol Assets assigned to Alaska Wing \$12,331,527

The Alaska Wing Civil Air Patrol assets that are either donated or assigned to carry out our missions as designated by the U.S. Air Force are:

ALASKA WING MEMBERS CONTRIBUTIONS:	\$ 9,443,631
NATIONAL CIVIL AIR PATROL ASSETS:	\$12,331,527
UNITED STATES AIR FORCE FUNDING:	\$ 1,077,414
TOTAL ALASKA WING ASSETS:	\$ 22,852,572

All of the above assets are at no cost to the State of Alaska and It's citizens.

ALASKA WING CIVIL AIR PATROL FINANCE

INCOME

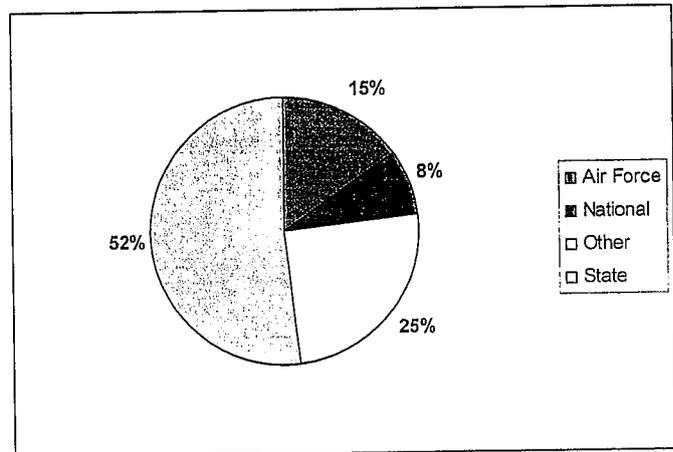
The funding sources for the missions of the Alaska Wing Civil Air Patrol in 2004 were as follows:

State of Alaska	\$ 503,100	52%
National CAP	\$ 74,437	8%
U.S. Air Force	\$ 148,089	15%
Other Sources	<u>\$ 245,034</u>	<u>25%</u>
Total Revenue Source	\$ 970,660	100%

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 would have to be self supportive. The details are shown in the "Glider Operations" portion of this report.

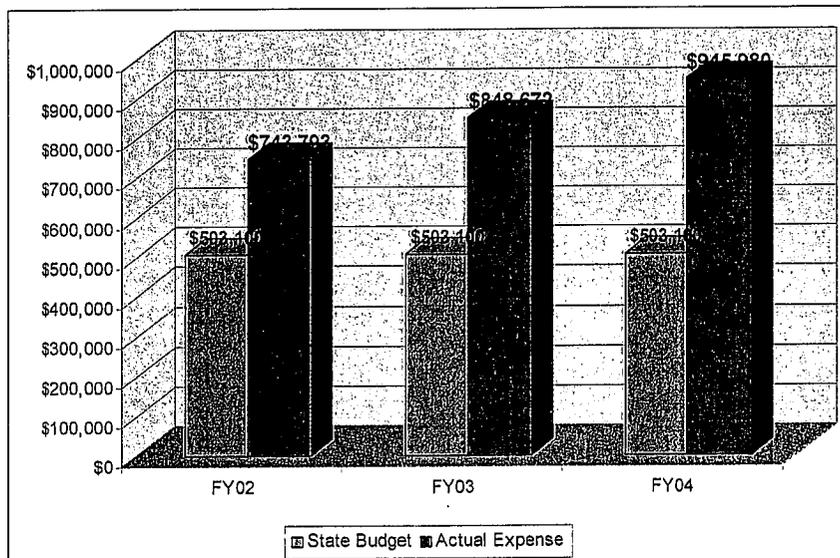
Air Force	
Actual Mission Fuel	\$24,198
Practice Mission Fuel	\$44,876
Restricted to A/C MX	<u>\$79,015</u>
	\$148,089
National	
A/C & Vehicle MX	\$63,982
Senior Activities	\$812
Cadet Programs	<u>\$3,143</u>
	\$74,437
Other	
Other Restricted MX	
Income	\$63,907
Other Missions	\$10,215
Donations/Other Income	\$158,777
Membership Income	<u>\$12,135</u>
	\$245,034
State Operating Funds	\$503,100
TOTAL	\$970,660



ALASKA WING CIVIL AIR PATROL FINANCE

EXPENSES

	State of Alaska Grant Budget FY03	Actual Expenses FY04		
		2001- 2002	2002- 2003	2003- 2004
Wages/Benefits	\$297,000	\$216,133	\$285,063	\$282,610
Materials/Supplies	\$9,000	\$16,143	\$12,187	\$10,683
Utilities	\$99,000	\$150,335	\$102,678	\$167,764
Vehicles	\$4,750	\$5,687	\$6,743	\$8,713
Conferences	\$3,000	\$6,731	\$5,546	\$10,111
Travel	\$19,000	\$18,242	\$18,069	\$19,406
Insurance	\$37,300	\$47,786	\$55,678	\$29,576
Audit	\$7,500	\$14,465	\$7,292	\$7,800
Aerospace	\$1,500	\$3,780	\$3,930	\$1,654
A/C Maintenance	N/A	\$135,205	\$224,596	\$198,639
Mission Fuel	N/A	\$84,948	\$89,278	\$107,319
Cadets	\$5,550	\$11,060	\$5,594	\$11,279
Facilities	\$10,000	\$231	\$10,383	\$39,177
Squadron Support	\$9,500	\$23,121	\$21,635	\$51,251
	\$503,100	\$743,793	\$848,672	\$945,980





**USAF/CAP
LIAISON OFFICE
FY04 ANNUAL REPORT**

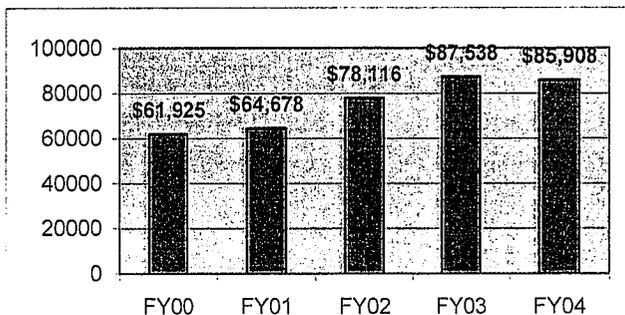
Harry Whitaker, III

Alaska Wing Civil Air Patrol was again a premier Search and Rescue organization statewide for 2004. CAP members accounted for 60% of all Search and Rescue flying hours and participated in 70% of all air searches in Alaska. Summarizing FY04's mission activity, CAP volunteers participated in 168 missions flying 258 sorties and logging 610 flying hours. As a direct result, 15 individuals owe their lives to these timely actions and another 18 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 110 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 910 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 15 Alaskans. Congratulations on a superb performance.

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





ALASKA WING CHAPLAIN 2004 ANNUAL REPORT

The CAP Chaplains in Alaska were busy in 2004 with the following activities: counseling; hospital visitation; cadet encampments; teaching moral leadership; pastoral visits; conducting worship services; attending training; opening meetings with prayer; taking part in actual SAR as well as training SAR; and in the case of one of our chaplains flying. Our moral leadership officers were busy working with the cadets.

Chaplain Blair Rorabaugh and Chaplain Franklin Blodgett attended the Civil Air Patrol Chaplain Service Regional Staff College at Nellis AFB in February. Chaplain Rorabaugh also received the Grover Loening Award which requires individual effort and studying.

Our chaplain for the 71st Composite squadron, Chaplain Lawrence J. Ellison, was diagnosed with lymphoma in June. He had two cancer specialists and was shuttled between Bassett Army Hospital in Fairbanks and Madigan Army Hospital in Washington. His blood count dropped rapidly and he lost thirty pounds. When the rest of the chaplains were informed about his situation he could not feed himself nor could he sit or stand without assistance. The chaplains and the churches prayed and now doctors can find no evidence of the disease. Chaplain Ellison says he is praising God for his second chance at life and especially wants to thank all who have prayed.

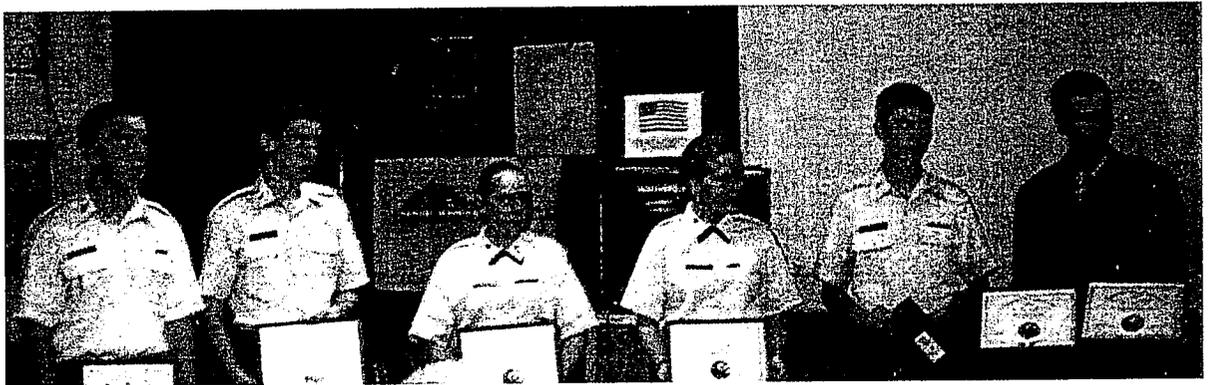
Our moral leadership officers, Sandy J. McDonald at Polaris Composite Squadron and John W. Erickson Jr. at Birchwood Composite Squadron are putting in a number of hours with the cadets and a great help due to our chaplain shortage. A big need that needs to be filled in 2005 is more chaplains and moral leadership officers.

Respectfully submitted,

Ch. Maj. Franklin N. Blodgett, CAP



2004 Encampment Cadets visiting The Alaska Aviation Heritage Museum



Cadets receiving awards at the 2004 Encampment



2004 Annual Report Cadet Programs



In Alaska, the Civil Air Patrol is perhaps best known for its robust Air Search and Rescue capabilities. When one thinks of an Alaska Wing Civil Air Patrol member, the vision is often that of a veteran pilot or aircrew searching long hours for a lost snow machine or a past-due aircraft. However there is another category of volunteer here in Alaska, and that is the Cadet Member of the Civil Air Patrol. These young people age 12-20 have a robust program of their own.

As of the end of 2004, Alaska Wing consists of 1,064 members, of which 160 were cadets. These young people have volunteered to embark down a path dedicated to personal development so that they can grow up to be dynamic Americans and aerospace leaders – the type of people who can be of great service to the State of Alaska in the future.

Established during the Second World War to give young people exposure to aviation principles, the Civil Air Patrol Cadet Program consists of five pillars. These include Aerospace Education, Moral Leadership, Physical Fitness, Leadership Laboratory and Activities.

Aerospace Education – The United States Congress chartered the Civil Air Patrol with the task of promoting an appreciation for air and space technologies among its members. As such, the CAP Cadet Program takes its members through a study of principles of flight, navigation, weather, astronomy, and aviation history to name but a few. Cadets are immersed in these subjects and prove their proficiency through a series of written examinations and hands-on activities. Younger cadets are tasked with simply learning the materials, while older cadets are tasked with mentoring those that follow – thus building the bonds of service to others.

Moral Leadership – President Teddy Roosevelt once said “To educate a man in mind but not in morals is to educate a menace to society.” The Civil Air Patrol recognizes that it has an opportunity to make a difference in the lives of young people. Concepts of ethics and honor are explored and discussed under the guidance of chaplains moral leadership officers. Cadets are presented with challenging moral dilemmas and through discussion can begin to work out the ramifications of their potential actions. The Alaska Wing also has imposed an Honor Code on its cadets, calling for them to lead honest lives. While no cadet is perfect, they are all taught that they should strive at all times to maintain the highest individual integrity standards. In these days of moral relativism, the Civil Air Patrol is one of the few youth organizations that dedicates a significant portion of its program to personal morality.

Physical Fitness – The Civil Air Patrol has adopted the President’s Council on Physical Fitness standards for youth as a basis for establishing a healthy and fit lifestyle. In order to advance in the Cadet Program, cadets must prove that they are in good shape when compared to other American youth their own age. Cadets are encouraged to build strength, endurance and flexibility – attributes that if developed at a young age can lead to a long and healthy life.

Leadership Laboratory – While not a military organization, the Civil Air Patrol is the Civilian Auxiliary of the United States Air Force. As such, it is organized along military lines, and cadets wear the Air Force uniform with distinct Civil Air Patrol insignia. The wear of the USAF uniform carries with it great responsibility in standards of appearance and behavior. The Cadet Program emphasizes observance of appropriate USAF Customs and Courtesies among all of its members as a learning experience. Additionally, cadets are taught the standard Drill and Ceremonies of the United States Air Force to instill in each cadet an understanding of how they as an individual contribute to the greater whole. In the Civil Air Patrol, the vast majority of instruction is conducted by senior cadets that are further advanced in the program. In this way, older youth are given an opportunity to lead their younger peers. Along the way they get many opportunities to experience success and build their self-confidence, and perhaps even more chances to learn from their mistakes in a “laboratory” environment. This combination of successes and “lessons learned” can transform the youth of today into becoming the solid civilian and military leaders that we will need tomorrow.

Activities – The Civil Air Patrol offers opportunities on a local and national levels. In Alaska, Cadets participated in a week-long stay on Fort Richardson to experience life on a military installation. They were rousted out of bed at 6AM every day, and kept busy until lights out at 10PM. The model of this activity, known as “Encampment,” is to push these young people harder and longer than they have likely ever been pressed in the past. Along the way, they are presented with seemingly impossible standards that they are required to meet. But the standards are only impossible as long as they attempt to tackle them on their own; when working together as a team they learn that they can achieve far more than they could individually. These valuable lessons are carried forward into life. Civil Air Patrol Cadets from Alaska also participated at flight schools, band camp, and unique opportunities to work with special Air Force units at National Cadet Special Activities.

During 2004, Civil Air Patrol Cadets from across the state participated in countless activities at their local squadrons. On a state-wide level, there were two main activities during the year. A Color Guard Competition was held at Elmendorf Air Force Base in February with the winning team representing the State of Alaska at the subsequent Pacific Region Competition in Nevada. The other major activity was the Alaska Wing Summer Encampment held in June at Fort Richardson. The 2004 Encampment had twenty first-time cadet graduates and sixteen previous graduates serving on staff.

It has been demonstrated that the right program at the right time can transform the lives of young people and give them the foundation for great personal success in the future. The Civil Air Patrol uses Aerospace Education and its unique role as the United States Air Force’s Civilian Auxiliary to expose youth to something truly special. By stressing the Air Force’s core values of “Integrity First, Service Before Self, and Excellence in All We Do” to its Cadets, the Civil Air Patrol can provide the structure and guidance that the youth of Alaska so earnestly seek today, and that will maximize their contribution to the state in the future.

John DiGiatomasso,
Director Cadet and Aerospace Education Programs
Alaska Wing



2004 Annual Report Aerospace Education

When the Civil Air Patrol was chartered by the United States Congress in 1946, the new organization was tasked with promoting Aerospace Education, particularly among its members but also among the greater population at large. Coming off the end of the Second World War, the importance of maintaining air (and later space) supremacy was evident to all. Civil Air Patrol members as leaders in the civil aviation field were asked to share their enthusiasm for aviation among themselves and with the general public. These two audiences constitute the "internal" and "external" Aerospace Education Missions of the Civil Air Patrol.

The goal of the Civil Air Patrol Aerospace Education Mission is to help develop an understanding of air and space vehicles and their impact upon society. Here in Alaska, we have an aviation culture and familiarity with flying that certainly exceeds that of any other state. This is particularly the case among the young people in the state who have grown up surrounded by everyday flight operations, and have in most cases flown many times themselves.

With this familiarity with flying, the Civil Air Patrol emphasizes the "how" and the "why" to promote a greater understanding of flight principles. One way that this is accomplished is that Alaska Wing Civil Air Patrol maintains a fleet of sailplanes and gives frequent orientation flights and flight training to cadet and senior members around the state. The training constitutes a return to the basics of "stick and rudder" flying, and allows the demonstration of flight principles in their purest form. These flight operations occur year-round.

To reach out to the general public, the Civil Air Patrol participated in the Anchorage Air Fair held at Ted Stevens Anchorage International Airport in the spring. This show brought together cadet and senior members from the three squadrons in the greater Anchorage area to allow them to meet with the public that they serve and provide them with an opportunity to answer questions.

At the 2004 Arctic Thunder Air Show held at Elmendorf Air Force Base, the Civil Air Patrol was prominently featured. Space was provided for static display of three Civil Air Patrol aircraft, including an ASK 21 Sailplane, a Cessna 172 and a deHaviland Beaver painted in Civil Air Patrol colors. These aircraft allowed the general public to get a close-up view of our impeccably maintained aircraft. The deHaviland Beaver was open to children to allow them to get their first opportunity to sit in the pilot's seat. While the plane remained on the ground, perhaps dreams of taking the controls and lifting into the air in later years were formed. Such opportunities for young people to come in contact with aviation help to inspire the next generation of aviators to serve Alaska.

For its cadet members, the Arctic Thunder Air Show presented an opportunity to get a close-up look at United States Air Force aircraft, and a chance to meet with their pilots and aircrews. Time was given generously by the military personnel to the cadets who have already demonstrated an interest in aviation and a desire to serve their country through the Civil Air Patrol Cadet Program.

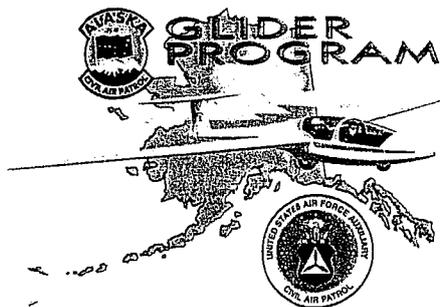
Perhaps the greatest aviation experience opportunity for the cadet members of the Civil Air Patrol came during the 2004 Alaska Wing Summer Encampment held in June and Fort Richardson. With the assistance of the Alaska Army National Guard, every cadet attendee at the encampment (totaling thirty-six in all) was granted the opportunity to fly in an Army Black Hawk helicopter on a Combat Insertion training mission. While it is one thing to study the principles of helicopter flight, it is quite a different thing to experience the capabilities of a state-of-the-art military helicopter at the hands of a skilled Alaska pilot. Cadets at the encampment also toured the Alaska Aviation Heritage Museum in Anchorage, as well as built and launched model rockets to explore the principles of ballistic flight.

Through activities such as these, the Alaska Wing of the Civil Air Patrol works to keep the aviation dream alive here in Alaska. Aviation has played a key role in the development of the state. Through a program of appearances to the general public, and a series of memorable flight experiences and other activities for its members, the Civil Air Patrol is working today to keep Alaska's aviation future strong.

John DiGiatomasso, Maj, CAP
Director Cadet and Aerospace Education Programs
Alaska Wing



-985 Engine- Whasp Engine
2004 Encampment Alaska Heritage Museum



2004 Annual Report for Glider Programs

The Alaska Wing Glider program flew in excess of 556 flights without accident during 2004. The Alaska Wing was number three relative to all CAP Wings nationwide in terms of glider flights, and was number five relative to cadet training with 346 cadet flights. Two cadets soloed and one received his private pilot glider license.

The Polaris squadron hosted a glider ground school which was attended by 22 cadets, all of whom also received their cadet orientation flights. For the later half of the season National was unable to secure funding for glider cadet orientation rides which reduced the number of new cadets involved in the glider program. This reduction in funding was due to the Air Force making the determination that the glider program was not within their scope of responsibilities to CAP.

The Alaska Wing glider program has eleven glider instructors and 24 tow pilots. During the year the program operated with four, dual place gliders and one, single place glider. Alaska Wing acquired a second ASK-21, a dual place glider from the Air Force Academy. The glider is high time but an inspection indicates that it does not have any airworthy contradicting damage and upon completion of an annual it will be added to the fleet. There is a 2-33 located in Fairbanks that is flown very little, in part because the nose skid is having major wear with the hard runway surface. The deployment and utilization of the gliders will be further investigated and changes in location of the gliders may change during the season based upon need and usage.

Scheduling and completing glider maintenance is still of concern but it has improved during the past four years. The glider season is short so losing a few weeks to down time for an annual or other maintenance can drastically reduce the flights made. This is also true for the tow aircraft. There is an appropriately licensed and bonded mechanic in Fairbanks who does their glider maintenance. The Anchorage bowl glider maintenance is done at the Lake Hood maintenance facility.

There are three models of tow aircraft, MT-7, C-182 and C-172. All, though not to the same extent, require using the full length of the runways when full of fuel and towing two place gliders (The C-172s pose the greatest problem). This is especially of concern during warmer days and/or when there is little head wind component. Utilizing the full length of the field reduces operations because of airport runway/taxiway layout and traffic. If the tow aircraft were operated at reduced fuel loads safety and operation efficiency would be increased. A procedure needs to be developed enabling tow aircraft to be refueled with less than full tanks when they are scheduled to be flown next for glider tow operations.

Operational standardization helps to increase safety by reducing the probability that flight critical items not being accomplished, misunderstandings, and miss-communications. A committee has been appointed to identify a glider launch procedure that utilizes Soaring Society of America criteria as

well as incorporating conditions and/or situations unique to Alaska and CAP. This procedure will then be incorporated into Alaska Wing standard operations.

The glider program is an asset to, and further facilitates the three missions of CAP. The skills and knowledge cadets develop and learn is self evident. Through glider flying, mission pilots further develop their flying skills, i.e. navigation, basic stick and rudder flying, and emergency management (an airplane without a functioning engine is a glider). Gliders, through models, kits and paper airplanes are an integral part of the aerospace education mission. The glider program adds another dimension to the aerospace mission. And for those interested in increasing power plane utilization remember that for every glider flight there is a power plane flight.

Maynard Perkins, Maj, CAP
Director of Glider Programs – Alaska Wing



Left: Cadet on approach for landing at Birchwood Airport

Below: Birchwood Operations, Cadets receiving instruction on glider operations



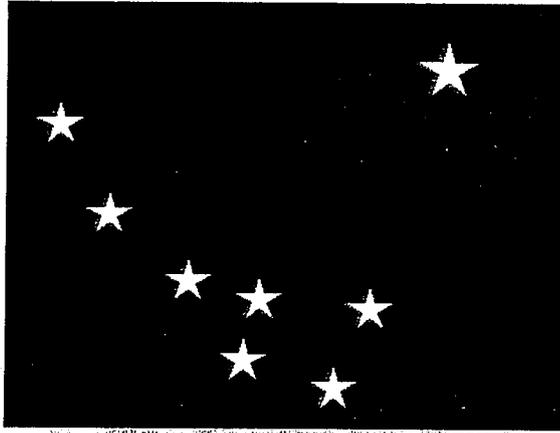


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