

# Alaska Wing Tips



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**~ Fall 2008 ~**



***Mat-Su Minuteman Welcomes Cessna 172***

***See story page 1 ...***

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## Alaska Wing Tips

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**Cadets of the Mat-Su Minuteman Cadet Squadron gather around the newly arrived Civil Air Patrol Cessna 172 with Col. Carl Brown (far right), Alaska Wing Commander; Maj. John Erickson (second from right, third row), the Squadron's Commander; and Capt. Dawn Welch (second from right, second row), the unit's Aerospace Education Officer. Photo by Sr. Mbr. Keith Hinthner**

## Alaska's Mat-Su Minuteman Cadet Squadron Welcomes Cessna 172

*Maj. John W. Erickson Jr., Commander  
Mat-Su Minuteman Cadet Squadron, Alaska Wing*

ALASKA—Thanks to the support of the Alaska Wing, the city of Palmer, Alaska and local sponsor Hageland Aviation Services, the Mat-Su Minuteman Cadet Squadron (PCR-AK-073) recently took possession of a Civil Air Patrol (CAP) Cessna 172 aircraft on Tuesday, June 24, 2008. On hand to witness the arrival of N914CP were the Alaska Wing Commander Col. Carl L. Brown Jr., Maj. John W. Erickson Jr., the Mat-Su Squadron Commander, and 20 of the unit's 45 cadets. The squadron's Aerospace Education Officer and Orientation Pilot, Capt. Dawn R. Welch, piloted the C-172 to Palmer, Alaska. With a lofty goal to log more than 300 hours before the end of the fiscal year, Captain Welch is preparing to get the first cadets airborne before the end of the week.

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**COVER PHOTO: Pioneer Peak provides a majestic backdrop as Capt. Dawn Welch of the Mat-Su Minuteman Cadet Squadron and some excited cadets prepare to move the newly arrived Civil Air Patrol Cessna 172 to its new parking spot at Palmer Municipal Airport. Photo by Sr. Mbr. Keith Hinthner**

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1 September 2008

MEMORANDUM FOR ALL ALASKA WING MEMBERS

SUBJECT: 2008 ALASKA WING CONFERENCE AND AWARDS BANQUET

The 2008 Annual Conference is being held at the Carr Gottstein Academic building on Alaska Pacific University's campus- take 36<sup>th</sup> Street East, it ends at the campus. Below is the schedule of events and locations. Rooms are available on Ft Richardson at \$28-\$48 per night, please complete the bottom portion of the registration form if you would like to stay on base.

1. **October 17<sup>th</sup> - Potluck** will be held at the Alaska Aviation Museum located across from the Lake Hood Maintenance Facility (4800 Aircraft Dr.), go West on International and follow signs. *(Dress - Casual)*  
- Potluck Dinner at 1800. Attendees are asked to bring a dessert or drinks, as catering will be done by Sourdough Mining Co. The potluck is open to all members of your family; they do not need to be a CAP member to attend.
2. **October 18<sup>th</sup> - Conference at Alaska Pacific University** starting at 0800.  
- Continental breakfast begins at 7:30am and an afternoon snack will be provided.  
*For your lunch.... There are several restaurants and fast food facilities available in the area. Sack lunches can be requested and paid for two weeks in advance see registration form.*  
*Seniors: Class A/B style Uniforms, CAP Blazer style dress or white aviator shirt w/gray slacks or appropriate civilian attire* *Cadets: Class A/B style Uniform- unless otherwise directed*
3. **October 18<sup>th</sup> - The Banquet & Awards Ceremony** will be held at the Anchorage Museum of Natural History -located Downtown at 121 W 7<sup>th</sup> Ave, parking is located under the building.  
- Social at 1830, Dinner and Ceremonies begin at 1930. There will be a *No Host Bar* available.  
*Men: Dress, AF Style Class A (Black tie Optional) CAP Blazer (Black tie Optional), semi-formal, appropriate civilian attire.*
4. **October 19<sup>th</sup> - Conference at Alaska Pacific University**, starting at 0900.  
-Continental breakfast begins at 8:30am  
*For your lunch.... There are several restaurants and fast food facilities available in the area. Sack lunches can be requested and paid for two weeks in advance see registration form.*  
*Seniors: Class A/B style Uniforms, CAP Blazer style dress or white aviator shirt w/gray slacks or appropriate civilian attire or the CAP golf shirt or Wing golf shirt*  
*Cadets: Class A - Blue Uniform- unless otherwise directed*

The registration for attendance is on the following page. The Banquet cost is \$35.00 for Seniors and \$20.00 for Cadets. Please send payment for the banquet with your registration form no later than 6 October. Your prepayment will help us keep down the long lines at the door as we will have a "prepaid" entrance. If you plan on paying at the door you will still need to RSVP by 6 October as we have to provide a "head count" for the chef and pay for each "head". Please bring exact change or write a check.

*All commanders are expected to be in attendance, or get a representative approved by the Wing Commander to attend in your place.*

Please complete and mail the attached form to the Alaska Wing Headquarters NLT 6 October 2008!!!

Feel free to contact the Alaska Wing Headquarters at 1-800-478-5001 with any questions!



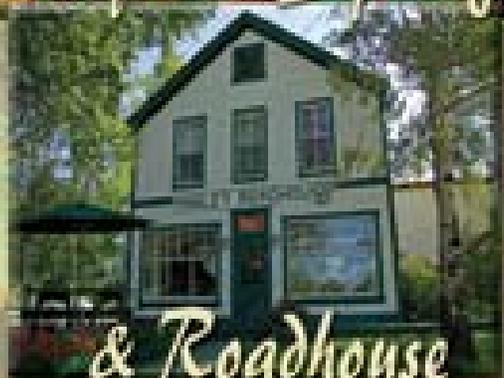
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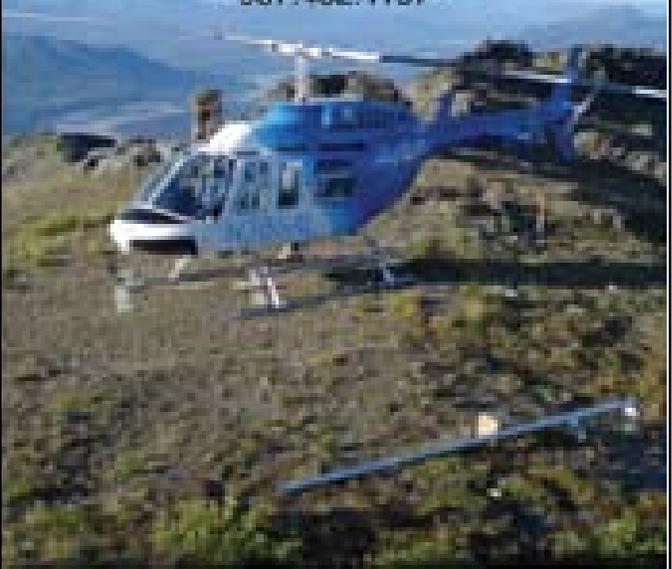
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**ALASKA WING CONFERENCE 2008  
17-19 October 2008**

**CONFERENCE REGISTRATION**

The 2008 Annual Conference is being held at the **Carr Gottstein Academic building on Alaska Pacific University's campus-** take 36<sup>th</sup> Street East, it ends at the campus.

*Continental breakfast will be available both days 7:30am on Saturday, 8:30am on Sunday.*

**NAME:** \_\_\_\_\_ **SQUADRON:** \_\_\_\_\_

Sack lunches are available, 1 meat sandwich, 1 fruit, 1 bag of chips, 1 cookie, 1 bottle water for \$6.75 provided at the Conference location. Must be requested and paid for NLT 3 October. # of lunches requested \_\_\_\_\_

**THE POTLUCK IS BEING HELD AT ALASKA AVIATION MUSEUM  
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International West past Spenard follow signs for museum across from Lake Hood MX facility

**NUMBER OF PEOPLE ATTENDING POTLUCK:** \_\_\_\_\_

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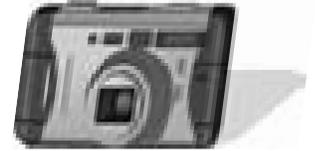
*Thanks and keep up the great work!*



# Editor's Corner

Major Mike Dryden, Alaska Wing PAO

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Dear Alaska Wing CAP Members and PAOs,

Here is the format that we would like to have all material sent in for publishing your CAP magazines.

**TEXT**

· We would like for all articles to be either in Word format or saved as text on a

disc. We do need all articles printed out just incase a file becomes corrupt.

· Put captions and the image file name for photos at the bottom of articles. (Try not to write on the back of photos if you send originals.)

**PHOTOS**

· If you send original photographs, I will scan them in.

· Digital photos need to be taken first with the high resolution setting on your camera and then saved with a resolution of 200 or above. Photos above 1MB are good pictures. We like photos to be printed and labeled with file names at the end of the article so we know which photo goes with which article/caption.

· If someone sends a photo printed on paper, we will do our best with what we have to work with.

· If a photo is saved in the article (embedded), I can still work with these word documents. Although it is best if they are in a file by itself as a tif, pdf, jpg, etc. with a resolution of 200 or above for clarity purposes.

If you have any questions, please feel free to call me at 907-688-6509. :-)

**Deadlines  
for submittal of articles for  
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publication are as follows:**

Spring Publication 2008	3rd Week of March
Fall Publication 2008	3rd Week of August
Winter Publication 2007	3rd Week of November

**Electronic Submissions:**  
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# New Technologies

*Submitted by 2nd Lt. Dan Logan, Safety Officer*

The FAA has implemented important new technologies to allow tower controllers to see everything that is taking place around them. One of these is an advanced warning system called the Airport Movement Area Safety System (AMASS). AMASS tracks ground movements and provides an alert to controllers if evasive action is required. The FAA has installed AMASS at the nation's top 34 airports. Airport Surface Detection Equipment, Model X (ASDE-X) is an even more sophisticated surface detection technology. While AMASS is radar based, meaning signals might bounce off rain and fog, ASDE-X integrates data from a variety of sources, including radars and aircraft transponders, to give controllers a more reliable view of airport operations. ASDE-X capabilities will be added to many of the sites that already have AMASS, as well as other busy airports. The FAA

is also testing new technologies that will alert pilots to potential runway incursions.

One of these, called Runway Status Lights, is just as it sounds: a series of runway lights, not unlike traffic lights, that tell pilots whether or not runways are clear. Surface and terminal surveillance systems, such as ASDE-X and AMASS, detect the presence and motion of aircraft and vehicles on or near the runways; the Runway Status Light safety logic then assesses any possible conflicts with other surface traffic. Red in-pavement runway entrance lights are illuminated if the runway is unsafe for entry or crossing, and red in-pavement takeoff hold lights are illuminated if the runway is unsafe for departure.

The operational evaluation of the runway entrance lights using ASDE-X surface surveillance was completed in June 2005 at Dallas/Ft. Worth International Airport, and the system showed

promising initial results. The lights were compatible with the tempo and style of operations at a busy airport, there was no increase in air traffic controller workload, and the lights proved useful to pilots. An enhanced lighting configuration is being installed on a second runway at Dallas-Ft. Worth this year.

The evaluation of Runway Status Lights with AMASS began last year at San Diego Lindbergh Field.

Other new technologies include an experimental system called the Final Approach Runway Occupancy Signal (FAROS), which is being tested at the Long Beach/Daugherty Field Airport in California. FAROS is designed to prevent accidents on airport runways by activating a flashing light visible to landing pilots to warn them that the runway is occupied and hazardous.

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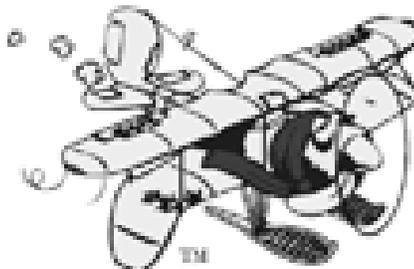
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# On ELTs

*Submitted by 1st Lt. Rob MacDonald, Safety Officer, Southeast Composite Squadron*

One key issue these days is the February 1, 2009 date when COSPAS-SARSAT will cease to monitor 121.5 and 243 MHz emergency beacons. For some time, notices have been given out through various aviation venues regarding this change. Pilots recently received a notification card in the mail from the U.S. National Oceanic and Atmospheric Administration. Here is their wording:

- This is official notification to you that on February 1, 2009 the International Search and Rescue Satellite System, known as COSPAS-SARSAT, will cease monitoring 121.5 MHz and 243 MHz emergency beacons including Emergency Locator Transmitters (ELTs).
- In order for your beacon to receive satellite coverage in the event of an emergency, it will need to operate on the 406 MHz frequency.
- It is recommended that aircraft owners who operate aircraft with 121.5 MHz ELTs transition to the improved digital 406 MHz frequency before February 1, 2009.
- For more information please visit: [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov).

The Aircraft Owners and Pilots Association (AOPA) put out information regarding this change. AOPA says U.S. aircraft owners are "stuck in the middle

of three different stances from the United States, Canada, and Mexico on whether to mandate that aircraft be equipped with 406 MHz ELTs." Currently, the FAA is not planning to mandate the 406 MHz ELT. However, Canada and Mexico plan to require the unit.

This is extremely important for pilots because satellites will stop monitoring 121.5 MHz and this is the frequency most ELTs transmit on. Many people also carry handheld ELTs that transmit on 121.5 for backcountry trips and this will affect them as well.

Keep in mind that this switch to 406 MHz ELTs is only a recommendation, not a requirement. The 121.5 MHz ELTs will still function after the 2009 change date but they will only be heard by ground-based receivers or by over-flying aircraft.

One of the reasons for discontinuing satellite monitoring of the 121.5 MHz ELT is the high number of false signals attributed to the frequency, which relates to wasted time and money on unnecessary searches. These instances can and have taken away from resources needed for actual emergency situations.

In Alaska, the FAA monitors 121.5 MHz on a 24-7 basis. In Juneau, this is accomplished by the Flight Service Station and from several remote sites as well. However, Juneau FSS has not received word yet on how to pro-

ceed after the change date. They assume they'll continue to monitor 121.5 and also monitor 406.

I wondered what Alaska Airlines' take on this issue was. I talked to their operations office and they say they're required by the FAA to be on with ATC and to be readily contactable by their company. So, they monitor ATC on their Comm. 1 radio and their company frequency on their Comm. 2 radio. Quite often, Alaska Airlines crews will be asked to monitor 121.5 by ATC and they do. Alaska Airlines says they will continue in the future to monitor emergency frequencies if asked.

Larry Kiana, Lead Mechanic for the Alaska Wing, says they have been changing over to the 406 MHz ELTs for the past 5 years and will continue to do so until all CAP aircraft are changed over. Although he doesn't think they'll have all aircraft changed over by the February 1, 2009 date, he does plan to keep working on this until the job is complete.

The benefits of the 406 MHz ELTs are: they activate 81-83% of the time compared to 73% for recent model ELTs; they transmit a more accurate and near-instantaneous emergency signal by utilizing digital technology; and they allow Search and Rescue personnel to have vital information specific to you and

*Continued on page 57 . . .*

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# Talking about the Weather:

*Submitted by SM Rick Fritsch, Southeast Composite Squadron*

Pilots in Southeast Alaska face challenging weather conditions on a regular basis where low ceilings and visibility are the daily norm, not the exception. Fortunately, there are many resources available to pilots to help them make well-informed weather decisions about what routes to fly or whether to fly at all that day. In this the first of a somewhat regular series of Water Rudder articles, I will share with you some of the aviation weather resources available to us pilots in Southeast Alaska. In subsequent articles, I will examine specific products and services available, how to get them, and how to correctly use and interpret the information they contain.

There are some resources that pilots who have relocated up to Alaska may be quite familiar with. One of those is 1-800-WXBRIEF, a very easy to remember phone number that connects you with a live person who can file your flight plan and provide you with a weather brief for your proposed route of flight. A big advantage of this service is that all you need is a telephone.

Another resource we still have available here in Alaska is the Flight Service Station. Though these facilities are for the most part gone in other locations around the country, they continue on, for the time being at least, here in Alaska. The local Flight Service Station can provide you with the same services available

from 1-800-WXBRIEF (providing a weather brief as well as filing your flight plan). In addition to this, you can visit the local FSS in person, talk to a weather briefer face to face, and pick up charts and information applicable to the local flying area. The briefers at the FSS are also in a good position to give you insights into the local weather based on their experience and local knowledge because, like you, they live here and in all likelihood fly in the local area as well. This is a distinct advantage over the weather briefing service available from 1-800-WXBRIEF because depending on where you call from, you may or may not get a Juneau FSS weather briefer. Contact the Juneau FSS at 1-866-297-2236 or Juneau Radio on 122.2 MHz (or the various other RCO frequencies listed on the VFR Sectional).

With internet access, the number of weather tools available to pilots increases dramatically. For starters, there is the Direct User Access Terminal Service, or DUATS ([www.duats.com](http://www.duats.com)). In addition to being able to file your flight plan, you can also obtain flight weather graphics from DUATS. The Juneau FSS also has a website (<http://www.alaska.faa.gov/jnuafss/index.html>). While there are no real-time aviation weather charts on their website, there is a tremendous amount of other information available as well as a link to the FAA Alaska weather cams page

(<http://akweathercams.faa.gov/>). If you have internet access and want real-time aviation weather charts specific to Alaska, the place you want to go to is the Alaska Aviation Weather Unit (AAWU) located in Anchorage. Their website is <http://aawu.arh.noaa.gov>. This is a National Weather Service organization and website dedicated to aviation weather in Alaska. The AAWU website has on it anything you could possibly need to satisfy your aviation weather needs:

- Airmets
- Sigmets
- Volcanic ash information
- TAFs
- Winds aloft
- Surface observations
- Satellite imagery
- Radar imagery
- Surface analysis maps (showing fronts, pressure centers, and selected surface observations)
- Surface forecast maps (showing fronts, pressure centers, and weather)
- Weather depiction charts
- Graphical area forecast charts (MVFR/IFR, surface maps, areas of turbulence, freezing levels, areas of icing, convective outlooks)
- Lightning data
- And a link to the National Weather Service Aviation Weather Center's Aviation Digital Data Service (ADDS) with links to Alaska weather

*Continued on page 17 . . .*



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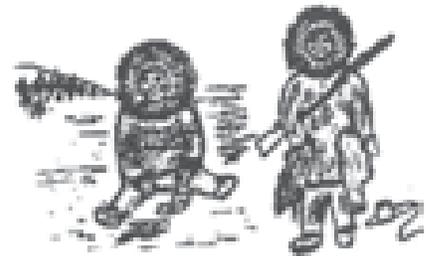
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## WORLD EVENTS

# Georgia-Russia Dispute

*By Don Lynch, Professor of Geography Emeritus*

Georgia is one of the oldest Orthodox Christian countries and has historically for several thousand years been oriented westward through the Black Sea and Mediterranean, not northward as the Communists required. This goes back to before Jason and the Golden Fleece.

There is a route down the center of the Caucasus which has been used by many invaders for at least a millennium. It was built into a road by the Tsars in the nineteenth century and runs through Vladikavkas (Lord of the Caucasus) in Northern Ossetia through Southern Ossetia to Tbilisi, the capital of Georgia. It is the classic invasion route used by the Tatars, the Turks, and the Russians from the latter decades of the eighteenth century until the present war. Historically it is known as the Georgian Military Highway.

The Caucasus historically has been a "pass through place," that is armies and peoples have moved through there in the search for greener pastures, moving from the great Eurasian plain which stretches from the western edge of the Black Sea to the Yellow Sea in China. In the reverse direction, the Persians of 2,500 years ago, the Romans, the Turks, the Russians all tried to conquer the Caucasus not only because of the location north and south

but also, and most importantly today, because it is the overland connection between the Caspian and Black Seas, between the oil rich region of Baku, which has been producing oil for more than a century, and the region around Batumi in Georgia. Today this pipeline carries about one million barrels of oil a day, more than Alaska produces.

The conquest of the Caucasus took the Russians almost a century, including a thirty year war. They conquered it again during World War I when the Turks invaded and the peoples of Georgia and Armenia sought German assistance to gain independence. It had to be done again in the early 1920s when the Communists carried out a massive slaughter of Georgians. The same thing happened again in World War II as a consequence of the short lived German invasion of the Caucasus. If there is anything history teaches, it is that both Georgia and Armenia strongly want independence.

The key country for centuries was Greater Armenia, but it was essentially destroyed by both the Turks and Russians during World War I. While Armenia still exists, it no longer is a major factor in the region. Georgia, however, is. It occupies the key routes from the Caspian to the Black Seas and is the terminus of the main

highway, the Georgian Military Highway, from the north through both North and South Ossetia.

Southern Ossetia sticks right into the very heart of Georgia and lies close to the capital Tbilisi (Tiflis in the older atlases). Control of it gives the Russians an easy way to simply take over Georgia and with it regain control of the entire Caucasus including Azerbaijan and Armenia.

The ones who would traditionally have been most concerned about the Caucasus have been the Turks and the Iranians (Persians) who have been involved in the region for centuries. Numerous battles and wars have been fought over Batumi and Baku and the Russians in World War I invaded eastern Anatolia during that conflict.

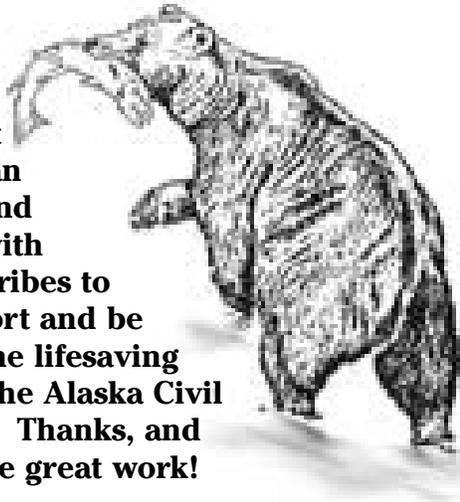
The destruction of Georgia, then, would have serious regional implications as it would be obvious that Russian nationalism is rising under Mr. Putin's single party state run by a group of new but nationalistic oligarchs, often called "siloviki" from the Russian word for "force," since they came from the former KGB.

The issue of Southern Ossetia is deceptive since the region is internationally recognized as part of Georgia and, therefore, the Georgian government had the right to send troops into the

*Continued . . .*

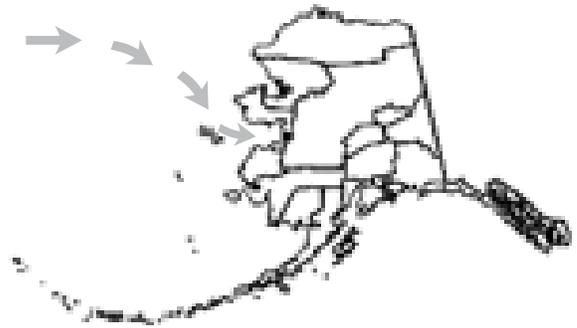
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# Georgia-Russia Dispute

Continued . . .

region. The Russians and Chinese argue that no country has the right to intrude on the sovereignty of the ruling government of another state, and yet that is exactly what the Russians have been doing for at least five years. They have worked hard to create another Bosnia, pitting Ossetians against the Georgian living in Southern Ossetia and literally driving them out.

The solution to this problem has obviously been United Nations mediation and the diplomatic solutions have not been hard to define. That this has not happened is disconcerting.

If the Russians continue onward to Tbilisi, expect major international consequences. The big prize for the nationalistic Russians is regaining the Ukraine which they have had to conquer and then reconquer several times. The implications of the application of military force against the Ukraine are frightening to say the least. All of Eastern Europe would be up in arms. In Georgia Russia is showing that it is willing to use military force to impose its influence.

Of course, the Russian nationalists are very upset by what they see as American meddling in the Ukraine, Georgia, Central Asia, the Baltic countries and the major Eastern European countries, Poland and the Czech Republic. This attitude, however, also places them in conflict with the European Union, leaving them

only one ally, China, which is a questionable friend.

Power politics and nationalism nineteenth century style have emerged again deliberately fostered by governments. It led to World Wars I and II, the break up of Yugoslavia, and the Bosnian and Kosovo catastrophes. This is why it is dangerous.

Let us hope the Russians stop and at least accept a cease fire.

I hope our intelligence is good and clever enough to study carefully just how the new Russian military conducts itself. There could be some real lessons here on Russian military tactics since this "invasion" and the "incident" which provoked it have been prepared for long in advance.

The Russians have been ready to invade Georgia for a long time.

A Prayer for Peace never hurts, but I can not think of one which ever actually worked. If you are deeply Christian, remember that so is Georgia.

Donald F. Lynch dlynch@  
acsalaska.net

Professor of Geography  
Emeritus  
Fairbanks, AK 99701-5825  
USA

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# About the Weather

Continued from page 13 . . .

information.

The number of products and services available on the AAWU website is enormous – far too extensive to thoroughly delineate here. I encourage everyone to check out this website and explore what is available. If you are looking for a piece of aviation weather related information that is not listed here, please let me know and I will track it down for you.

We here in Southeast Alaska also have available to us the National Weather Service. While the forecasters at the local NWS forecast office cannot provide you with a "legal" flight weather brief, they can and will provide you with insights into the current and expected weather that the briefers at the local FSS cannot as well as weather outlooks that extend beyond those available from the FSS in terms of both scope and time. Contact the NWS Juneau Aviation Forecaster at 907-790-6824. When calling, identify yourself as a pilot looking for aviation weather information and clearly indicate that you are aware that any information from the Aviation Forecaster does not constitute an official FAA weather brief. Having said that, the forecasters at the NWS will be happy to provide you with any information you may want. You can find phone numbers for other Alaska NWS offices in Section D of the Flight Information Publication Alaska Supplement. ★

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The three AC we hoped to move to Kodiak are here. The C-206 arrived around 1845 this evening (Fri). We now have 6 non-local CAP members here and 2 more arriving Saturday (and 1 transport pilot going back to Anchorage).

Operations here have been

and who they need to move when and where is still being worked out in their camp, but we are getting closer. Tomorrow, a large contingent of people will be arriving and there will be a stronger push to get folks and equipment out to



# ARTIC CARE 2008

Written By  
Major Mike Coffing



hampered by weather as both CAP and the Air Guard have been trying to move aircraft to Kodiak. I can say that CAP had all of its AC here on site before the Air Guard. They are still trying to move a Blackhawk here from Anchorage.

I am staying in constant contact with Capt. Todd Miller and Col. Jeff Arnold, meeting with them this morning and again late afternoon and a few phone calls along the way. Details of what

the 6 smaller communities on the island.

Weather kept us on the ground Thursday. Today, Udo and Don got Beaver up for some local orientation training flights to Ouzinke and Port Lions. Mr. Ed Rose gave a thorough and well prepared overview of Kodiak

Island flying and Kodiak

weather today, using a presentation that he prepared. Later in the day, Udo was able to climb aboard one of Servant Air's aircraft and fly with them to Ouzinke and Old Harbor, as a familiarization ride, courtesy of Servant Air.

Tomorrow, three of us will attend the 0800 weather brief at USCG base here with the ANG pilots (this will be a

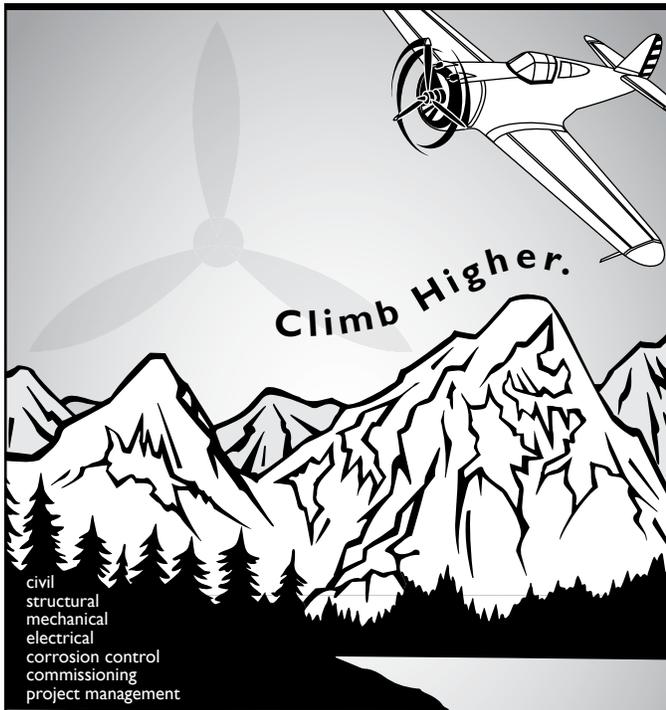
good training experience for our pilots).

We plan to continue orientation flight training Saturday locally and if possible, to Karluk, Larson Bay and Akhiok. Those are the three communities where we have been asked to fly personnel to first. Of course, weather rules, so the plans here change hourly. Derwin and Don may fly



with Servant Air as passengers for some orientation. We also

*Continued . . .*



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hope to get the CAP aircraft up for training and orientation flights. Ed Rose will provide a briefing for Derwin on Kodiak flying.

We will have another flight



planning meeting at 0900 at the USCG base in the morning, to further sketch out Saturday's flight activities. I expect that our flight activity will pick up sig-



nificantly starting Sunday, and continue at a relatively fast and consistent pace throughout the remainder of the mission.

As we have time, our focus will also be to get the available pilots and crew the training and flight checks needed, taking full advantage of having the checkpilots and CAP aircraft we now have here.

Green Cunningham has been very helpful in making things here in Kodiak work for us and has been making time to help out. I can't thank him enough. Other members of the Kodiak Squadron have also stopped by to provide and offer their support.

I will plan to send out these updates daily. The days start early and end late with little time for a break..... but the time passes quickly

### Sunday March 2 Update

Sunday morning weather had improved over that of Saturday afternoon. Udo called me using the SAT phone provided to us by the AKANG from Larson Bay to inform me that

weather in Larson Bay was flyable and that once weather in Kodiak lifted, they would be on their way in.

Derwin and I attended the morning weather brief at the USCG base at 0800 and a portion of the "planning/orientation" presentation for the newest active duty arrivals to Arctic Care, before returning to the CAP hangar.

AirStaKodiak (ASK) has been providing our Ops guard when we have had our Beaver up



flying. After clearing up a bit of confusion on how our aircrews should formally request ASK to assume our Guard, things worked quite well today. Having ANG folks up in the Ops shop near the ASK comms room was also a big help. We are truly working together as a large team to make the best of a challenging and ever changing weather situation.

As soon as the crew with the Beaver landed at the State airport (due to worsening visibility at the Muni airport near the hangar, the weather came down again, virtually throwing a cloud over our hopes to do more flying and training. We spent the remainder of the day at

*Continued...*



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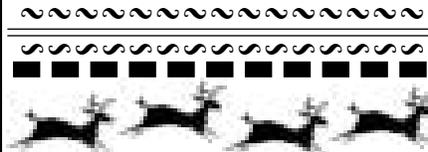


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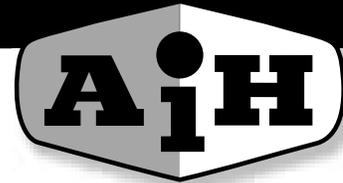
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the CAP hangar/office updating crew qualifications, training as necessary some of those that needed Scanner, Observer and/or Mission Pilot tasks completed and entered for their ES/101 cards to be current. The workday ended around 2100.

The ANG helios did not make it in today (still). After some delays, the C-130 arrived this evening about 2030, bringing Will, Ed and Harry in to us (we had clear skies here tonight). As weather allowed, some folks have been moved out to the communities on commercial 135s. However, even that has been minimal due to the weather. At this point (as I mentioned to Dennis

Bailey when we spoke early this afternoon), I was informed that we should hold off our thoughts of possibly bringing over more aircraft until those on the active side can better evaluate their need for more CAP aircraft and the \$\$ available to cover that added expense.

Because of the difficulty in getting people and aircraft here and the delays

people and freight out to the communities Monday morning. Some of us in CAP will help haul the cargo from the base to the boat harbor using the CAP truck while the others prepare the aircraft, as needed to fly if the weather allows. We are certainly multitasking and flexing, as the situation changes, to help make this mission a success.

All the CAP folks involved here are doing well; upbeat, working together as a team to help one another, smiling throughout the tasks and eager to do more.



caused by the poor flying weather, the folks in charge of this mission have hired two boats to begin transporting

More news Monday.

### Monday 3 March update

Activities started early today with three of us hauling baggage and cargo from the USCG base to the Kodiak Boat harbor, while others prepped the Beaver. Arctic Care chartered two vessels to take people and supplies to Ouzinkie, Port Lions and Old Harbor. Marine weather this morning was not conducive to a pleasure

*Continued . . .*

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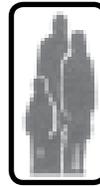
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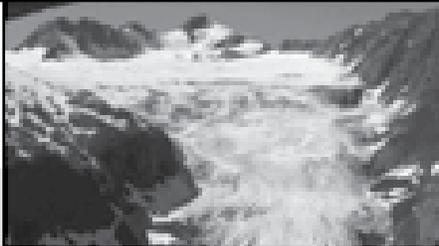
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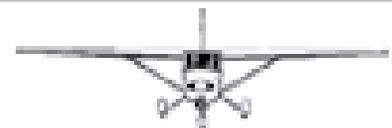


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cruise, particularly to Old Harbor. We may see an interest among some of those voyagers to return to Kodiak by air, rather than the return boat trip.

Weather this morning looked like another day of low ceilings and grounded aircraft. However, by 1100 the ceiling lifted enough for us to fly. We made three cargo hauls with the Beaver today; two to Ouzinkie and one to Port Lions..... a total of about 1200 – 1300 lbs. We were pretty popular today with everybody..... lots of smiles and “atta boys.” Col. Arnold and Capt. Miller thanked us several times for our efforts and accomplishments today. I believe that CAP has certainly been noticed here for the service we are providing (and the only non-commercial aircraft flying in this exercise).

Tomorrow will be more of the same, weather permitting. We have not flown cargo/pass flights to old Harbor, Larson Bay, Karluk or Akhiok as of yet,



however, there is interest to move people and materials that way as weather allows. Our operative mode is to inform AKANG when the weather allows us to fly, and where we can fly to, then they provide us with the cargo or passengers that need moved. Col. Arnold and others have hauled the cargo to us at the State airport, where we are keeping

the Beaver tied down (close to Servant Air). It is a much more practical location for the type of flying we are providing and much more convenient since it is very close to the USCG base where the cargo and people are housed. My primary contacts during the day have Capt. Miller and Col. Arnold. Both have been very good to work with, very understanding of our limitations and most appreciative of our efforts.

Servant Air folks here have been wonderful, allowing us the use of their facilities, pilot lounge and cargo scales as needed. Ed Rose took Derwin and Will Schlein on separate orientation flights in the course of his commercial operations as a courtesy. Those flights are valuable in that they help familiarize our aircrews to the Kodiak Island area and make our CAP operations safer. It is obvious that Mr. Rose genuinely enjoys sharing his knowledge of flying on Kodiak with our crews. *Continued . . .*





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As time has permitted, several of us have worked with Ed Rose and Harry Middleton to help bring their pilot files and ES qualifications up to date, through additional training. Udo Cassee worked with Ed Rose on Sunday on specific ES qualifications. Will Schlein worked with Harry Middleton today. My goal is to have a few qualified mission pilots and scanners/observers so that when we leave, the Kodiak Squadron will more easily continue to grow in its ES capabilities. I have noticed that many of the



Kodiak squadron members are the type of people that are interested and committed to contributing to the squadron. They are a great group of folks.

The CAP folks here continue to get along and work well together. We laugh a lot and are happy with our accomplishments, looking forward to the next day of operations and training. It has been a privilege to have this opportunity to work with this group of great people. I'll send another update out Tuesday



evening.

### **Tuesday 4 March update**

We didn't turn a prop today. Weather kept us and the commercial operators grounded. The day was spent keeping an eye to the weather in case things turned better. The aircraft were prepared and readied just in case. Udo and Derwin briefed our CAP observers on the comms in the Beaver (with all in the Beaver where it was tied down) so that

*Continued . . .*



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the aircrews would be better prepared after Udo leaves us Wednesday evening. William continued to work with Harry Middleton through the scanner tasks SQTRs. I continued to work on the pilot files and ES training materials and references that will remain here after we are gone. The Blackhawks are still weath-ered out. A boat trip planned to Old Harbor this morning was cancelled due to predicted 20' seas on the Island's south side.

If weather permits us to get another Beaver over here, it might be worth considering, as long as we have 2 beaver pilots available. Based on advice from Udo and Derwin, the landing strips at the communities here are best suited for a Beaver than a 206 (some are getting soft). It is very difficult to predict what might happen with the weather and the demands placed on us. However, if past performance is any predictor, when the weather breaks, we will probably be

needed with all we can muster as cargo and personnel are either retrieved or relocated.

Thanks today to Leah and Kristina for their administrative help and to Dennis Bailey for his insight and continued support.

### **Wednesday 5 March Kodiak Update**

Wednesday was another day of signature Kodiak weather..... fog, rain, wind during the morning. The afternoon was more of the same with bits of blue sky here and there (mostly there). Udo did fly one sortie today; a combined cargo trip to Ouzinkie and Port Lions. The winds picked up a bit after that 1330 flight that lasted 1.5 hrs. We could have flown one more sortie to the same communities but there was evidently nothing more to move. No AKANG helios here yet.

Udo and Derwin mentioned that some of our active "brothers and sisters" that met the plane in Ouzinke and Port Lions stated

that they were hoping to fly back to Kodiak after Arctic Care was finished rather than take the boat trip again. The Beaver is a welcomed site in those two communities. Weather at Old Harbor and the three westernmost communities prevented us from flying sorties west of Kodiak. The US Coast Guard attempted to fly Arctic Care passengers out west today but turned back.

Telephone communications were down for part of the day as ACS wireless was experiencing problems making and receiving calls. I reverted to using the office phone but then the phone in the CAP office started having convulsions before flat lining. I bought a new phone for the office here. ACS got their problem fixed about 1730.

Captain Cassee returned to Anchorage this evening. His flying skills, commitment to thorough detail and his humor will be missed. We were fortunate to have him here. Major Hammond will be our pilot for the next couple of days. We hope to get Ed R and Derwin up in the 206 soon. Those of us in the office have continued to prepare materials and train members of the Kodiak Squadron. Some are also spending a significant amount of time on the flight simulator at the CAP office, sharpening their skills.

I anticipate that tomorrow (Thursday) will bring more member training and hopefully, more flying. The aircraft are doing well and are being well cared for. The tie downs at the State airport have been very useful.

*Continued . . .*





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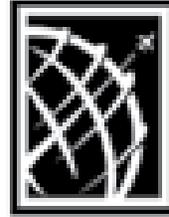
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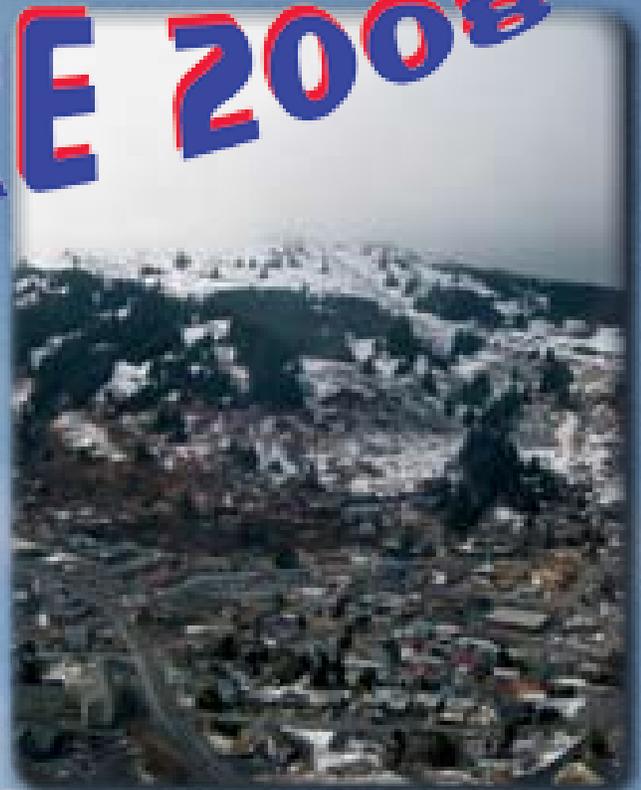
# ARTIC CARE 2008





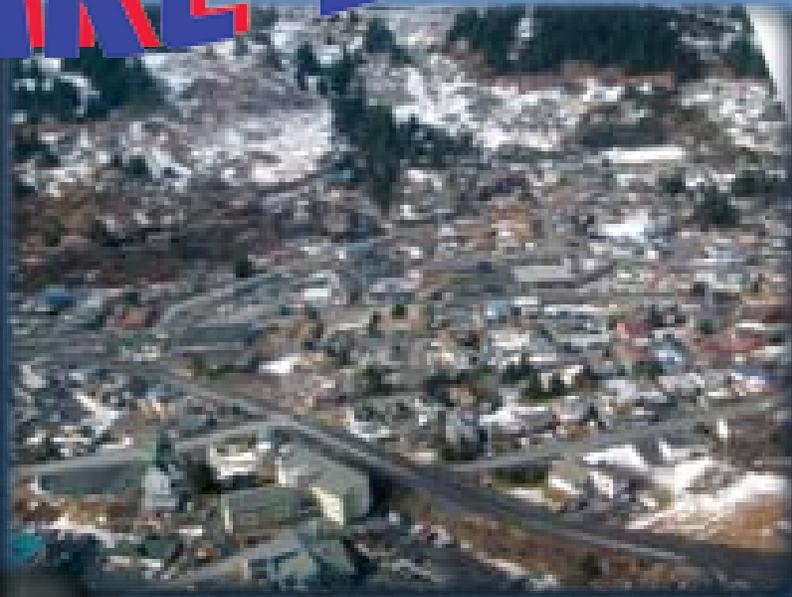
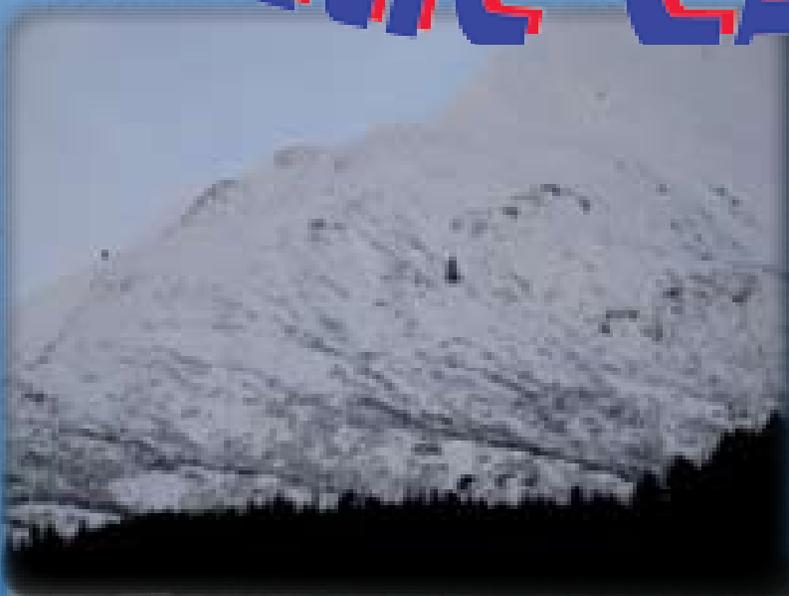


# ARTIC CARE 2008





# ARTIC CARE 2008





I'll get another update out tomorrow evening.

### **Thursday 6 March**

Weather kept us grounded all day today. Derwin and I attended the USCG weather briefing at 0800. All indications were that the flying conditions would continue to worsen throughout the day; it did. Following that, we moved the Beaver in to Servant Air's hangar to defrost the wings in preparation for the day's flying. A check with my Arctic Care contacts revealed that they did not



expect to have anything for us to fly today.

The remainder of the day was focused on CAP member training at the CAP hangar/office. All of us worked with members of the Kodiak Squadron to help continue their Emergency Services Aircrew qualification training. Four members are now re-qualified to participate in USAF missions. We hope to get two Kodiak Squadron pilots re-qualified as soon as the weather and time from our Arctic Care obligations



allows.

Pilot Jeff Defreest, from Juneau, will join us about noon Friday. Bring some sunshine with you Jeff!

Another update tomorrow evening.

### **Friday 7 March**

Another day of marginal flying weather here in Kodiak today. Derwin and I attended the 0800 USCG weather briefing. The morning started out with IFR

*Continued . . .*

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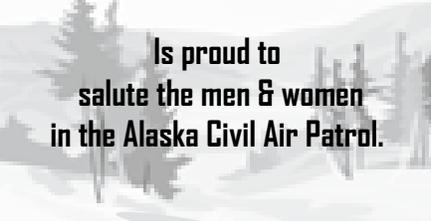
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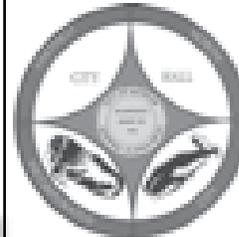
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conditions over most of Kodiak Island. Breakup seems to have started here. Pilots at Servant Air reported to us that the runways at both Port Lions and Ouzinke were closed. Reports were that they were too soft to get the graders out to fix. They need to dry out a bit before they can be used.

The USCG helios were scheduled to reposition some of the Arctic Care personnel today between communities. Those folks fly when nothing else is moving. Amazing! No Blackhawks still.

CAP did not move Arctic Care personnel or cargo today. Today was another training day; ground ELT locator training, and cold water hypothermia education/awareness training, eServices and WIMRS training. Mr. Ed Rose completed the Form 5 in the 206 amphib with check-pilot Derwin Hammond. Mr. Rose also completed the Form 91 checkride. We hope to complete the Form 5 with Harry Middleton



tomorrow. As the mission and air crew training allows, we hope to get other Kodiak Scanner and Observer trainees up in the aircraft. Some of us that came over have not had opportunities to fly yet, due primarily to the limited weather windows and the need to fly support for Arctic Care and pilot training whenever the weather has allowed.

Jeff Defreest joined us around noon today. Mr. Rose briefed him on Kodiak weather and local flying conditions/familiarization. With two pilots once again, we hope to get a bit more flying in over the next few days (weather permitting). Leah has begun to make arrangements for our return to Anchorage. The C-130 will return on the 11th. Some members, including both of our non-local pilots, need to depart Kodiak on the 10th. One of the local pilots needs to depart on the 11th. At this point I do not know how late Arctic Care staff might want us to fly. We have mission sorties approved through the 16th (18th ?), however, without pilots we are out of the game.

More news tomorrow.

### **Saturday 8 March**

Today Mother Nature gave us another good dose of Kodiak Weather. We did not turn a prop today. Wind, snow, rain and

*Continued . . .*



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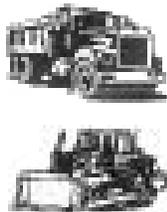
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extremely limited visibility kept us grounded (as well as local air taxis). Based on what we have been told, Sunday may be the last day of moving passengers and cargo for Arctic Care. Time will tell. Men make plans and God laughs. Reports are that the slush on the airstrips at Port Lions and Ouzinke has melted and that the airstrips are usable again. Weather permitting, and as needed by Arctic Care, we are prepared to fly.

We had hoped to relocate the C-206 amphib from the state airport to the Squadron hangar today but the weather did not allow it. We hope to accomplish that tomorrow. Our plan is to



put the C-206 and C-182 into the CAP hangar and keep the Beaver secured at the state airport until we can return to Kodiak to retrieve it.

Although we were not able to fly for Arctic Care, we had more time to

devote to member training at the CAP office. We continue to make progress getting various scanner, observer, and pilot qualification tasks completed for members that need it. If only the weather would allow us to fly more, we could do so much more. A

few of us have expressed an interest in returning to Kodiak sometime, somehow, to continue the training. We like what we are seeing, we enjoy working with the people we are around, and we want to help more, if we can. Something to think about for future SAREXs.

Paperwork, task documenta-

tion and eServices record keeping seem to be never-ending, but the tasks are not insurmountable. They are, however, challenging.

Mr. Derwin Hammond plans to hold the National Check Pilot School course training at the Kodiak CAP office tomorrow evening (Sunday) for CAP pilots here that need it. We will also continue Scanner and Observer training.

Mr. Mike Dryden boarded the Alaska State ferry for the mainland (Homer) tonight.



I'll get out another update Sunday evening.

### **Sunday 9 March**

We worked late this evening, finishing up a Check Pilot Standardization Course at midnight. Derwin Hammond deserves the Golden Globe award for his endurance today.

Today started with the 0800 weather brief at the USCG Base. IFR was the message for the morning with possible clearing to MVFR in the afternoon.

While the weather kept us

*Continued . . .*

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grounded, members continued ground ELT training and working on Mission Pilot, Scanner and Observer tasks. We saw the sun about 1500 Sunday afternoon between snow squalls and rain. It finally cleared enough that Derwin and Jeff flew the 206 amphib from the state airport over to the CAP airstrip where it was refueled and secured in the CAP hangar.

As planned, I contacted Capt. Miller late afternoon (I left a message on his cell) to advise him that if needed, we could fly to Ouzinke and Port Lions. Meanwhile, we readied the Beaver and the aircrew in preparation for flying. Not hearing back from Capt. Miller, we began getting our CAP people in the air for more training. Jeff flew two sorties in the Beaver with one observer and two CAP trainees, staying relatively close to Kodiak. Meanwhile, Derwin conducted a successful Form 5 and Form 91 checkride with Harry Middleton in the C-182. That aircraft was also refueled and secured in the CAP hangar.

We prepared a CAP pilot qualification/currency status board in the CAP office, listing the Squadron pilots and the expiration dates of their individual qualifications, as specified in CAPR 60-1. If maintained, this status board will give the Commander and squadron mem-

bers a quick reference to pilot currency for all flying activities. Active CAP Pilot folders have been organized using the Pilot folder tabs provided by Harry Whitaker.

The time change today gave us a bit more early evening light and it was 2100 before we were all back together at the CAP office. Mr. Derwin Hammond conducted a NCPSC at the end of the day.

We are hopeful that we can fly a bit more Monday before some of us depart Kodiak in the mid afternoon, and others in the evening. Two of us are tentatively scheduled to depart on the C-130 Tuesday.

I'll get out another update Monday evening.

*Continued . . .*





## Monday 10 March

It snowed/rained all day today. Once again, no flying. We continued training throughout the day until time to get folks off to the airport to catch their 1500 flight after cleaning up the hangar and getting things packed up and put away.

Jeff Defreest and I, with the assistance of Ted Hansen of the Kodiak Squadron, refueled and secured the Beaver (not the wing

didn't allow enough flying to get the sorties in after the pre-requisite and advanced SQTR tasks were completed for each of these specialties. Late in the evening I provided the BCUT training for one member that was still at the office working on entering his SQTRs in eServices.

Mr. Harry Middleton and I plan to depart Kodiak Tuesday morning on the C-130.

Overall, we flew 12 sorties on

for a change. It would have been a great day to fly.

We are all safely back from Kodiak. Harry Middleton and I left Kodiak on the C-130 around 1100 this morning after putting the box of headsets, engine oil and Derwin Hammond's green flight jacket inside the Beaver parked at the state airport tie downs. Thanks to Dennis Bailey for picking us up at Kullis and getting us to the airport this afternoon. As Jeff Defreest reminded me, "nobody got hurt and we didn't bend any metal."

The Army and Air Guard were pleased with our efforts. They informally invited our participation in next year's exercise in Western Alaska. While the weather kept us on the ground more than we wanted, we were successful. Kodiak Squadron benefited greatly from the training that our visiting CAP members provided. Our pilots and aircrew put safety first in each sortie they flew, and in each sortie they didn't fly. The check rides, pilot and check pilot instruction went very well.

Service to others often comes at a price, inconvenience, time away from family and perhaps not getting to do everything that one had hoped to do, however, the satisfaction of helping others is something that is difficult to measure. I want to extend my personal thanks to all that participated on site in Kodiak, members of the Kodiak Squadron, all that transported the aircraft and all those that supported us from Wing HQ and the owners and staff at Servant Air. ★



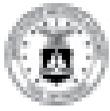
tip tanks) so it would be ready for the return flight to Anchorage just in time before Jeff's flight landed. eServices was extremely slow today and data entry of SQTRS seemed to take forever, and ever.

Two Kodiak members are now CAP Mission Pilots (AK Wing HQ needs to approve Harry Middleton's qualifications in eServices ASAP). Two additional individuals are almost Scanner/Observer qualified, however each needs one more mission sortie. The last few days of weather just

this mission (A99 sorties released from Kodiak) with 10 different people serving either as aircrew or aircrew trainee. This does not include Glen M or Skip W that flew the C182 and C206 to Kodiak.

## Tuesday 11 March

It was a remarkable morning in Kodiak today. I can honestly say that it was the best weather in the 14 days I was there. Blue sky and no wind. Again....., Man makes plans and God laughs. Great to see the sun and blue sky



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July 23, 2008

## Civil Air Patrol members honor excellence, chart future at annual conference in Kissimmee, Fla.

MAXWELL AIR FORCE BASE, Ala. - More than 650 Civil Air Patrol members from across the nation will gather in Kissimmee, Fla., for the 2008 Civil Air Patrol National Board and Annual Conference to be held Aug. 6-9 at the Gaylord Palms Resort.

The conference theme, "Citizens Serving Communities: Above and Beyond," is also CAP's new compelling message. It describes the spirit of Civil Air Patrol's civic-minded citizens who serve their communities through aerospace education, search and rescue, emergency services and cadet programs.

The annual conference provides members the opportunity to further their professional development, network and help chart CAP's future.

As part of CAP's ongoing commitment to the professional development of its members, CAP will offer more than 50 learning labs on Aug. 8-9 and seven preconference courses on Aug. 5-6. Topics will include disaster relief, homeland security, communications, safety, aerospace education and public affairs. Also, exceptional CAP members will be honored for their service in 21 categories during an awards ceremony to be held from 8:30-9:45 a.m. on Aug. 9.

In conjunction with the conference, members of the CAP National Board, CAP's governing body, will meet on Aug. 7 from 2 to 5 p.m. and on Aug. 8 from 10:30 a.m. to 3 p.m. The board's agenda will include election of a national commander and a national vice commander.

The keynote speaker for the conference banquet is Air Force Lt. Gen. Allen Peck, commander of Air University at Maxwell Air Force Base, who will speak at 7 p.m. on Aug. 9. Peck leads the intellectual and leadership center of the Air Force, graduating more than 50,000 resident and 120,000 nonresident officers, enlisted and civilian personnel each year. Additionally, he is responsible for officer commissioning through Officer Training School and the Reserve Officer Training Corps. His background includes graduation from the U.S. Air Force Academy in 1975, two tours on Air Staff at the Pentagon performing as a key planner for the air war over Serbia and assistance in planning and execution of coalition air operations for Iraqi Freedom and Enduring Freedom.

The Florida Wing, host of this year's conference, has more than 90 local units throughout the state and more than 3,500 members -- 2,137 adults and 1,406 cadets. Gainesville Composite Squadron cadets recently won the color guard competition during CAP's 2008 National Cadet Competition in Dayton, Ohio.

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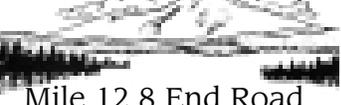
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# **CAP ALERTING SYSTEM**

## **RED (SEVERE) Severe risk of terrorist attack or disaster operations**

Action: Place CAP resources on RED ALERT status. CAP resources will be placed in secure locations under close control. Selected staff personnel, rapid response teams, and selected mission aircrews and ground teams will be placed on RED ALERT status and should prepare for expected deployment. People will not report for duty unless directed by the National Commander, Region Commander, Wing Commander, or the NOC. If directed to report for duty, mission bases may be occupied with staff and ICS liaison CAP personnel. Communications nets, particularly HF-SSB nets, between Wing HQ's, Region HQ's, and National HQ will be conducted at least once every six hours during Red Level Operations. Selected aircrews and ground teams may be directed to report to designated locations to await orders to deploy. Report status as directed.

## **ORANGE (HIGH) High risk of terrorist attack or disaster operations**

Action: CAP resources will be placed on ORANGE ALERT status. Selected staff personnel, rapid response teams, and selected mission aircrews and ground teams will be placed on TELEPHONE ALERT and should prepare for possible deployment. CAP resources including CAP emergency operations centers, aircraft and ground vehicles will be inspected to determine operational status. Communications nets, particularly HF-SSB nets, between Wing HQ's, Region HQ's, and National HQ will be conducted at least once daily during Orange Level Operations. Security of resources shall be checked. Report status as directed.

## **YELLOW (ELEVATED) Significant risk of terrorist attacks or disaster operations**

Action: Coordinate emergency plans with nearby local authorities. Put contingency plans into action if necessary. CAP emergency service personnel and resources including CAP emergency operations centers, aircraft and ground vehicles will be checked to determine operational status. Communications nets, particularly HF-SSB nets, between Wing HQ's, Region HQ's, and National HQ will be conducted at least weekly during Yellow Level Operations. Report status as directed.

## **BLUE (GUARDED) General risks of terrorist attacks or disaster operations**

Action: Check to ensure communications links with emergency response teams work. Increase training and preparation for the staff, air and ground teams. Review and update emergency procedures. Coordinate, maintain, and update current Memorandums of Understanding (MOU) with partner agencies. Provide CAP personnel with whatever information is necessary.

## **GREEN (LOW) Low risk of terrorist attacks or disaster operations**

Action: Refine plans for emergencies. Train staff on emergency plans and capabilities. Maintain resource capability. Meet with external organizations to present CAP support capabilities and to develop new MOUs.



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Good media relations benefits the U.S. Civil Air Patrol. When CAP helps the media with the job of gathering and reporting the news, we are also helping communicate CAP's story to the public. Through good media relations, CAP can strengthen community support and attract new members. Providing this kind of assistance also discharges our responsibility as a corporation funded by Congress to be accountable to the public.

The foundation of good media relations is the coordination, uniformity, accuracy and timeliness of the information released. Consequently, all requests for information from the media should be directed to the squadron, group, wing or region public affairs officer, CAP National Headquarters Public Affairs or the squadron, group, wing or region commander's designee in the absence of a PAO. CAP National Headquarters Public Affairs provides assistance to all PAOs, as requested, in handling media relations.

Most inquiries by journalists will concern activities that are a matter of public record and that CAP has an interest in promoting. Sometimes, however, reporters will inquire about documents, litigation or personnel matters. The squadron, group, wing or region PAO, CAP National Headquarter Public Affairs or a squadron, group, wing or region commander's designee, all of whom are trained to know how to handle these inquiries, are the coordinating entity for responding to these type media inquiries.

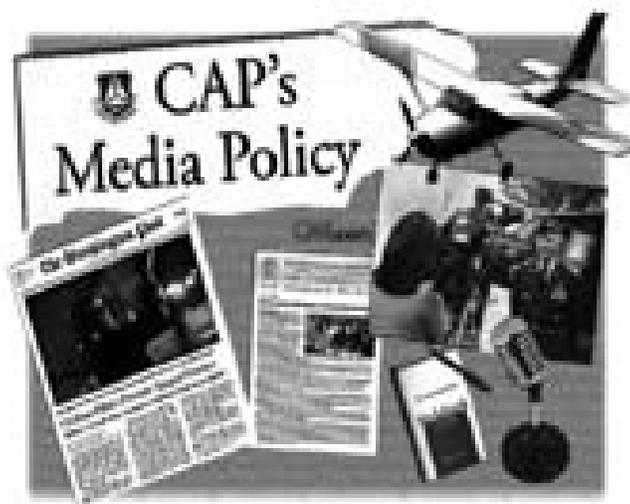
Regarding information requested by the media on cadets, the squadron, group, wing or region PAO complies with federal laws governing cadets' right to privacy. With a cadets' permission, almost any information can be released. However, without a cadet's permission, only the name, rank, hometown and unit may be released.

If a media representative contacts individual members with a request for an interview or for information, those members should direct the representative to their respective unit PAO. In the event there is a request for an interview with national-level leadership, CAP National Headquarters Public Affairs can assist with the coordination and scheduling of requested media interviews.

All news releases, public service announcements or other statements to the media regarding CAP events, activities, programs, or members should be released through the squadron, group, wing or region PAO or CAP National Headquarter Public Affairs.

During emergency and disaster relief missions, information should be released in a timely manner to the media through a wing's mission information officer or designated mission base spokesperson. During emergency or disaster relief missions that involve multiple wings and multiple regions, information may also be disseminated to the media at the CAP National Headquarters Public Affairs level.

CAP encourages the release of photos to the media to tell the CAP story. CAP National Headquarters does not require a photo release form to be signed by members who appear in a photo prior to its release to the media if the photo being considered for release was taken in a public setting, e.g., encampment, weekly squadron meeting, etc. The only time a photo release form must be provided is when commercial use of a photo is anticipated, e.g., publication in a book, merchandising, etc. For mission-related photos, PAOs at all levels must consider the sensitivity of the mission and the need to coordinate formal approval for release with the lead agency.





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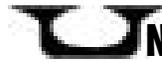
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# Why You Need To Prepare For The Next Earthquake

The second-largest earthquake ever recorded shook the heart of southern Alaska on March 27, 1964. Scientists have long recognized that Alaska is one of the most seismically active areas of the world. In fact, three of the six largest earthquakes of this century were located in Alaska, and “great” earthquakes (larger than magnitude

8) have rocked the state on an average of every 13 years since 1900.

Most of these large earthquakes have been located far from heavily populated areas. However, it is only a matter of time before another earthquake affects many Alaskans. It does not necessarily take a major earthquake to inflict hardship. For example, the January 1994 earthquake in southern California was almost a thousand times weaker than the 1964 Alaskan earthquake, but caused billions of dollars in damage and claimed many lives because of its proximity to a populated area.

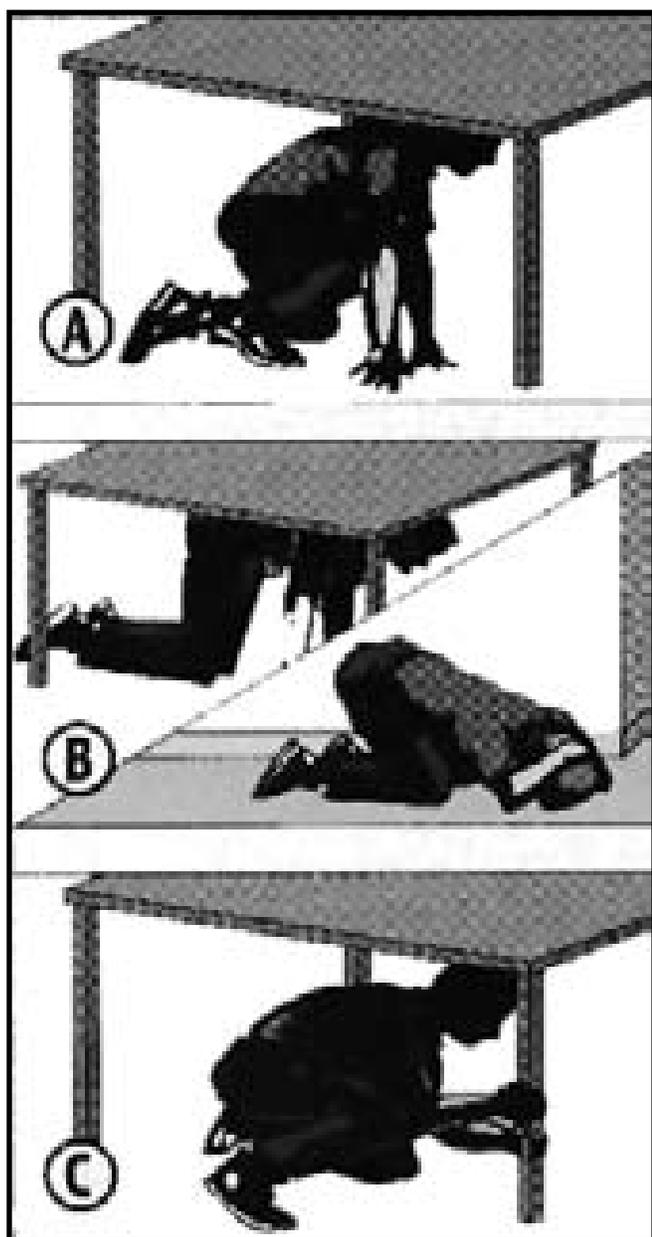
Alaska has changed significantly in the last thirty years, and the population has more than doubled. Many new buildings have been designed to withstand intense shaking, some older buildings have been reinforced, and development has commonly been discouraged in particularly hazardous areas. Despite these precautions, future earthquakes may still cause damage to buildings, displace items within buildings, and disrupt basic utilities that we take for granted.

Fortunately, we can prepare for earthquakes. By identifying the greatest hazards, we can set priorities for using our resources most effectively to reduce damage.

## *What to do during an earthquake*

1. **If you are indoors**, duck or drop down to the floor. Take cover under a sturdy desk, table or other furniture. Hold on to it and be prepared to move with it. Hold the position until the ground stops shaking and it is safe to move. Stay clear of windows, fireplaces, woodstoves, and heavy furniture or appliances that may fall over. Stay inside to avoid being injured by falling glass or building parts. If you are in a crowded area, take cover where you are. Stay calm and encourage others to do likewise.

2. **If you are outside**, get into the open, away from buildings and power lines.



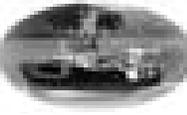
A. Duck B. Cover C. Hold

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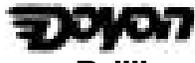


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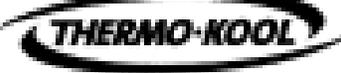
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# Need to Prepare

Continued . . .

3. **If you are driving**, stop if it is safe, but stay inside your car. Stay away from bridges, overpasses and tunnels. Move your car as far out of the normal traffic pattern as possible. If possible, avoid stopping under trees, light posts, power lines, or signs.

4. **If you are in a mountainous area**, or near unstable slopes or cliffs, be alert for falling rock and other debris that could be loosened by the earthquake.

5. **If you are at the beach**, move quickly to higher ground or several hundred yards inland.

## What to do after an earthquake

1. **Check for injuries.** Do not move a seriously injured person unless they are in immediate danger of further injuries.
2. **Safety check:** Check for the following hazards:
  - Fire or fire hazards.
  - Gas leaks: Shut off the main gas valve only if a leak is suspected or identified by the odor of natural gas. Wait for the gas company to turn it back on once the damage is repaired.
  - Damaged electrical wiring: Shut off power at the control box.



Fourth Avenue in Anchorage after the 1964 earthquake.



- Downed or damaged utility lines: Stay away from downed lines even if power appears to be off.
  - Fallen objects in closets and cupboards: Displaced objects may fall when you open the door.
  - Downed or damaged chimneys: Approach chimneys with caution. They may be weakened and could topple during an aftershock.
  - Check your telephone: Make sure each phone is on its receiver. Telephones that are off the hook tie up the telephone network unnecessarily.
3. **Clean up.** Clean up potentially harmful materials and/ or medicines which may have spilled.
  4. **Tsunami hazard.** If you live along the coast, be alert for news of tsunami warnings issued by the Alaska Tsunami Warning Center. If you experience a strong earthquake, there may not be time to issue a warning. Move to higher ground as soon as you are able, and stay there until the authorities issue an “all clear.”
  5. **Expect aftershocks.** Most, of these are smaller than the main earthquake. Some may be large enough to do additional damage to weakened structures.
    - Use flashlights or battery powered lanterns. Do not

Continued . . .

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# Mat-Su Cadets to the Rescue!!

The Mat-Su Cadets Color Guard team saved the day as the Army National Guard Color Guard team was called out for an emergency at the last minute. Within 48 hours, they were ready to present the colors for the CCJ/COSCA (Conference of Chief Justices & State Court Administrators) Annual meeting at the Captain Cook Hotel in Anchorage, AK.

The Cadets showed up with nothing but smiles and respect for the task at hand, and should receive a great pat on the back for their eagerness to gain a bit more experience in their field. This, like many others, was a great learning experience for them.

It was obvious to everyone there that they are very talented & dedicated to what they do. Hopefully this will help to pave the way for more opportunities for the cadets to serve as Color Guards.



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## ***Need to Prepare***

*Continued . . .*

use lighters, matches, candles, or lanterns until you are sure there are no gas leaks.

- Use your telephone only in the event of life-threatening emergencies.
- Turn on a battery-powered radio for information, damage reports, and for information on volunteering your assistance.
- Keep streets clear for emergency vehicles. Cooperate with public safety officials.

If you would like more information on earthquake safety visit the following website: <http://www.uaf.edu/seagrant/earthquake/>

If you would like to see how many earthquakes have happened today visit this website: <http://www.aaic.alaska.edu/Seis/recenteqs/index.html> ★

## ***On ELTs***

*Continued from page 11 . . .*

your aircraft.

Basic 406 MHz ELTs can be purchased for about \$900. Models that have more capabilities will cost more. Because of this expense, AOPA is recommending alternatives so U.S. pilots can carry a more affordable unit when they fly to Canada or Mexico.

So, pilots in the U.S. do not have to switch to the 406 MHz ELTs unless they fly in Canada or Mexico. It is a very good idea to make the switch, but it's not required if all of our flying is in the United States. Even though the FAA allows us to continue to use the 121.5 MHz ELTs, we would be getting limited assistance in the case of an emergency. ★

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## Newly Formed Prince of Wales Cadet Squadron on the Go!

Recently Robert Thomas started a Cadet squadron on Prince of Wales Island which is the United State's third largest island. However, the largest community is only 1600 population. Students from all over the island, towns and villages with names such as Nakuti, Coffman Cove, Whale Pass, Thorne Bay, Klawock, Hollis, have teens that want to participate.

On August 9th eight cadets from the newly formed Prince of Wales Cadet Squadron, hiked out to the site of an Air Force C-47 mishap site from 1968. One SM had researched the wreck and had the info. The cadets had 3 missions: 1) Find the aircraft, 2) Mark the latitude and longitude with GPS, and 3) attempt to figure out how the mishap occurred. One Cadet, Kathleen Lawton got it correct. The cadets used the trail markers instead of map or aerial photos to find the site. The new commander, Robert Thomas, was very happy--no one got hurt or lost. He

had enough medical supplies on his back to set up a battalion aid station and enough radios! Not quite, but he is happy--not even one twisted ankle. All had fun. Next week, they will put the GPS coordinates on maps in our land navigation training.



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# USCG Controllers Visit Juneau Squadron and Join in on the Salmon Derby Patrol

*Story & Photo by  
Major Jean Sztuk, Southeast Composite Squadron*

The group visited our CAP hangar to become knowledgeable of our mode of operations, what resources we have at our disposal, response time, number of aircraft, and number of cadets. They were quite impressed with the high-tech Medallion Simulator! They expressed great interest in flying with us on SAR Missions and during the upcoming Salmon Derby. They were taken on a drive around “The Pond.” They were gone a very long time while I was left wondering what happened to them. Finally they returned. Apparently they were enthralled by the grass mowing machine that was cutting the clogging grass in the pond!



**Pictured above are LT Johna Rossetti, and OS1 Michelle Melino. Getting ready to go! Capt. Wallace Long (from inside aircraft) briefs Coast Guard SAR Controllers, Lt Rossetti and OS1 Michelle Melino on emergency procedures to open the back door.**



**Pictured above is Major Steve Sztuk with Coast Guard SAR Controllers from left to right: OS1 Troy Townsend, OS1 Nicholas Meyer, OS1 Sean Terry (kneeling), Lt Kalen Kenny, Lt Johna Rossette, and OS1 Michelle Melino. OS1 is Operations Specialist First Class.**

The Cessna 206 has a unique way of opening the back door if an emergency arises. The two Coast Guard Officers flew one sortie during the 2008 62nd Golden North Salmon Derby. From the North end of the derby grounds to the South end encompasses approximately 105 miles. The winning fish weighed in at 35 pounds. The Golden North Salmon Derby began August 31, 1947. It now offers hundreds of prizes worth up to \$100,000 and helps fund student scholarships worth up to \$12,000.



***Juneau SE Composite members make 16 flights,  
total 35 search hours.***

# **CAP Assist in Search Near Juneau**

Civil Air Patrol's, Southeast Composite Squadron has been engaged in the Andrews Search near Juneau for over a week now.

Daily, since Sunday August 10th, CAP volunteer flight crews have been in the air, or on standby waiting to get in the air. Weather

has delayed a few flights, but Tuesday was the only No-Fly day so far. Up until Saturday August

*Continued . . .*

***Capt. Martha DeFrest is briefed by Squadron Commander Major Ken Nestler at her floatplane on Friday. Photo by Major Jeff DeFrest***



## ***Search Near Juneau***

*Continued . . .*

16th, three CAP Mission Pilots and ten Mission Observers have flown 16 sorties and logged nearly 35 hours of actual search time for the overdue aircraft. Major Steve Sztuk, Deputy Commander and 55-year veteran CAP member, has also been on hand to coordinate flight crews and monitor their progress.

The search managed by the USCG, also includes resources from SEADOGS, Juneau Mountain Rescue, Alaska State Troopers, and the National Guard.

On Saturday ABC News reporter Christina Grande joined

**Capt. Bob Mattson, Major Steve Sztuk, and Major Ken Nestler ready Nestler's Cessna 172 for casting off on Saturday. Photo by Major Jeff DeFreest**



**Major Jeff DeFreest, CAP Mission Pilot briefs Christina Grande of ABC News prior to flying a sortie on Saturday. Photo by Capt. Bob Mattson**

the Cessna 206 flight crew on "CAP Flight 5050". They were assigned a route along the Taku

River and down the west coast of Admiralty Island. Weather severely hampered the route for this sortie, so they returned to base after about an hour. Another tasking assigned to Squadron Commander Ken Nestler, flying his personally owned Cessna 172 Float Plane, was able to be completed toward Gustavus, where the ceilings were a little higher. The Juneau Squadron's Cessna 206, as well as two member-owned Cessna Float Planes have been used extensively on this search while the Squadron's Beaver is down for maintenance.

For more information contact:  
Major Jeff DeFreest, Public Affairs Officer,  
Southeast Composite Squadron,  
Alaska Wing  
Primary Contact Phone  
907-789-6273  
Juneau CAP Hangar Phone  
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*Keep Up The Good Work!*



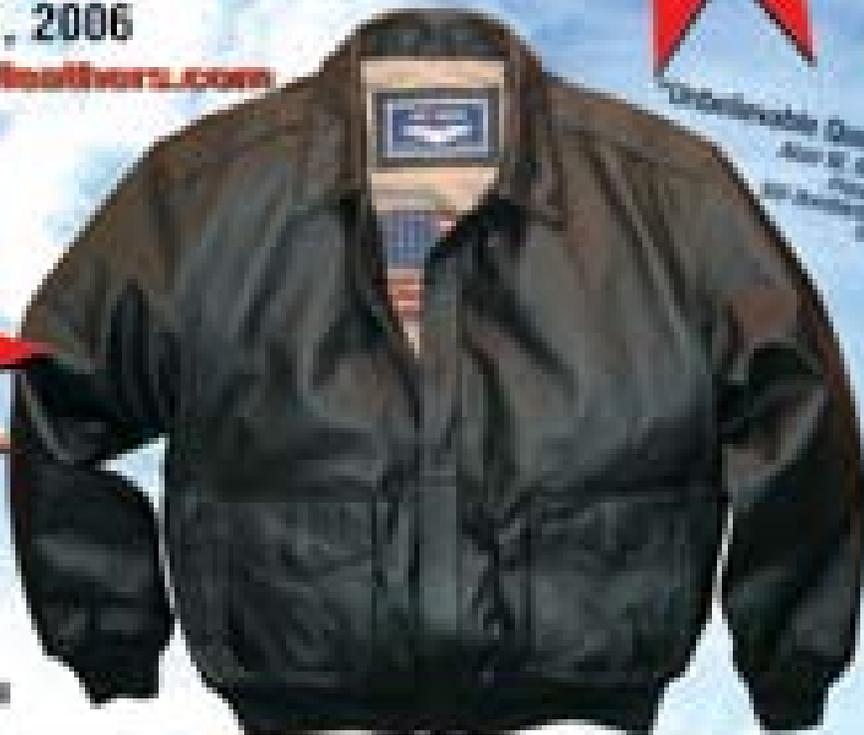
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