

Alaska Wing Tips



An Approved Publication
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~ Summer 2008 ~



*Alaska Wing brings home top honors!
See story page 3...*

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Commander's Corner



Col. Carl Brown, Jr., CAP • Commander - Alaska Wing

Dear Member,

During the recent preparation for the upcoming Graded Exercise, in one month, several things became obvious.

First, there were the same faithful few as from previous annual exercises. There were some new faces present, which is always a good thing to see as new “blood” adds a freshness of perspective that can be invaluable, but not enough new faces. Within this group, I didn’t observe a single individual that was particularly fascinated by the sound of their own voice. They were quick to listen and slow to speak which evidenced an additional rare quality. They weren’t taken with the “sound” of their own ideas. During the debrief on Saturday, they each spoke candidly of their own shortfalls and discussed ways to overcome them in a sincere attitude. In listening to their challenges something else became evident, the lack of depth in the mission team. Not only were there critical staff positions empty, but there was generally only one person to perform the duties that would normally take 2 – 3 people to perform. This in turn leads us into the next obvious point.

As there were a limited number



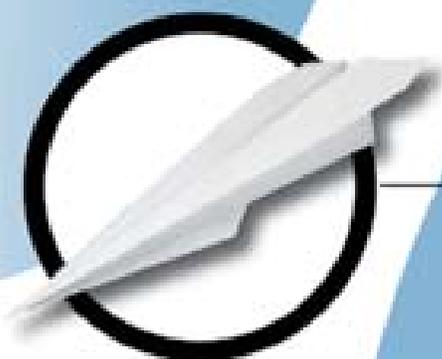
**Carl L. Brown, Jr., Col., CAP
Alaska CAP Wing Commander**

of participants, the smoothness of execution of those duties was also limited. That is, some of the finesse was missing due to the workload per team member. This became evident as many units were asked to standby to fly, but never flew, as just one example. Just as a computer with only one processor can only perform tasks in sequence, so only one staff member can only think of one thing at a time. During times of high mission input and information flow, priorities are set as to what will be dealt with at any one

Continued on page 25 . . .

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Alaska Wing Brings Home the Top Honors at Regional Cadet Competition

Polaris Composite Squadron Color Guard team, winners of the Alaska state-wide Color Guard Competition for 2008, participated at the Regional competition, held in Portland Oregon during the Pacific Region Regional Conference. The team, consisting of 4 cadets and one alternate, traveled to the Pearson Air Museum in Vancouver, Washington on May 15, and competed against Washington, Nevada, and California Wing winners.

The team made the long trek from Alaska to Portland on May 15, and arrived at the Pearson Museum just in time to assist in the set-up of the sleeping quarters. It can be stated that all of the Alaska team know how to build army cots now. The competition was scheduled to begin on Friday afternoon with the mile run event; however, unseasonably hot weather dictated that the run wait until after sundown. Participants at the museum were noting temperatures of 95 degrees, but other observers noted temperatures of over 100 just down the road. The Alaska team prevailed, winning

Continued . . .



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AKWG Top Honors

Continued . . .

first place in this event. All four of the Alaska cadets crossed the finish line within seconds of each other, achieving a winning six-minute time. Following the mile run, the cadets moved from physical competition to mental competition with a written test, covering leadership and Civil Air Patrol history.

The teams rose early on Saturday morning and prepared for the remaining competition events: Inspection, Standard Drill, Indoor Drill, and the Outdoor Posting of Colors. The concluding event of the competition was the Panel Quiz, testing cadets on Aerospace knowledge. This Jeopardy-style event was enjoyed by both participants and spectators, and three of the four teams (AK, WA and NV) achieved a three-way tie for first place in this event.

Awards for first and second place in all events, and the overall winning team were announced at the Regional Conference banquet, held on Saturday evening. After interminable speeches and awards, the competition awards were presented. Alaska Color Guard took first place in Mile Run, Inspection, Standard Drill and Outdoor Drill, and second place in Indoor Drill, for an overall win for the team. The atmosphere was charged with excitement and a bit of apprehension; it soon hit the cadets that they would now have to prepare to represent the Pacific Region at National Competition.

Cadets Eric Johnson, Daniel Bellerive, Ryan Sherwin and Dustin Gunderman, along with team alternate Benjamin Johnson, formed the winning team for Alaska. These cadets will be practicing and working toward success at the National Cadet Competition to be held June 26-30 at Dayton, Ohio, along with the Alaska Wing Drill Team, who has been unchallenged to the national level. The National Competition brings together the best of the Civil Air Patrol Cadet program to compete at the national level. Only 8 Color Guards and 6 Drill teams across the nation will compete for the top honors at this competition. ★





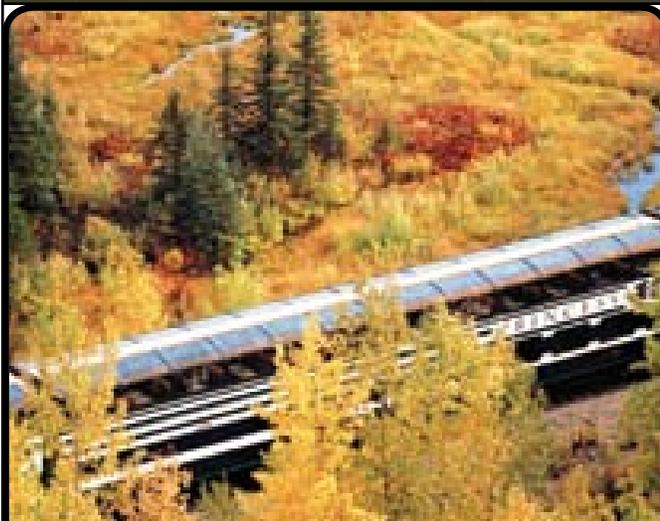
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FATHERHOOD GOD'S PLAN

(a message for Father's Day)

Ch. Maj. Franklin N. Blodgett, CAP

Gen 1:27 says,

**So God created man in his own image,
in the image of God he created him;
male and female he created them.**

NIV

We are to reflect the image of our Heavenly Father, but too often we reflect the influence of the ruler of this world – Satan – instead. A son tends to reflect his father, that is why we hear sayings like, “He’s just a chip off the old block” or “Like father, like son.” The Spanish will say, “From such a stick such a splinter.” The Irish will quote, “How could the apple be but as the apple tree.”¹

As earthly father we can pass on positive blessings or negative curses to our children. Just like our Heavenly Father has powerful influence so does an earthly father. I am sure each father reading this desires to pass on those things that will help their child or children. We certainly don’t want to pass on any family weakness, problems, and sins.

Fatherhood is under attack like never before. We live in a society where the so called “cultural elites”² have redefined the family rather than restoring it. A mother is taught she doesn’t need a husband. A child is taught that he or she doesn’t need a father. Charles Colson in his book, *AGAINST THE NIGHT*, wrote, “Since 1970 the rate of marriages has dropped 30 percent while the number of divorces is up 50 percent.”

This Father’s Day I want to use the Word of God to put our present day difficulties into a Biblical perspective.

**Malachi 4:5-6 5 “See, I will send you the prophet
Elijah before that great and dreadful day
of the LORD comes.**

**6 He will turn the hearts of the fathers
to their children, and the hearts of the
children to their fathers; or else I will
come and strike the land with a curse.”**

NIV)

Continued . . .

¹ Paul M. Goulet M.D., *Impartation in the Home*, published by RTM in Las Vegas, Nev. These quotes and others can be found on pages 9 & 10.

² Term used by Vice President Dan Quayle in 1992 to refer to those in our society that were fighting against the traditional family on one man and one woman.

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Fatherhood God's Plan

Continued . . .

Malachi lived in time much like ours - a time when the hearts of many fathers were not for their children. A time when the children of Israel were playing at religion and in rebellion to their Heavenly Father - a time of broken faith - a time of disregarding the principals of fatherhood - a time of robbing God - a time of no distinction between wicked and righteousness- a time ripe for judgment.

The apostle Peter said this:

1 Peter 3:7 Husbands, in the same way be considerate as live with your wives, and treat them with respect as the weaker partner and as heirs with you of the gracious gift of life, so that nothing will hinder your prayers.
NIV)

Men the way you treat your wife affect your spiritual relationship with God. Treat her with respect. Be considerate. Don't break faith with her.

During my time in the ministry I have seen the break down of several marriages that at one time I considered fairly strong. Both spouses loved each other; the children were wanted, loved and from outer appearances well adjusted. There was not sign to the outside world that there was physical or psychological abuse. Yet the marriages crumbed. Why?

In 1947 a sociologist and historian Carle Zimmerman compared the deterioration and ultimate disintegration of various cultures with the family unit in America. Just before every culture fall certain conditions (eleven in all) were present. Here are 8 of them:

1. Increase and rapid, easy, "causeless" divorce.
(Guilty and innocent party theory became a pure fiction.)
2. Decreased number of children, population decay, and increased public disrespect for parents and parenthood.
3. Elimination of the real meaning of the marriage ceremony.
4. Popularity of pessimistic doctrines about the early heroes.
5. Breaking down of most inhibitions against adultery.
6. Revolts of youth against parents so that parenthood became more and more difficult for those who did try to raise children.

Continued . . .



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Fatherhood God's Plan

Continued . . .

7. Rapid rise and spread of juvenile delinquency.
8. Common acceptance of all forms of sexual perversions.
(p.33 Charles R. Swindoll, GROWING WISE IN FAMILY LIFE)

And of course it sounds familiar. It is happening in our own culture. Chuck Colson calls it the meltdown of American's families. We can blame societal pressure. We can blame easy divorce laws where changing spouses seem the easy thing to do when things get tough. But Colson is right when he says the deeper cause is "the core of radical individualism and relativism in our society." (p. 76 AGAINST THE NIGHT)

The problem is self-centeredness. The problem is me first - others including children, spouse, church and God after me. As long as the job or as long as the church or as long as the marriage satisfies my self-center ego I will stay. You see Individualists consider any social contact whether that is marriage, business or church membership valuable in how that "commitment" meets their OWN best interest. And if that commitment doesn't meet MY individual need that contact should be broken according to the ME FIRST GENERATION.

Probably the greatest extreme of self-centeredness was a teen father interview by Bill Moyer on his television documentary, "The Vanishing Family." The young man - who had fathered six illegitimate children - said, "Ain't no woman gonna mess up my life." This self-centeredness prevails in our society - men that more interested in self than the consequences of his actions.

Men that say, "If you get this abortion I'll stay with you." And in 90 percent of the cases 30 days after the abortion the man is gone from the relationship. Men that say, "I love you but I don't believe in marriage so let's just live together." Then there are the men that say to their wife, "I have found someone else so you and the kids are going to have to make it without me." Everyone self centered. No concern for the other person. No concern if their own child is murdered in abortion or their own flesh and blood grows up without a Father figure in the family setting.

There probably is not a person reading this that has not been affected by divorce - either there own or someone close to them. Divorce is not the unpardonable sin. But understand God hates divorce. Friend the family is disintegrating. We must cultivate moral values in which we and our families can understand the world. Our public universities aren't going to do. The press isn't. The TV set isn't. Hollywood isn't. Fathers, the family is the primary and most important setting for moral instruction.

Fathers you need to response. You need to be men of God in a society that is so godless. You need to be committed to your spouse to your children. Fathers if you struggle in that area of spiritual leadership in the home - struggling with having the right desires the right motivation than today confess it to God and ask for his help. ★



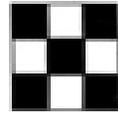
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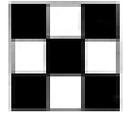
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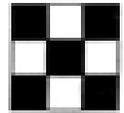
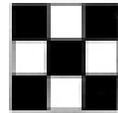
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SAFETY CORNER



*By Lt. Col. Melanie Capehart
Texas Wing Safety Director*

Summer Safety

Summer is here, time to pull out the bathing suits, swim trunks, get the boat ready for the water, get the skis ready, and get the grill ready to go. It is that time of year for family gatherings, vacations, and summer holidays and parties. It is time for summer fun, but safety has to be first priority when making the list of things to do.

Unfortunately, the summer months are when most critical injuries and fatalities are most likely to occur. There are several things we can all do to keep summer activity fun and free of serious injuries and tragedies.

One of the most causes of serious injuries and fatalities will be traffic mishaps. Such factors include, speeding, not wearing seatbelts, driving under the influence, too much nonsense going on while driving, driving when fatigued. When preparing for a trip, whether long or short, take the necessary precautions to stay safe. Do a precheck-check list of the vehicle, just like the one required when taking out a CAP van. Check tire pressure to all tires (including the spare tire), check all engine fluids, make sure windshield wipers work properly and make sure there is an emergency

kit on board. Make sure everyone is well rested, always obey all traffic laws, check weather conditions, and let someone know where you are going and time of arrival. Also pack a variety of snacks to have handy during the trip and have plenty of water. Always be prepared, you can never know what can happen.

Another cause of fatalities is drowning. Boating, swimming, rafting, skiing, scuba diving mishaps can also take lives. Always use common sense during water sports or events. Always wear Coast Guard-approved life preservers on boats and during water activities and on docks. Never swim alone, always use the buddy system and never dive into shallow water or water of unknown depth. Supervise children at all times, even around backyard wading and swimming pools. Always use plenty of sun tan lotion and check each other for possible signs of sunburn. Also take a head count before leaving the dock to know if anyone could be missing at the end of the day.

Grills can also cause serious injuries. Always keep small children supervised and away from any hot grill. Small children as

well as adults are prone to burns from the grill itself or from the fuel used to put on the coals to get the grill hot. Always use a heat proof mit for hand and use a long enough spatula to keep hand and arms from getting burned during grilling. Always check all equipment and make sure it is good safe condition.

If alcoholic beverages are present at parties, be sure that guests have designated drivers, also have non-alcoholic beverages, have plenty of high-protein snacks, limit high salty foods to keep down high absorption of alcohol in the bloodstream. Keep SAFETY a PRIORITY; don't let friends drink and drive.

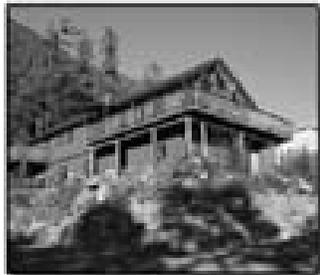
Summer months should be full of fun and wonderful memories. These are the times when families stop and take time for each other and friends make time for each other. Common sense plays a major factor in everything we do and the ability to plan and carry out fun and wonderful summer events, without tragic outcomes and tragic memories. Mishaps can be prevented with the right attitudes and self-discipline. Keep summer fun and safe.

THINK SAFETY FIRST.



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MEMORANDUM FOR NATIONAL BOARD

SUBJECT: Use of CAP Private Pilots for AFROTC Orientation Flights

1. A recent FAA extension to Civil Air Patrol's Exemption 6771 includes a clarification that now allows CAP to use private pilots to conduct Air Force Reserve Officer Training Corps (AFROTC) cadet orientation flights. This eliminates the commercial certificate and class II medical requirements of CAPR 60-1, paragraph 3-2.f.(2). The 300 hour Pilot in Command (PIC) time requirement remains. This means that private pilots with 300 hour PIC time in category and class of airplane are authorized to fly AFROTC cadets on orientation flights. These pilots must be approved in eServices "Operations Qualifications" as AFROTC qualified pilots before they can conduct these flights.
2. This change will also be applicable to AFJROTC orientation flights whenever they are authorized by the Air Staff. A revised CAPR 60-1 reflecting this change will be available for review/comments on the web soon.

A handwritten signature in black ink that reads "Amy S. Courter".

AMY S. COURTER
Brigadier General, CAP
Interim National Commander

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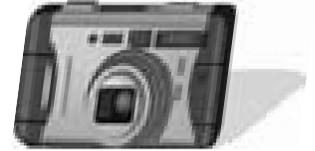
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Editor's Corner

— Major Mike Dryden, Alaska Wing PAO —

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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

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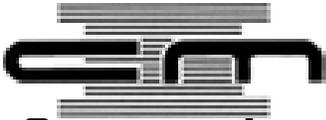
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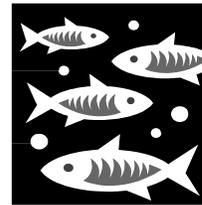


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THE MENTAL WILL . . . *to survive*

By: Roxanne Faike

"Remember for most of the year when flying in Nevada that in 15 minutes or LESS, in a survivable off-airport landing, we can find ourselves in perhaps four entirely different climatic zones, from ice and snow on a ridge top to a true desert. Keep in mind we assume that you crawl out of the aircraft just as it ignites and burns completely! You crawl to a nearby rock and take stock. So what you have is what is in your pockets of your flight suit so to speak. You have nothing else. What items in what priority would you choose?"

After being asked the above question by Major Jack Clark, I myself took stock of what climbers have while surviving at high altitude around the world. Amazingly, climbing high altitude mountains and airplane crashes carry a common thread. HOW DO WE SURVIVE? HOW DO WE FACE AND OVERCOME INSURMOUNTABLE ODDS?

There is much that has been written on physical survival, and you are urged to seek out this information. But in this article, I wish to give you what I think is the NUMBER ONE MOST IMPORTANT tool for survival...YOUR MENTAL WILL. I cannot emphasize how important a positive mental state is to surviving. We have watched many climbers who have every piece of equipment needed for survival BUT could not pull off their goal only because they mentally couldn't stay focused. Here are some of the mental tools that have been useful in facing life and death on the mountain and allow me to conquer anything I come face to face with. Below is a word acronym that is essential to recall the mental will for survival.

M ental	W ork
E nter	I nnovative
N ight	L ight
T alk	L ive
A ctive	
L ook	

1. **Mental ability** It is said that to conquer a mountain takes 60% mental and 40% physical ability. First and foremost, you MUST BELIEVE that you can succeed. There have been times that I was unable to summit a mountain because I let my head get in the way. I told myself, "I am too tired, I didn't get enough sleep, my body aches too much,

my clothes are not adequate, I didn't eat properly. I didn't train hard enough. Why am I even here?" Have you ever MADE excuses to NOT do something? We have all been guilty of this. If you let your mind veer into a negative state it is a guarantee you will loose your edge to survive!

2. **Enter your mind** If you find yourself doubting what lies ahead and you can't go on, then focus. Put your mind and thoughts in a different place. Many times I have climbed a mountain and don't remember taking a step. When the climb gets tough, I begin to focus on people and events during my last climb OR start trying to remember favorite songs. There is one climber who memorizes poetry which he recites to himself while climbing. The sherpa chant mantras. Your choice might be thinking about your family at home and the fun times..... FIND the tool that will allow you to focus your mind to a positive state and make you forget your pain and press on.

3. **Night** Night becomes the most dangerous for any climber or survivor. It is at this time the body starts shutting down. The heart slows, and it becomes harder to keep warm, to stay focused on positive thoughts, and to think that you WILL survive. If you find yourself losing your mental edge or you begin to enter a hypothermic state, sit up and start to exercise all your body parts. This will get the heart, heat and mind going. Sing songs, repeat nursery rhymes, talk to yourself and others and try to edge your mind into that positive area.

4. **Talk** Talking to and believing in a higher power can make a huge difference in your ability to survive. No doubt you have read articles about POW'S and how important a strong mental attitude was needed for survival. The sherpa are also

great examples of listening and talking to their higher powers. It is of great comfort when you feel there is NO ONE to talk to, that no matter what the outcome, there is a greater power there with you... helping you.

5. **Active** Keep your mind active and alert. While climbing near the South Pole in Antarctica, our mind had to be constantly checking and thinking about our body. If you are not actively asking questions, your body can get into big trouble fast. Antarctica became a moment to moment survival. Each step was not thinking about summiting some mountain but of surviving the cold, the wind, and extreme conditions. All day long our thoughts were focused on, "How are my fingers doing? Can I feel my nose and my toes? Is my urine clear and copious?" Your mind must stay active and connected with your body. Continue asking these crucial questions!

6. **Look for mental stimulation** Questions! What can I use from the plane to make a shelter or to catch water? Over half the body is made up of water and needs to be replenished constantly. You can last a long time without food, BUT NOT WATER! How can I make signals? 40% of the body heat is lost through the head: cover it! Can I save my urine to sleep with and keep me warm? Solving questions are a key part of keeping the mind active for survival.

7. **Work at calmness** BREATHE!! Mentally focus on a calm state. Even experienced climbers freak out up high. Your mind plays tricks on you, and soon you will find yourself thinking the worst. In one incident, the climber thought her kids were in a fatal accident. Another thought her house burned. Sherpa are

Continued . . .

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Mental Will . . .

Continued

even more sensitive to these “signs” and won’t climb if they feel danger. There is a LOT of anxiety at altitude due to no oxygen and calmness of mind is hard to attain. In dealing with this we use breathing techniques much like in yoga classes. Breathe deeply...hold...expel quickly. These techniques are extremely helpful at night when anxiety creeps in and anxiety WILL creep in with your survival.

8. **I nnovative** BE INNOVATIVE!!! In any survival situation no one can take the essentials for survival. This is where you combine your mental and physical skills. Make things work with what you have. The North Face Team taught us to think about what to do if there was no sleeping bag, a fire, warm clothes. Challenge yourself and others to think and talk about these scenarios BEFORE they happen. A surprise will be in store for you. It is an awesome feeling to survive a climb without some of the essentials or at least make do.

9. **L ight thoughts** During survival, keep daytime and especially nighttime thoughts light. NEVER bog down your inner self with negative thoughts like “Am I ever going to make it out of here? Is anyone looking for me? I wish I hadn’t had that fight with my wife/daughter.” Better to say, “When I get out of here I am going to.....”

10. **L IVE** YOUR WILL TO LIVE is the **NUMBER ONE MOST IMPORTANT** piece in survival...repeat again and again, “I WILL LIVE!”

In summary, a positive MENTAL WILL is the key to survival! Memorize MENTAL WILL and its tools. They will save your life!

BE POSITIVE! BELIEVE YOU WILL SURVIVE!

BELIEVE THERE IS NO OBSTACLE TOO GREAT!

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Roxanne Faike and Robyn in Antarctica.

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The 365 critical days of CAP

By Captain Eric Hineman, SDWG Safety Officer

Many of us have heard the term “101 critical days of summer” it is the period from Memorial Day to Labor Day where statistically the most accidents occur. How many of us have ever thought about the other 264 days of the year?

We as CAP members have a distinct privilege; we have the opportunity to serve our country in a capacity that few Americans ever will. As they say, with more privilege comes more responsibility, which holds very true to us in CAP. We have to be available to go at a moments notice to respond to any tasking that is given to us.

One thing many of you may be asking is; what can we do to make sure we are always available? Truthfully, there is nothing we can do to always be available. We all are susceptible to becoming ill, using medications, stress, fatigue, and emotion. It is up to you to be able to say, “I’m not safe to go do this mission.”

Now that we have identi-

fied what we are susceptible to as CAP members let us think about each one of those items. First illness, this can be something as simple as allergies or something more severe like bronchitis. Bottom line if you are ill at all now is not the time to try to be a hero. You have to decide if you are healthy enough to go on this mission.

Stress can come from many different sources. It might be an assignment at school or work. It could also come from the mission you have just been called upon to help with. You have to be able to decide if there is too much stress in your life at that time.

Have you ever felt tired in the middle of a mission? What about when you get that phone call at 0200 hours, are you fatigued at that point? Fatigue is an interesting character. Fatigue can suddenly sneak up on you in many ways. You might feel fine while you are driving down the road to the scene of an accident. Once you complete your

mission, and are returning to mission base how many times have you “hit the brick wall”, and fought to stay awake the rest of the way? You have to decide when you are fatigued.

Have you ever felt strongly about something? So strongly that it took up all of your energy and it was all you could think about. This should be a warning sign that your emotion is taking over. If your emotion is getting in the way of your mission, you can be a hindrance to the mission. You have to be able to decide when to much is too much.

Now take what you have just learned and apply it to not only what you do in CAP, but also what you do in your day-to-day life. If you take nothing else from this article, remember this. Regardless if you are the Incident Commander, a member of the aircrew, or part of the all-essential ground team; you are the one who makes the decision if you are safe to go out and perform the mission.

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Commander's Corner

Continued from page 1 . . .

point in time. Sometimes units standing by, ready to launch, are passed over for tasking as the mission tempo increases. This does not happen because the unit is not liked, or the mission team is a group of incompetent “jerks”. It happens because they are human and are limited to space and time. “No man makes a perfect plan...” is a truism that not only applies to the academic side of a mission but also includes the execution side as well. The solution? “Many hands make light work...” equates into depth in a mission team that means more tasks can be accomplished more efficiently and effectively. We not only do a better job at prosecuting the mission but the units standing by aren't left out. The best way to make things better and more effective is not in one sided complaining, but wading into the fray and helping with the tasks that make the process flow more smoothly.

In essence, the foregoing is making two points, one get on board and help out! We need participants from the field, if only for one exercise. This will accomplish several things. First it will give a better understanding of the challenges and difficulties that a mission team face and hopefully this will be taken back to the unit. Secondly, it brings the expertise to the mission center that makes the mission flow smoother and may otherwise be lacking. The other point is simply to educate the member in the field to some of the aspects that interferes with

“the plan” when it doesn't seem to work out as initially promised. In the next two years the annual exercises will/ may not take place at Elmendorf, but at a unit near you. When the “real-world” mission occurs, we may not be able to use the facilities at Elmendorf but would need to position the mission command center with one of the squadrons. Everyone needs to be able to pick up and carry the “torch”, and by rotating where the mission is located will be a step toward this goal.

Finally, as I was reflecting on the practice mission, I was reminded of the importance of what we do. The mission scenario will include a plethora of mission types, ie – SAR, DR, HLS, and extended missing persons searches. All of these may well be performed here at “home”. That is here in Alaska. This, in simple terms, means we do it for our state, communities, friends and families. Too often, I fear, we tend to think our missions serve the best interest of some unseen entity when in fact we perform missions that benefit our friends, neighbors, and even our families. We are part of a national organization, but we serve here locally. In the true spirit of our forefathers, when an emergency overcomes a friend or neighbor, we drop what we are doing to respond to their need, keeping in mind it might be our selves next time or one of our family members. We practice to do it right the first time, because we

may only get one chance to do it at all. As we continue to train so as to do the best we can, keep in context and in mind why we do these things.

I would be derelict if I didn't draw your attention to some very significant events from over the past few weeks. First, we will be sending to the National Cadet Competitions two teams, one for the Color Guard Competition, and the second for the Drill Team Competition. This will be the first time in the history of the Alaska Wing that teams representing both Alaska and the Pacific Region have gone to the National Competitions! Our cadets and senior leaders have worked hard to earn this honor and responsibility. To help make this a further success, I would be remiss not to mention the community support from such donors as Walmart Alaska, for contributing toward the transportation costs of these two teams. This has allowed these cadets to focus on sharpening their skills and less concern for fund raising. As opportunity presents please extend your congratulations for a job well done, and assist them when possible. We, I, am/are proud of them! ★



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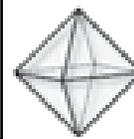
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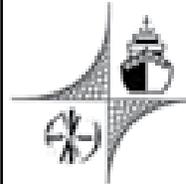
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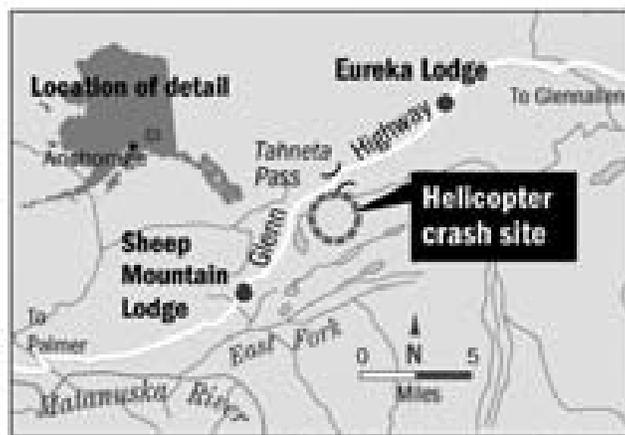
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*Submitted by 2nd Lt. Pamela Speer
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**Left to right Levi Doran,
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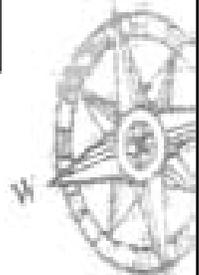
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Alaska Aircrews Monitor Aftermath of Major Avalanche

Juneau SE Composite members shift focus during disaster relief training mission

*Maj. Jeff DeFreest, Mission Pilot
Government Affairs Officer, Alaska Wing*

ALASKA—Juneau Southeast Composite Squadron members, in the midst of conducting a disaster relief training mission, were able to focus their training opportunities on a real-life situation instead of simulated calamities after an avalanche significantly damaged the power line between Juneau and Snettisham Hydroelectric Power Plant early April 16.

The squadron's commander, Maj. Ken Nestler, and his flight operations officer, Capt. Jon Ahlgren, seized the opportunity to alter the training scenario to conduct aerial photo missions and damage assessments. With no temporary flight restrictions in place, aircrews on two sorties were able to fly

Continued . . .



Photo by Capt. Bob Mattson

ABOVE: Circles drawn by 1st Lt. Robert Goetz, mission observer, indicate the presence of two towers along the Snettisham Hydroelectric Power Plant power line.



LEFT: Another view of the area affected by the avalanche.
Photo by Maj. Jeff DeFreest

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Avalanche Aftermath

Continued . . .

to the avalanche area near the power plant, about 30 miles south of Juneau. The squadron members practiced taking reconnaissance photographs and maneuvering within the Speel Arm of the fjord near the plant.

The Snettisham plant, built in 1973 to supply power for Juneau, is operated by Alaska Electric & Power and provides about three-fourths of the electricity for the city.

Though the avalanche damage is expected to be repaired soon, in

the meantime a dramatic increase in electric bills is anticipated while diesel power is used for as long as three months to compensate for the absence of Snettisham. The hydroelectric plant had accounted for 80 percent of Juneau's power. ★



Photo by Maj. Jeff DeFreest

A Juneau Southeast Composite Squadron member's photo shows some of the area where an avalanche damaged the power line between Juneau and the city's main source of electricity, Snettisham Hydroelectric Power Plant.

AOPA Project Pilot: Close to Home

Student pilots benefit from mentors' encouragement—you can, too

By Jill W. Tallman

Family members don't always make the most patient teachers. (Flash back, for instance, to the day that your dad tried to show you how to drive a stick-shift car.) But, as it turns out, dads and moms, siblings and cousins, and husbands and wives can make terrific mentors--particularly in the area of aviation.

Here's where their enthusiasm and sheer love of flying get to shine. Pilots tend to draw those around them into flying, and especially when these people are family members, they do whatever it takes to nurture that spark of interest in aviation. They provide a pat on the back, a sympathetic ear, and the wisdom that helps a new pilot understand the mysteries of operating a complex piece of equipment in three dimensions. And aviation is all the better for their efforts, and for the people they bring into the fold.

Meet two of these folks and the student pilots they're shepherding with the help of AOPA's Project Pilot, a unique program that provides mentors and student pilots with resources to help them achieve their aviation goals.

Growing up in aviation

Rob Speer is “the guy everyone calls when they get interested in flying,” says his wife, Pamela Speer. Given that the Speers live in Alaska--a state in which general aviation plays a critical transportation role--Rob has his work cut out for him. And he's risen to the challenge: “This year alone he has mentored three very good friends and coworkers,” Pamela says.



Awesome!

But it wasn't until recently that Rob and Pamela discovered AOPA Project Pilot. Rob enrolled a special student pilot to “test” the program--his 15-year-old son, Chad. They're excited about the benefits AOPA Project Pilot provides, Pamela says. Chad can utilize training CDs and receives a free six-month subscription to AOPA Flight Training. Rob also uses the Project Pilot materials as teaching tools for his volunteer work with the Civil Air Patrol's Mat-Su Minutemen Squadron in Wasilla, where the Speers live part of the year.

“I became interested in becoming a pilot a long time ago,” says Chad, who flew with his mom from Oregon to Alaska when he was just four days old. Small airplanes have been a part of his life ever since. His father is a bush pilot for a hunting lodge



Preflight.

in Iliamna, about 225 miles southwest of Anchorage. The family divides its time between Iliamna and Wasilla, in the south central part of the state.

Chad is learning to fly in his father's Piper PA-18 Super Cub, a tailwheel airplane similar to a Piper J-3 Cub, except that it has a larger engine, longer range, and more payload, making it an airplane of choice for bush flying. And even though he had logged just 33 hours when this article was written, he probably has more

experience on floats and skis than many certificated pilots. That's part of living and flying in Alaska, where pilots are as likely to fly out of a private airstrip as a public airport, and land as often on cinder beds, beaches, or dry lake beds as on paved runways. During the summer, Chad and instructor John Furnia operate out of Iliamna Airport. Chad plans to solo on his sixteenth birthday, May 4.

Learning to fly in Alaska presents a set of challenges. There's the rugged terrain, the extreme climate in certain areas, and the lack of weather-reporting sources. Luckily for Chad, his dad has been flying in this environment since 1983. An instrument-rated commercial pilot, Rob Speer flies to remote places taking clients to fishing spots or dropping off hunters, where he might land the Super Cub on a ridge or a gravel bar. "Most of what we do is off-airport," he says.

"Having my dad as a mentor definitely adds a layer of comfort because I can count on him to know what he's doing," Chad says. "My dad has provided me with some excellent tips and instructions on how to deal with different scenarios," and has shared his expertise on maneuvers, landings, and takeoffs, he says. "In Alaska, you have to know what to do, especially in the bush, which is where we typically are practicing takeoffs and landings."

The conditions might be starkly different for



Flight training.

a student pilot in parts of Alaska, but some challenges are the same for Chad as for student pilots everywhere else. "The hardest part so far seems to be landing," he says. "I don't think I'm alone in saying this either. Landing has to be one of the toughest things to do in an airplane, especially depending on the conditions. If you have a serious crosswind, for instance, that makes it extremely difficult."

Coexisting in the cockpit

A pilot in the family doesn't guarantee that you'll want to learn to fly from the beginning. Karen Seery grew up with pilots--her father is one--but "I was never interested," she says.

What eventually drew her to the cockpit? Her husband's enthusiasm for flying. Loren Seery has been a private pilot since 1999. "He raved about how exciting and refreshing it was to fly on a grass strip in a [Piper] Cub with the doors down! 'This is real flying!'" Karen recalls. "Although I hadn't been particularly interested before, he knew I'd really enjoy this. His excitement was infectious."

Key to introducing his wife to flying was that her husband did not push her into it, Karen says. "He was wise not to push me into it, and not to make me feel like I had to love it just because he did," she says.

Karen began taking flight lessons in an Aeronca Champ, flying at Red Stewart Airfield in

Continued on page 55 . . .

Civil Air Patrol Comes to POW

Flying and shooting off rockets sound like the stuff of dreams or video games. But not any more for Prince of Wales kids. The

Civil Air Patrol is kicking off its Cadet Program here on the Island for young people ages 12 to 21. Majors John Erickson and Ken Nestler of the Alaska



Civil Air Patrol and Dr. Bob Thomas of the Craig Clinic visited various POW schools including Klawock (see photo) the last week of May to share the tremendous opportunities available through the program. The program includes education, activities, ethical / moral and fitness components. For many cadets the program can lead to higher education and career opportunities. For more information, please contact Dr. Bob Thomas at pow.doc@gmail.com.

A graphic for the Medallion Foundation. At the top, the text "Medallion Foundation" is written in a large, bold, white serif font against a dark, cloudy sky background. Below this, there are three circular and shield-shaped logos. The top left is a shield-shaped logo with "MEDALLION SHIELD" and "ASCA" inside. The top right and bottom center are circular logos with "ASCA" and "MEDALLION ALASKA" inside, surrounded by a laurel wreath. The text "SUPPORTING MEMBERS" is written in a curved path around the bottom logo. At the bottom, the text "Together we can make the skies of Alaska safer" is written in a white serif font, and below that, the website "www.MedallionFoundation.org" is written in a yellow sans-serif font. The background of the graphic shows a sunset over a cityscape.



CAP Northern Edge



The mission of the joint U.S. military exercise Alaska Shield was developing teamwork among federal agencies. It reached out to nearly every emergency responder in the 49th state, including Civil Air Patrol. Polaris Squadron flew a reconnaissance mission over the Alaska Pipeline May 15, mapping it with the ARCHER system. “Alaska’s state emergency control center requested we fly the pipeline and use ARCHER to detect any threats or anomalies,” said Jim McCarthy, an official with the Alaska Wing.

The system, Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance, uses a camera on the bottom fuselage of the CAP airplane to record constant images of the terrain. The camera is able to detect objects that are significantly different from the back ground, such as an airplane or lost hiker. “This imaging allows us to detect objects as small as a meter from a half a mile up in the air,” said Lt. Col. Stuart Goering. “We get the imaging in real time in low resolution color or high res black and white.” Goering was preparing to format a portable 500 gigabyte hard drive for the pipeline mission at Anchorage’s Merrill Field. The CAP mission crew included Goering and Maj. John Wahl as the observers with pilots Col. Skip Wittfeldt and 1st

Continued . . .

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Northern Edge

Continued . . .

Lt. Don Stendingh. “We prefer to fly ARCHER missions with two pilots and two observers,” Widtfeldt said. “There’s a lot of chatter between us to keep the aircraft stable and on path to record what we’re flying over.” ARCHER has many applications to keep CAP aircraft in the air: search and rescue, drug interdiction, border patrol and remote area mapping, Goering said. Cooperative efforts like this mission is part of Alaska Shield/Northern Edge, the state’s portion of Ardent Sentry/Northern Edge, a national level training exercise designed for multiple government and private agencies to work together in response to an emergency. ★



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NEW ELT FREQUENCY ALERT

Termination of 121.5 MHz Beacons for Satellite Alerting is Coming Soon

Notice Number: NOTC0981

On 1 February 2009, the International Cospas-Sarsat [1][1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Why is this happening?

Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being

generated by an interferer, an inadvertent activation (by the owner) or equipment failure. Is there an alternative? Yes, the Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals

simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners

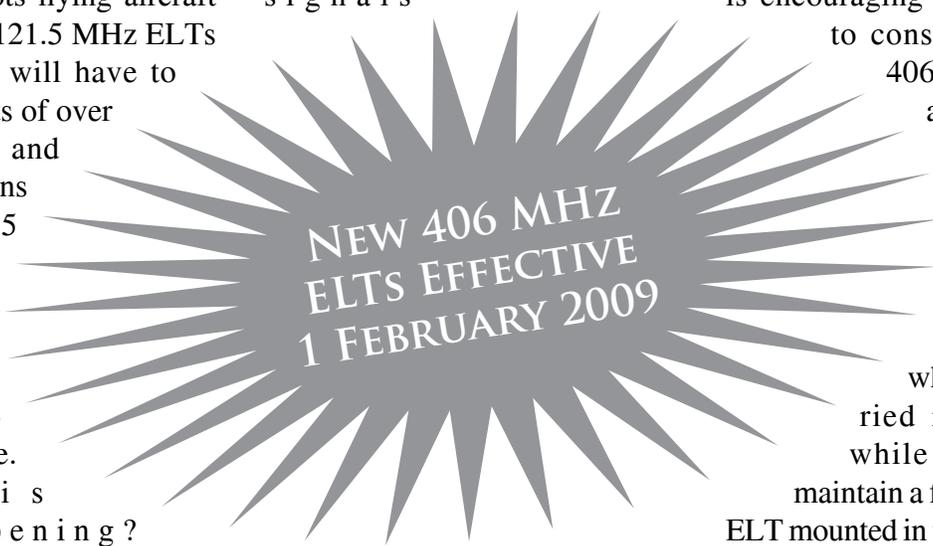
to consider retrofit of 406 MHz ELTs or

at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB)

which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov.

transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a

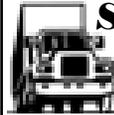




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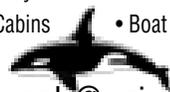
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So we won't spank them anymore.

Then someone said
Teachers and principals better not
Discipline our children when they
misbehave.
And the school administrators said
No faculty member in this school
Better touch a student when they
misbehave
Because we don't want any bad
publicity,
And we surely don't want to be sued.
And we accepted their reasoning...

Then someone said,
Let's let our daughters have
abortions if they want,
And they won't even have to tell their
parents.
And we said, that's a grand idea.

Then some wise school board
member said,
Since boys will be boys
And they're going to do it anyway,
let's give our sons all the condoms
they want,
So they can have all the fun they
desire,
And we won't have to tell their
parents they got them at school.
And we said, that's another great
idea...

Then some of our top elected
officials said
It doesn't matter what we do in
private as long as we do our jobs.
And we said,
It doesn't matter what anybody,

including the President,
Does in private as long as we have
jobs and the economy is good....

And someone else took that
appreciation a step further
And published pictures of nude
children
And then stepped further still by
Making them available on the
Internet.
And we said, everyone's entitled to
free speech....

And the entertainment industry said,
let's make TV shows and movies that
promote
Profanity, violence and illicit sex...
And let's record music that
encourages
Rape, drugs, murder, suicide, and
satanic themes...
And we said,
It's just entertainment
And it has no adverse effect
And nobody takes it seriously
anyway,
So go right ahead.

Now we're asking ourselves
Why our children have no
conscience,
Why they don't know right from
wrong,
And why it doesn't bother them to
Kill strangers, classmates or even
themselves.

Undoubtedly,
If we thought about it long and hard
enough,
We could figure it out.
I'm sure it has a great deal to do
with...
"WE REAP WHAT WE SOW"
Why is it our children can not read a
Bible in school, but can in Prison?

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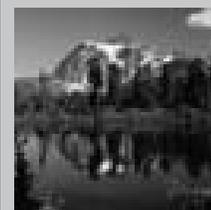
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CAP ALERTING SYSTEM

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.

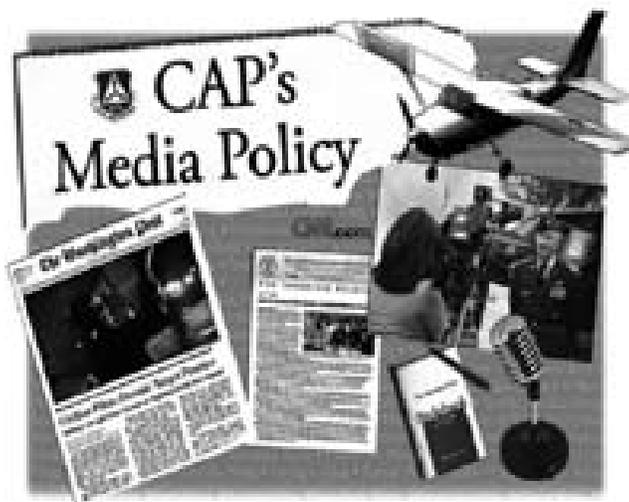
Regarding information requested by the media on cadets, the squadron, group, wing or region PAO complies with federal laws governing cadets' right to privacy. With a cadets' permission, almost any information can be released. However, without a cadet's permission, only the name, rank, hometown and unit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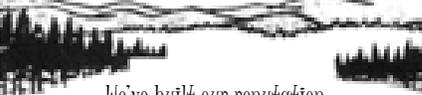
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Alaska Unit Preps Plane for Return to Float Duty

Juneau SE Composite members remove de Havilland Beaver from winter footing

*Maj. Jeff DeFreest
Public Affairs Officer, Alaska Wing*

ALASKA — With the arrival of spring and the softening of the water in the float pond, members of the Juneau Southeast Composite Squadron recently teamed up to take its de Havilland Canada DHC-2 Beaver off its winter-wheel gear and put it back on floats for the summer.

Lt. Col. Boyce Bingham, Maj. Steve Sztuk, Capt. Jon Ahlgren and Bob Mattson and 2nd Lt. Rob MacDonald teamed up to pull the plane into the squadron's hangar, hoisted it and began the tedious process of the gear-swap. The Beaver had come to Juneau just before freeze-up last fall, with the wheel gear

on board.

To ensure that the plane remained a useful asset during the harsh Alaska winter, it was put on wheels for the season, then used for various search and rescue missions and exercises from January to April. Now it's time for a return to the water.



Juneau Southeast Composite Squadron members work to prepare the unit's de Havilland Canada Beaver for spring and summer duty.

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Alaska Squadrons, ROTC members, Scouts Train in Winter Outdoor Survival

Polaris Composite, Mat-Su Minuteman Cadet members hone skills in erecting shelters, building fires, conducting post-avalanche rescues

*2nd Lt. Pamela Speer, Alaska Wing, Civil Air Patrol
Public Affairs Officer, Mat-Su Minuteman Cadet Squadron*

ALASKA -- Cadets in the Polaris Composite and Mat-Su Minuteman Cadet squadrons joined recently with local Army, Air Force and Junior ROTC members and Boy Scouts involved in the Venturing Program for Survival School.

The session started off with training in Cold Weather First Aid -- an appropriate approach, as temperatures dipped to 15 below during morning classes. RECCO Avalanche Rescue System personnel covered avalanche safety. Cadets were given

hands-on instruction with dually equipped transmitter/receivers as they hid and then found simulated victims buried in the snow. Outside classes included Building a Natural Shelter and How to Start a Fire.

Continued . . .



- (Top row, left)** Alaska Wing cadets build a fire using what's available outdoors and in their survival pouch.
- (Top row, center)** Cadets from the Mat-Su Minuteman Cadet and Polaris Composite squadrons team up to build a shelter in the snow using logs and a tarp from their pack.
- (Top row, right)** Alaska Wing and Junior ROTC cadets build fires as part of outdoor survival training.
- (Second row, left)** Alaska Wing and Junior ROTC line up for outside survival class.
- (Second row, second from left)** Mat-Su Minuteman Cadet Squadron cadets await instruction at survival school.
- (Second row, second from right)** Alaska Wing cadets team with Junior ROTC cadets to see how quickly they can pull together resources and build an effective shelter in the snow.
- (Second row, right)** Cadet Smith of the Mat-Su Minuteman pauses while looking for branches to build a fire.

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Winter Outdoor Survival

Continued . . .



(Left) Cadets go through their packs checking for basic survival gear.

(Second from left) Cadets line up to leave the building for outdoor survival class.

(Top, second from right) Cadets work together to build an outdoor shelter.

(Bottom, second from right) Trying to keep warm and awake, cadets do pushups in between presentations.

(Right) Maj. John Erickson, commander of the Mat-Su Minuteman Cadet Squadron.



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AOPA Project Pilot

Continued from page 33. . .

Waynesville, Ohio, working with CFIs Brad Lawson and Joe Smith. She soloed on June 10, 2007, and at this writing had 25.9 hours. A move from Ohio to Minnesota just 11 days after her solo has disrupted her training, but she intends to press on and get a sport pilot certificate.

“It’s fun to share one of my favorite hobbies with my wife, as well as have her gain personal insight, understanding, and experience in aviation,” Loren says. “It was great to see her grin with excitement after an especially good lesson, or hear her describe some of the unique bird’s-eye views of her flight. The sense of freedom, the technical challenge, and beautiful views are a large part of what I love about flying. Seeing my wife experience that for herself was exciting.”

On a practical note, he adds, “She is now better equipped to help me make wise flying decisions in the future.”

Karen has nothing but praise for her husband’s mentoring: “He came to almost all of my lessons, despite his busy work schedule, and was willing to sit on the ground and watch me fly--a great sacrifice from a man who looks longingly at the sky on beauti-

ful sunny days.” Loren took “countless” pictures of Karen and the airplanes. She felt free to tell him when she was frustrated, or excited, or “scared to death.” “He was understanding and supportive, always listening, letting me explain myself, and letting me make my own decisions,” she says.

Mentors in the family

Rob Speer and Loren Seery attribute some of their success in aviation to mentors of their own. In Speer’s case, it was a former employer.

Born in Oregon, Speer headed to Alaska just after graduating from high school, where he found a job at a sport fishing lodge. “When I first came up here, I didn’t know anything about small airplanes, never rode in one,” he recalls. When he started flying with his employer or his coworkers, he was always trying to see what the pilot was doing, he says. Eventually, that employer offered to pay for his primary training if he would stay on at the lodge for three years.

Loren Seery had a mentor closer to home--his father, a pilot and an airframe and powerplant mechanic. “He found me a great instructor, encouraged me, and helped me with questions I had. He

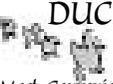
did the maintenance for a friend with a Cessna 172, and in return my dad and I were allowed to use the airplane when the owner wasn’t [flying it]. I was able to do my instrument rating in this plane, and only paid for the instructor and the fuel, thanks to my dad,” he says.

Mentors play a huge role in student success. Research has shown that students with mentors are three times more

Continued . . .



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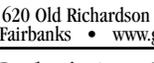
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Alaska Unit Benefits From Corporate Contributions

Mat-Su Minuteman Cadet Squadron receives \$500 from Wal-Mart, BP Exploration

Maj. John Erickson (left), commander of the Alaska Wing's Mat-Su Minuteman Cadet Squadron, accepts a \$500 check from employees of the Wasilla, Alaska, Wal-Mart, as part of the discount store chain's Good Works community grant program. The squadron also received a \$500 contribution from BP Exploration.



Photo by 2nd Lt. Pamela Speer

AOPA Project Pilot

Continued . . .

likely to successfully complete their training. That's why AOPA, through Project Pilot, wants to help develop and encourage future pilots through person-to-person motivation and support.

Is there a mentor for you?

If, after reading these pages, you find yourself thinking, "That's fine for them, but nobody in my family can mentor me--don't close the magazine yet. AOPA Project Pilot was designed to bring together student pilots and people who love to fly. When you visit the Web site, you'll see that it is divided into two sections: one for mentors, and one for students. If you don't have a mentor, click on "Find a Mentor" to see a searchable list of pilots. These are AOPA members who once were student pilots just like you. They remember what it was like and are ready to help you. All you need to do is give them a call, or send them an e-mail. Or, you can add your name to a list of students seeking mentors.

What if you've completed your private pilot training and are looking to pass along the joy of flight to others? We've got a student for you! In the Mentor section on the home page, you can add your name to the list of mentors, or search a list of students looking for someone like you. You don't have to be geographically close to that student--telephone or e-mail contact works too. If you have a friend who's interested in learning to fly but hasn't begun taking lessons, you can sign up that person for AOPA Project Pilot and help him to earn his wings.

Jill W. Tallman is associate editor of AOPA Flight Training and AOPA Pilot magazines. An instrument-rated private pilot, she has approximately 500 hours.

Want to know more? Links to additional resources about the topics discussed in this article are available at AOPA Flight Training Online.



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Outsiders first discovered Alaska in 1741 when Danish explorer Vitus Jonassen Bering sighted it on a voyage from Siberia.

Russian whalers and fur traders on Kodiak Island established the first settlement in Alaska in 1784.

In 1867 United States Secretary of State William H. Seward offered Russia \$7,200,000, or two cents per acre, for Alaska.

On October 18, 1867 Alaska officially became the property of the United States. Many Americans called the purchase "Seward's Folly."

Joe Juneau's 1880 discovery of gold ushered in the gold rush era.

In 1943 Japan invaded the Aleutian Islands, which started the One Thousand Mile War, the first battle fought on American soil since the Civil War.

Alaska officially became the 49th state on January 3, 1959.

Alaska's most important revenue source is the oil and natural gas industry.

Alaska accounts for 25% of the oil produced in the United States.

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The term Alaska native refers to Alaska's original inhabitants including Aleut, Eskimo and Indian groups.



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Newly formed Squadron Picks Team to Attend Alaska Wing Color Guard Competition

*2nd Lt. Pamela Speer
Public Affairs Officer
Mat-Su Minuteman Cadet Squadron*

Cadet Chief Master Sgt. Chad Speer of the Mat-Su Minuteman Squadron spent the better part of January narrowing down the cadets through a series of criteria. Practices were held each week and during tryouts the cadets were selected based on accountability, punctuality, experience, and trainability.

Congratulations to Cadets Levi Doran, Jennifer Coisman, Christopher Wolford, Coleman Smith and Tiphani Engman! These five Cadets have been



Left to Right Cadets Speer, Wolford, Doran, Coisman, Smith.



chosen to represent the Mat-Su Minuteman Cadet Squadron at this year's Alaska Wing Color Guard Competition.

The competition was held at the Alaska National Guard Armory on March 22, 2008. Good luck to the Mat-Su Minuteman Cadets!

Left to Right Cadets Wolford, Doran, Coisman, Smith.



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New Alaska Unit's Cadets Undergo 1st Uniform Inspection

Mat-Su Minuteman Cadet Squadron's Erickson turns eagle eye on violations

*2nd Lt. Pamela Speer
Public Affair Officer
Mat-Su Minuteman Cadet Squadron
Alaska Wing*

ALASKA—New cadets were given time to get their uniforms together over the first few months as the fledgling Mat-Su Minuteman Cadet Squadron got up and running, but then it was time to get serious. The squadron's commander, Maj. John Erickson, did the honors, carefully inspecting each of the 35 cadets for uniform violations. His discoveries included rank insignia out of regs, strings that needed to be clipped, incorrect patch measurements, shoe laces hanging, hair out of regs, boots in need of attention and some uniforms still incomplete. One cadet element leader stood out with a perfect uniform, but he was quickly reminded that sharing the knowledge is crucial to passing inspection as a team. About 90 percent of the cadets showed up in battle dress uniform as requested and made a sincere effort to pass their first inspection. The inspection let them know just what is expected of them, and they expect to only improve from here on.



(Clockwise, from top left)

(From left) Cadets Levi Doran, Tiphani Engman, Anjelica Franklin and Jennifer Witt await inspection.

Maj. John Erickson inspects cadet Jennifer Coisman's uniform as cadet Chad Speer stands by.

(From left) Cadets Joshua Libis, Meranda Scott, Ilir Hajdari, Florim Hajdari and Levi Doran.

Cadet Chad Speer undergoes inspection by Maj. John Erickson.



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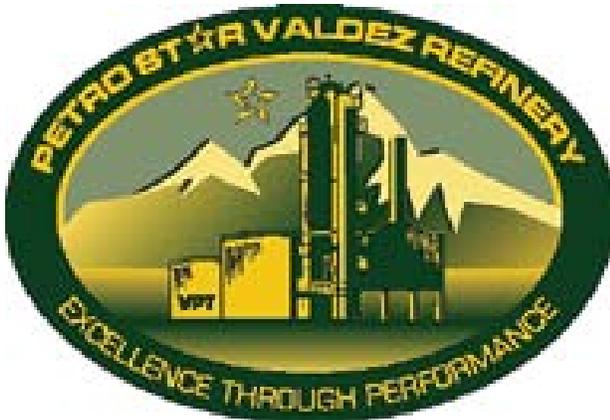
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New Alaska Unit Devotes Weekend to Bringing New Cadets up to Speed

Mat-Su Minuteman Cadet Squadron cadet staff provides instruction

*2nd Lt. Pamela Speer
Public Affairs Officer
Mat-Su Minuteman Cadet Squadron
Alaska Wing*

ALASKA—Members of the newly formed Mat-Su Minuteman Cadet Squadron recently devoted a weekend to skills necessary for cadets new to Civil Air Patrol to advance through the ranks.

The weekend served as a crash course for new cadets eager to rapidly advance their education and training. In some ways, the training weekend resembled a mini-encampment, with cadet staff giving the newcomers a glimpse of what might be expected of them at the Alaska Wing Encampment this summer.

The weekend was planned by Cadet Lt. Col. Brian Slater, cadet adviser to Maj. John

Continued . . .

Photos by 2nd Lt. Pamela Speer
Top row, left photo)
(Front to back) Cadets Zechariah Witt, Jennifer Coisman, Michael Davenport and Florim Hajdari try not to fall during a team building exercise.
(Top row, right photo)
(From left) Cadets Christopher Wolford, Michael Davenport, Jennifer Coisman and Zechariah Witt work on building a runway and aircraft using nonverbal communication.
(Second row, left photo)
Maj. John Erickson, Mat-Su Minuteman Cadet Squadron commander, serves lunch to cadet Chad Speer.
(Second row, center, top photo)
Cadets Florim and Ilir Hajdari listen to tips on shining their boots.



Malachowski, Former CAP Cadet, Inducted into *Women in Aviation International's Pioneer Hall of Fame*

March 28, 2008—Air Force Maj. Nicole Malachowski, the former Nevada Wing cadet who became the first woman to fly as part of a U.S. military flight demonstration team, has been inducted into the Women in Aviation International's Pioneer Hall of Fame, the Air Force Times reports. Malachowski, who recently ended her tour with the Air Force Thunderbirds as the team's No. 3 right wing pilot, was inducted at the San Diego Air and Space Museum as part of the 19th Annual International Women in Aviation Conference.



New Cadets

Continued . . .

Erickson, the squadron's commander.

"The purpose of the training weekend was to provide the cadets with an environment in which they could learn the fundamental skills that are critical for success in the cadet program," Slater said.

The cadets arrived and reported immediately for in-processing. Their luggage was searched for contraband, and they were escorted directly to their rooms with instructions to unpack. The schedule for the following two days was full, as the cadets learned drill, teamwork, uniform wear, military bearing and customs and courtesies.

Cadet leadership was key to accomplishing the task, with Cadet Capt. Rebecca Boodee and Cadet 1st Lt. Sarah Borden providing vital support. In addition, Cadet Senior Master Sgt. Chad Speer played an important role in ensuring execution of duties.

"We have a lot of basic cadets that need training," said Speer, who recognized early on the need for a two-day camp. "There isn't enough time to cover everything in our weekly meetings."

In addition, the camp could not have been conducted without the coordination and knowledge of Erickson, the commander.

The camp's overall success proved evident when the cadets pulled together and expressed satisfaction at having learned so much in such a short time.

As they packed to go home, a collective request arose: "Can we do this again real soon? Like next weekend?" ★

(Second row, center, bottom photo)

Cadets are taught dining etiquette during the first night of training camp.

(Second row, right photo)

Cadet Lt. Col. Brian Slater (front) illustrates the proper way to order from the chow line.

(Third row, left, top photo)

Cadets at camp perfect their form during one of their many hours of practicing drill over the weekend.

(Third row, left, bottom photo)

(From left) Cadets Chad Speer, Sarah Borden and Brian Slater show their fellow cadets how to report in.

(Third row, right photo)

Cadets Chad Speer and Sarah Borden demonstrate boot-shining techniques as parents look on.

(Bottom row, left photo)

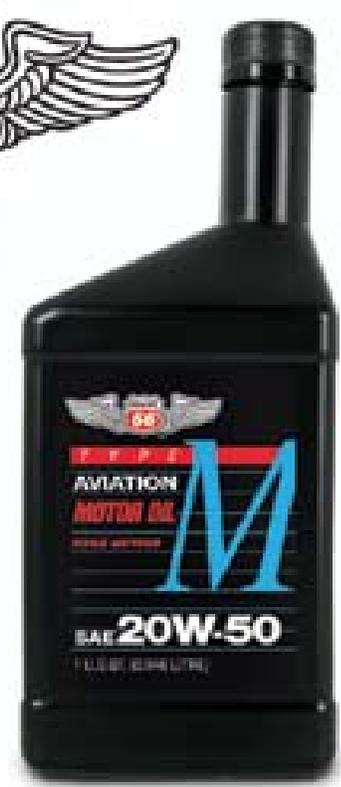
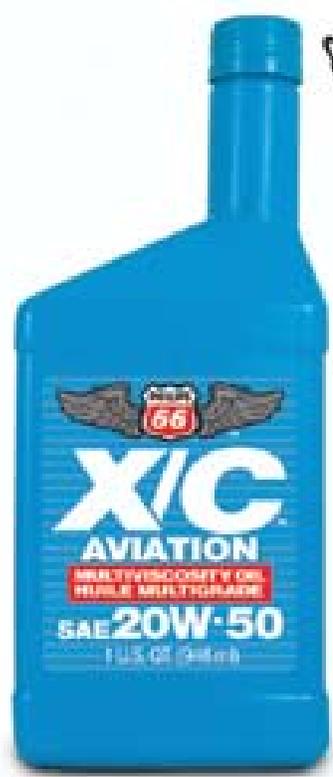
Cadet Sarah Borden teaches a class in customs and courtesies, keeping the lesson fun by formatting her approach around the game show "Jeopardy."

(Bottom row, center photo)

Cadet Zecheriah Witt passes a piece of wood down the line of fellow cadets -- Jennifer Coisman, Michael Davenport and Florim Hajdari -- during a team-building workshop.

(Bottom row, right photo)

Cadets Jennifer Coisman, Ilir Hajdari and Michael Davenport present arms during drill practice.



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