



Civil Air Patrol

June 2023



Capt K Schmidt Shortly Before Flight in Blanik Glider

AKWG members,

It is my pleasure to announce the selection of Lt Col Derk MacPherson as the next AKWG Commander. The change of command will take place Aug 3 during the wing staff meeting.

Col (select) MacPherson has been a CAP member for over 30 years, having joined as a cadet. He progressed through the cadet program and earned the Gen Ira Eaker Award. After becoming a senior member he continued his education and training. He is the recipient of Gill Robb Wilson Award # 3657. Prior to becoming the AKWG DO he served in a variety of positions including Disaster Relief, Emergency Services, Aerospace Education, Communications, Chief of Staff and Squadron Commander.

As AKWG enters this time of transition please congratulate Col (select) MacPherson and thank Col McClure for his four years of service.

Regards,
Col. Virginia Nelson
Pacific Region Commander



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Important announcements

Save the Date
2023 AKWG Annual Conference, Anchorage, October 6-8

Save the Date
The change of command will take place Aug 3 during the wing staff meeting.

Heads Up For Wings:
Cadet Wings Applications open 1 July 2023
More details in cadets program section

WING VACANCIES

Commander AK-93 Lake Hood

- Leads senior members and cadets in accomplishing the CAP ES, AE and cadet programs.
- Provides leadership and oversight to staff in executing weekly meetings.
- Responsible for compliance with CAP policy, guidance and operating procedures.
- Reports to the AKWG Commander.

Character Development Instructor

- The Character Development Instructors are part of the CAP Chaplain Corps but have different qualifications and responsibilities than chaplains.
- Complete training requirements for character development instructors.
- Present character development lessons for cadets in the absence of a Chaplain.

Assistant Public Affairs Officer - Public Relations, Digital Engagement and Creative Services

- Works with Public Affairs Officer to provide oversight across AKWG units and staff to ensure a CAP-compliant and active social media presence.
- Provides units and staff education.
- Training to develop and sustain relevant social media activities.
- Advises the commander, staff and members as required on CAP social media policy.

Development Officer

- Directs and coordinates overall planning activities.
- Develop plans for and monitor the overall implementation of special projects/programs as directed by commander/headquarters.
- Plan and coordinate region, wing or group conferences.
- Interpret laws, policy statements, directives, regulations, and other communications received from higher headquarters and integrate their requirements and guidance into plans and programs.
- Assist in the development of operational plans and programs when requested.

Wing Command NCO

- Participate in the decision-making process, as appropriate, on technical, operational and organizational issues.
- Advise the Wing Commander for dress and personal appearance items affecting CAP members and specifically NCOs.
- Serve as a representative of the Wing Commander.
- Serves on award and recognition selection committees.

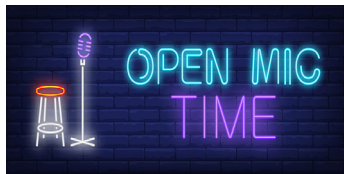
Wing NCO Advisor

- Participate in the decision-making process, as appropriate, on technical, operational and organizational issues.
- Work closely with their wing's command NCO.
- Perform other duties as directed by the wing commander.
- Encourage NCO mentorship of cadets and junior officer CAP members.

FOR FULL JOB DESCRIPTION AND DUTIES, REFER TO CAPP 30-1

JOIN US

Open Mic night, every 3rd Wed at 1900



Col. McClure
Wing Commander

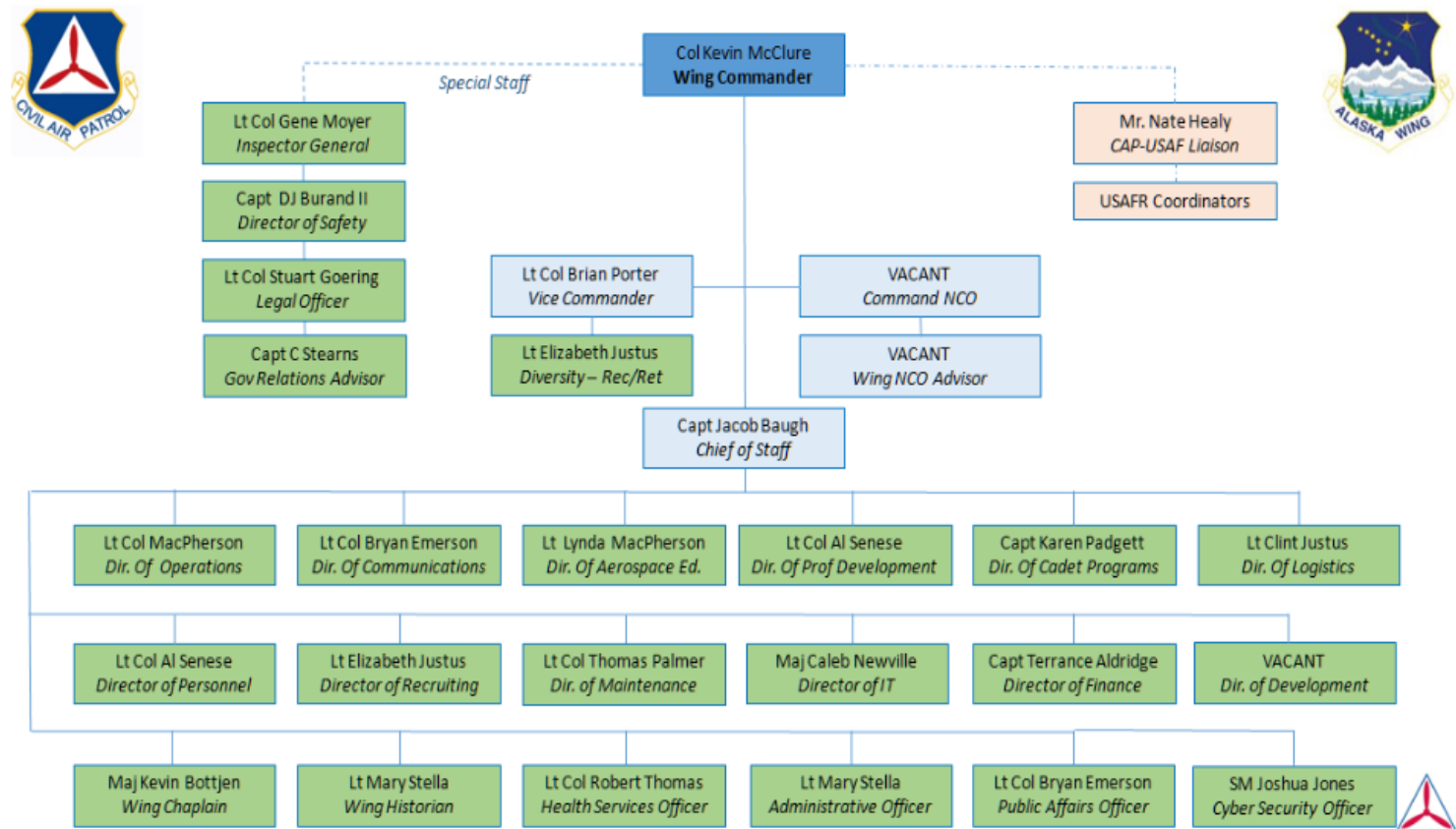


Within the Civil Air Patrol we use several abbreviations.

Let's review them:

- Commander CC
- Vice Commander CV
- Deputy Commander CD
- Deputy Commander for CadetsCDC
- Deputy Commander for SeniorsCDS
- Chief Operating Officer (NHQ only)COO
- Chief of StaffCS
- Deputy Chief of StaffDCS
- Command Chief Master Sgt.....CCC
- Executive OfficerXO
- First Sergeant CCF
- (Cadet or Composite Squadrons only)
- AdministrationDA
- Aerospace EducationAE
- Cadet Programs CP
- Chaplain.....HC
- Communications (Director)DC
- e-Learning (NHQ only)EL
- FinanceFM
- Wing Financial Analysts..... FMA
- General Counsel (NHQ only)GC
- Government Relations Advisor.....GR
- Government Relations (NHQ only)GVR
- Health ServicesHS
- Historian HO
- Human Resources (NHQ only)HR
- Information Technology.....IT
- Inspector General IG
- Legal Officer JA
- Logistics LG
- A/C Maintenance Officer LGM
- Supply Officer LGS
- Transportation Officer LGT
- National Operations Center..... NOC
- Operations DO
- Communications (NHQ only)..... DOK
- Counterdrug DOC
- Emergency ServicesDOS
- Homeland Security DOH
- Operations Training..... DOT
- Standardization & Evaluation DOV
- Personnel DP
- Plans and Programs XP
- Professional Development PD
- Public Affairs PA
- SafetySE
- Wing Administrator (NHQ employee) ..WA

WING STAFF



CAO 25 May 23



AKWG Glider Academy 2023

Clear Anderson



The 2023 Civil Air Patrol Glider Academy was held at Clear Airport near the city of Anderson and the Clear Space Force Station. Despite finicky weather that ranged from sunny to rainy to snowy, the pilots stuck to their schedule hoping to accomplish 325 training flights during the week.



All three glider teams with senior members



Birchwood squadron



Drone activities



Lake Hood Cadet Squadron



Alaska Wing cadets & Senior Members escorts traveling to the Pacific Region Cadet Competition!



We want to thank the squadrons of PCR-AK-087 - Kodiak Composite Squadron and PCR-AK-093 - Lake Hood Cadet Squadron, for their participation in the Pacific Region Cadet Competitions.



Polaris-Lake Hood North Star Bears



We add a congratulations to the Kodiak Composite Squadron, who took second place in the over all, and in July from 12 - 18, they will be representing us in the National cadet competitions that will take place in Dayton, OH.



Kodiak Screaming Eagles



Heads Up For Wings: Cadet Wings Applications open 1 July 2023
by Capt Karen Padgett, AKWG Director of Cadet Programs

Cadets, the Cadet Wings application window opens soon, on Saturday 7/1/23!

Especially if you have soloed, glider or powered, you are well-qualified for this scholarship.

Cadet Wings is a merit-based scholarship that, if awarded, may fund up to 60 hr of flight training at your local FBO, designed to culminate in a private pilot's license--up to a \$15,000 value (Reference: <https://www.gocivilairpatrol.com/programs/cadets/cadetinvest/cadet-wings> and CAPP 60-43)

Did you know Alaska Wing CAP has a YouTube channel? A YouTube video of an Alaska-specific webinar discussing Cadet Wings is available here: https://youtu.be/U6Nuvu0r0_Q

This year, the application window opens Saturday, 1 July 2023. This is much earlier than previous years.

To be considered for the scholarship, cadets will want to apply *on* 1 July 2023. We encourage you to ramp up your efforts to complete the tasks below. Cadets may be selected on a rolling basis, so delaying past 7/1/23 significantly reduces your chances. The window is open until 9/30/23, but by that date, all the money may be allocated to cadets who act early. Apply anyway, and continue advancing through the tasks for December AKWG flight academy applications and next years' Cadet Wings window.

We recommend compiling the below information in a 3-ring binder (Binder coversheets available here: <https://akwg.cap.gov/programs/cp/flighthtraining>)

1. Gather the following information:

Your Pilot's Logbook (all serious flight students own one. They are readily available online)

Computer (the websites referenced below do not work well on a phone)

Your Social Security Number

Birth certificate, passport or other government-issued identification proving your US citizenship if you are a US citizen--TSA & your flight instructors will need to see this periodically

3-ring binder: (Binder section cover pages available on this website (<https://akwg.cap.gov/programs/cp/flighthtraining>))

Notepaper/pen

Contact information for any instructor pilots you know/have worked with

The following items do *not* need to be completed in order. Do as many as you can and get as far on them as you can by 7/1/23, then continue making progress.

1. Obtain Student Pilot Certificate aka your IACRA number (<https://iacra.faa.gov/IACRA/HelpAndInfo.aspx?id=6>). Note: Flight training is *not* required to register as a Student Pilot!! Your squadron leadership can connect you with a CFI who can help you with the 2nd step in this process (the RI or Recommending Instructor), likely just with an in-person or virtual conversation, your ID, & your Student Pilot Certificate number)

2. Register with MedXPress & Schedule your Class 3 or higher Flight Medical (<https://medxpress.faa.gov/medxpress/>)

3. Start Sporty's Ground School

If you did not join Young Eagles when you received the email invitation after your 1st orientation flight, join now by doing the following:

To see the date of your first o-flight, see your CAP member search report. To do that, log into eservices (capnhq.gov). From the menu, choose "Administration" and "Member Search." Type in your CAPID, and click the "Member Search Report" blue link under your photo. Print your Member Search Report to pdf & save it on your hard drive. Scroll down to find the "Orientation Flights" section and list the first date you took an o-flight.

Back on the EAA website, click on the link for your FREE resources, particularly the Sporty's Free Private Pilot course

Log into your Sporty's student account and ensure it is activated by watching the first video under "Flight Training".

PRO TIP 1: Watching all 26 "Your First Hours" videos before your next o-flight or instruction, demonstrates your commitment to becoming a pilot and helps you get the most value from your time in the plane with a pilot. Your pilot will appreciate your dedication and be able to show you more !!

PRO TIP 2: 90% or better scores on two practice tests encourage your favorite CFI to endorse you to take the written test)

PRO TIP 3: Many CAP cadets also get flight scholarships through EAA, so review the www.eaa.org website thoroughly!



4. Review the Cadet Wings Guide (CAPP 60-43: https://www.gocivilairpatrol.com/media/cms/P_6043_7B02E937DF565.pdf). Start gathering in your binder the items listed in Section 3.2.1 (Prospective Candidate Task List) and Attachment 3 (Required Documents for selectees) of the Cadet Wings Guide. Also note the other activities you get "points" for in the selection process in Attachment 2.

5. Refresh your Aircraft Ground Handling training in AXIS if it expires within the next year.

6. Solo! Keep working toward your solo in a glider or powered aircraft if you have not already soloed. Advancing in your ground school, chair flying, and letting your squadron leadership know of your interest are the best ways to progress. Not sure what chair flying is, check out this video! <https://youtu.be/dL6murKq11k>

Good luck with these steps. If you need help, take this newsletter article to your squadron Senior Member leadership. They can help you, and may even be glad to serve as your "Ray Navigator" (mentor to help you through the process. They do *not* need to be a flight instructor!)

Capt. Karen L Padgett
Alaska Wing Director of Cadet Programs
Squadron Commander, Lake Hood Cadet Squadron, Anchorage, AK
Civil Air Patrol, U.S. Air Force Auxiliary

Pick.Click.Give to Alaska CAP Cadet Programs

(M) 907.350.8533

karen.padgett@akwg.cap.gov

GoCivilAirPatrol.com

Volunteers serving America's communities, saving lives, and shaping futures.

Great Alaska Aviation Gathering

GAAG. Lots of volunteers helping out in this Amazing 3 days.

Day 1-vendors and organizations set up forThe weekend.

Day 2&3, Welcome people from around the World, people showing interest in joining Civil Air Patrol and want to help our new generation kids, to became.

Pilots and much more this program offer around the World,and past Senior Members from CAP Returning to the program with Pilot experiences, Nurse and Military background.

We Are Thanking All for All your Help over the weekend.

A future cadet interested in aviation from Hawaii.



Wing Commander Col. McClure



Our Alaska Wing Commander Col. Kevin McClure and Lt Cadet Justus

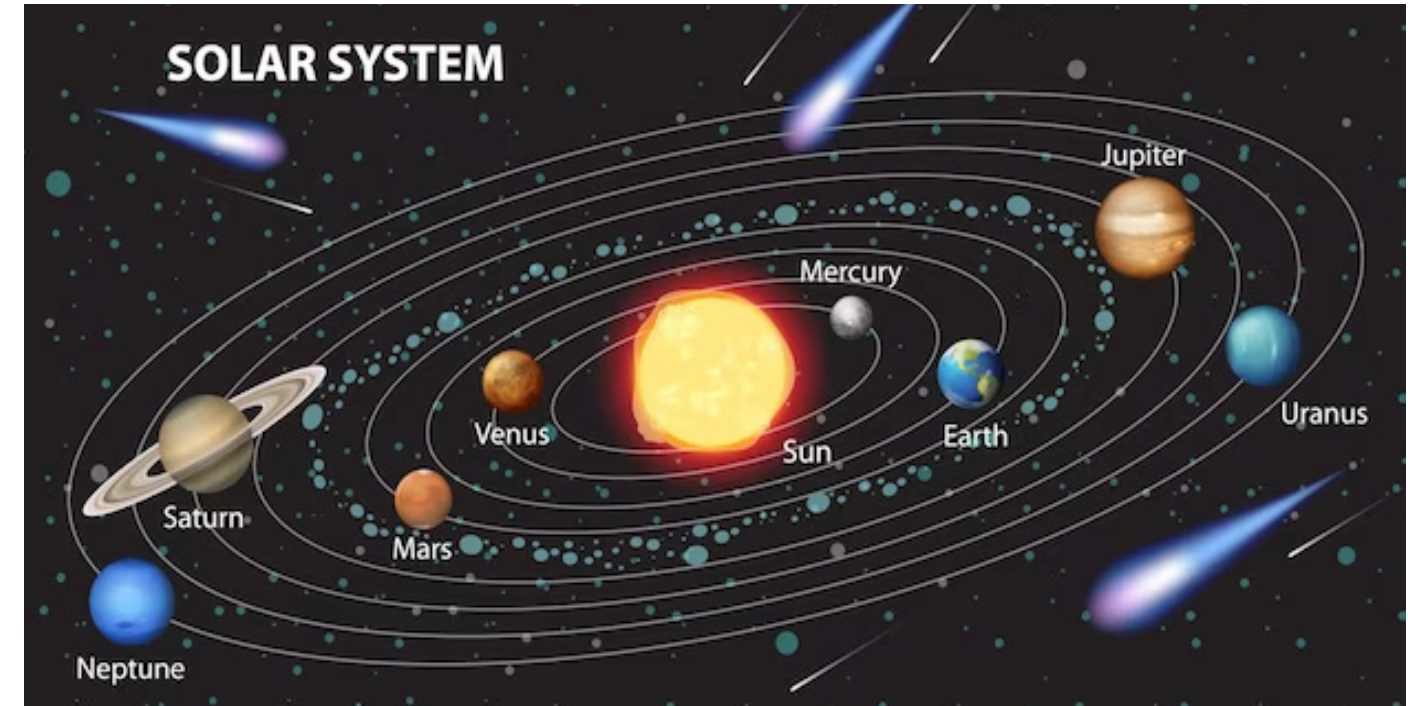
C/CMSgt Zuber
Lt. E.Justus





The Solar System

Let's get to know a little about the solar system, the planets and their dimensions, the distance of the planets from the sun, their diameters, among other things.



Planets in Our Solar System

 <p>Mercury Mercury—the smallest planet in our solar system and closest to the Sun—is only slightly larger than Earth's Moon. Mercury is the fastest planet, zipping around the Sun every 88 Earth days.</p>	 <p>Venus Venus spins slowly in the opposite direction from most planets. A thick atmosphere traps heat in a runaway greenhouse effect, making it the hottest planet in our solar system.</p>
 <p>Earth Earth—our home planet—is the only place we know of so far that's inhabited by living things. It's also the only planet in our solar system with liquid water on the surface.</p>	 <p>Mars Mars is a dusty, cold, desert world with a very thin atmosphere. There is strong evidence Mars was – billions of years ago – wetter and warmer, with a thicker atmosphere.</p>
 <p>Jupiter Jupiter is more than twice as massive than the other planets of our solar system combined. The giant planet's Great Red spot is a centuries-old storm bigger than Earth.</p>	 <p>Saturn Adorned with a dazzling, complex system of icy rings, Saturn is unique in our solar system. The other giant planets have rings, but none are as spectacular as Saturn's.</p>
 <p>Uranus Uranus—seventh planet from the Sun—rotates at a nearly 90-degree angle from the plane of its orbit. This unique tilt makes Uranus appear to spin on its side.</p>	 <p>Neptune Neptune—the eighth and most distant major planet orbiting our Sun—is dark, cold and whipped by supersonic winds. It was the first planet located through mathematical calculations.</p>

Solar System Data

Celestial Object	Mean Distance from Sun (million km)	Period of Revolution (d=days) (y=years)	Period of Rotation at Equator	Eccentricity of Orbit	Equatorial Diameter (km)	Mass (Earth = 1)	Density (g/cm ³)
SUN	—	—	27 d	—	1,392,000	333,000.00	1.4
MERCURY	57.9	88 d	59 d	0.206	4,879	0.06	5.4
VENUS	108.2	224.7 d	243 d	0.007	12,104	0.82	5.2
EARTH	149.6	365.26 d	23 h 56 min 4 s	0.017	12,756	1.00	5.5
MARS	227.9	687 d	24 h 37 min 23 s	0.093	6,794	0.11	3.9
JUPITER	778.4	11.9 y	9 h 50 min 30 s	0.048	142,984	317.83	1.3
SATURN	1,426.7	29.5 y	10 h 14 min	0.054	120,536	95.16	0.7
URANUS	2,871.0	84.0 y	17 h 14 min	0.047	51,118	14.54	1.3
NEPTUNE	4,498.3	164.8 y	16 h	0.009	49,528	17.15	1.8
EARTH'S MOON	149.6 (0.386 from Earth)	27.3 d	27.3 d	0.055	3,476	0.01	3.3



Micom 3

Lt.Col. Kristin Freeman

If any seniors are interested in having a Micom 3 issued, please email LtCol. Kristin Freeman (480550@akwg.cap.gov). One Micom 3 is available now. This radio will come with an antenna and lots of guidance for setting it up and operating it.

Codan radios are starting to be issued. Please don't think that the Micom 3 is not as useful or capable as the Codan! There are pros and cons to both radios.

The Codan is capable of 2G and 3G ALE, as well as digital voice. However, the Codan is extremely limited in what antennas can be used with it. Either a broadband antenna has to be used with it (and most broadband antennas are inefficient), or it has to be used with a 9 meter wire antenna and a tuner that's provided (and ONLY with that tuner), with a relatively short feed line.

The CAP Codans have been configured so that no frequencies can be added to the radio in the field, unless the NTC sends the operator a thumb drive with the desired frequencies on it in advance. That reduces our ability to be interoperable on short notice.

The Codan will be a lot more sensitive to other HF radios in close proximity. Your ham radio HF transceiver could fry it. It has multiple cables and a GPS antenna that need to be connected to it, so it's relatively difficult to move between two locations.



The Micom 3 is capable of 2G ALE only. It is not capable of digital voice. But it has almost no limitations on what kind of antenna can be used with it. There are also a number of approved tuners available that can be purchased at reasonable prices that will work with the Micom 3. Long feed lines are no problem, so if you want your antenna 100 feet or more from your house, then you want a Micom 3.

The Micom 3 can have channels programmed in by hand, which makes interoperability quick and easy.

The Micom 3 is made to operate in an environment with multiple radios in close proximity, so your ham radio won't be a problem for the Micom 3. (However, the Micom 3 might fry your ham radio! Talk to your comm staff for help.) If you want to move a Micom 3 back and forth between your home and your squadron meeting place, it's simple to disconnect it and set it up again quickly.

Alaska Wing really needs more HF operators. If any senior member is interested, please email LtCol. Freeman for more information about what's needed and what's involved. And no, you don't need to be a licensed ham radio operator to be a CAP HF operator.



The compass

Why do I need a compass?

Using a compass will help you:

Know which direction you are travelling in. This is called your heading.

Align your map with your surroundings. This is called setting the map.

Work out which direction an object or destination is from you. This is known as its bearing.

Walk in a straight line. This is called following a bearing.

Understanding your compass:

1. The baseplate is the plastic base.
2. The compass dial also known as the compass wheel. It shows the four main compass points N-S-E-W. It also has a mark every two degrees up to 360 degrees.
3. The magnetic needle has a red end to indicate north and a white end for south.
4. The compass lines are on the bottom of the baseplate. They are also known as orienting lines.

5. The orienting arrow is fixed and aligned to north within the dial.
6. The direction of travel arrow is the big arrow at the end of the baseplate.
7. The index line is an extension of the direction of travel arrow.
8. The map scales for 1:25 000 and 1:50 000 maps, plus a metric measurer (these are also known as Romer scales).

How to use a compass

- Check your heading.
- Set the map.
- Take a bearing.
- Follow a bearing.

The parts of a Cartographic Compass



Baseplate	Hard, flat surface on which the rest of the compass is mounted. It has a rulers on its edges for measuring distances on maps. It's edge is straight and useful for laying lines on a map
Scales	Each edge of a compass may have different rulers for use with different map scales
Direction-of-Travel Arrow	Marked on the base plate. You point this the way you will be traveling
Magnifier	For seeing small map features better
Index Pointer	Butt end of the direction-of-travel arrow. It ends right at the edge of the dial and is where you take degree readings
Dial	Ring around the housing that has degree markings engraved. You hold the dial and rotate it to rotate the entire housing
Declination Marks	Use to orient the compass in an area with known declination
Orienting Arrow	Marked on the floor of the housing. It rotates with the housing when the dial is turned. You use it to orient a compass to a map
Orienting Lines	Series of parallel lines marked on the floor of the housing and on the base plate
Needle	Magnetized piece of metal that has one end painted red to indicate North. It sits on a fine point that is nearly frictionless so it rotates freely when the compass is held fairly level and steady
Housing	Main part of the compass. It is a round plastic container filled with liquid and has the compass needle inside
Bubble	A bubble of air in the housing liquid is useful for making sure you are holding the compass fairly level
Mirror	Lets you see the compass face and distant objects at the same time. Useful for emergency signaling
Sight	Improves aiming your compass at distant objects

The Parts of a Lensatic Compass



Sighting Wire	Front sight used with rear sight, for sighting landmarks for azimuth headings.
Luminous Sighting Dots	a visual queue on aligning your body with the compass during night navigation.
Graduated Straight Edge	Upper half of a standard 1:50,000 scale map ruler, for measuring distances on a map.
Bezel Ring	Device clicks when turned; full 360° rotation is 120 clicks; each click equals 3°.
Luminous Bezel Line	Used to mark a course direction during day or night navigation.
Floating Dial	Black scale (mils), red scale (degrees), set in a deep tub for global use.
Luminous Heading	To read azimuth heading in low-light or night conditions.
Luminous Magnetic Arrow	Always points to magnetic north.
Thumb Loop	To hold compass with the thumb.
Fixed Index Line	Azimuth heading.
Lanyard Ring	For string or rope.

Do I need to report that?

Capt. DJ Burand

The “why” behind our safety reporting requirements, 3 minute read

With summer here we enter our busiest time for activities of all types. With more equipment moving and more people engaged in complex or physically intense activities there is a higher likelihood of reportable occurrences despite our best efforts. These occurrences should be monitored for trends.

You may recall from my article last fall comparing the new safety culture to the old that there has been a significant shift in our approach to safety. The old system focused on reaction to a major event, while the new safety culture focuses on proactive risk management and identifying trends so that we can mitigate hazards before an occurrence resulting in serious injury or damage can occur. This need to identify trends before something really serious happens is why we need to report injuries, illnesses or damage that we would have ignored in the past.

6.1. Required Reporting. Except as excluded under [Section 6.2](#), the following SSOs must be reported when occurring or were suspected to have occurred during a CAP mission, activity, or other event and involving either a CAP member or non-member:

6.1.1. Report damage to any aircraft

6.1.2. Report damage to any vehicle.

6.1.3. Report damage to any facility.

6.1.4. Report any injury or illness.

6.1.5. Report the following near misses. Please note that region commanders must ensure notification of the following near miss occurrences to the National Operations Center via phone call (1-888-211-1812) using the guidance in [Attachment 3: Safety Significant Occurrence Notification Guidelines](#) of this regulation:

For example, what if at a multi-day activity involving intense physical activity we have one or two participants receiving first aid care for sprains each day. Under the old system the thinking was not to report any of these, but what if this series of minor injuries indicates something we can address?

What if after the fifth sprain gets reported someone starts taking a look at the PT program and finds that no warm up is occurring before intense physical activity? Now we have something we can improve going forward; something we wouldn't have identified if everyone just sucked it up and said nothing.

In CAP what we report is dictated by CAPR 160-2. I don't expect anyone to have that memorized so I've included the guidance with this article. I am also available to answer questions. Under the new CAPSIS system filing a report should take about 5-10 minutes as long as you have all the information ready, and I'm here to help make it easy.

6.2. Safety Reporting Exclusions. The following may be excluded from the safety reporting requirements outlined in [Section 6.1](#).

6.2.1. Damage to STEM-kit drones is not subject to safety reporting requirements.

6.2.2. sUAS propeller damage is not subject to safety reporting requirements.

This approach will result in more reports being filed than in the past. I understand that under the old way of thinking this was a black eye for the unit, activity or Wing. More reports meant more bad things which meant we weren't being safe or compliant and someone needed a "talking to."

That is not the case any more. We are no longer concerned with the number of reports being filed each year. What we focus on is proactively working to make sure that what does happen is minor in nature, and if there's anything to be learned for next time. This approach comes with the full support of Region and National.

I would like to conclude by expressing my gratitude to all of you out in the trenches making these missions and activities possible. I know you are all working extremely hard to provide opportunities for our members and service to our community.

I hope everyone has a terrific summer,

Capt DJ Burand, AKWG/SE
907-444-5342

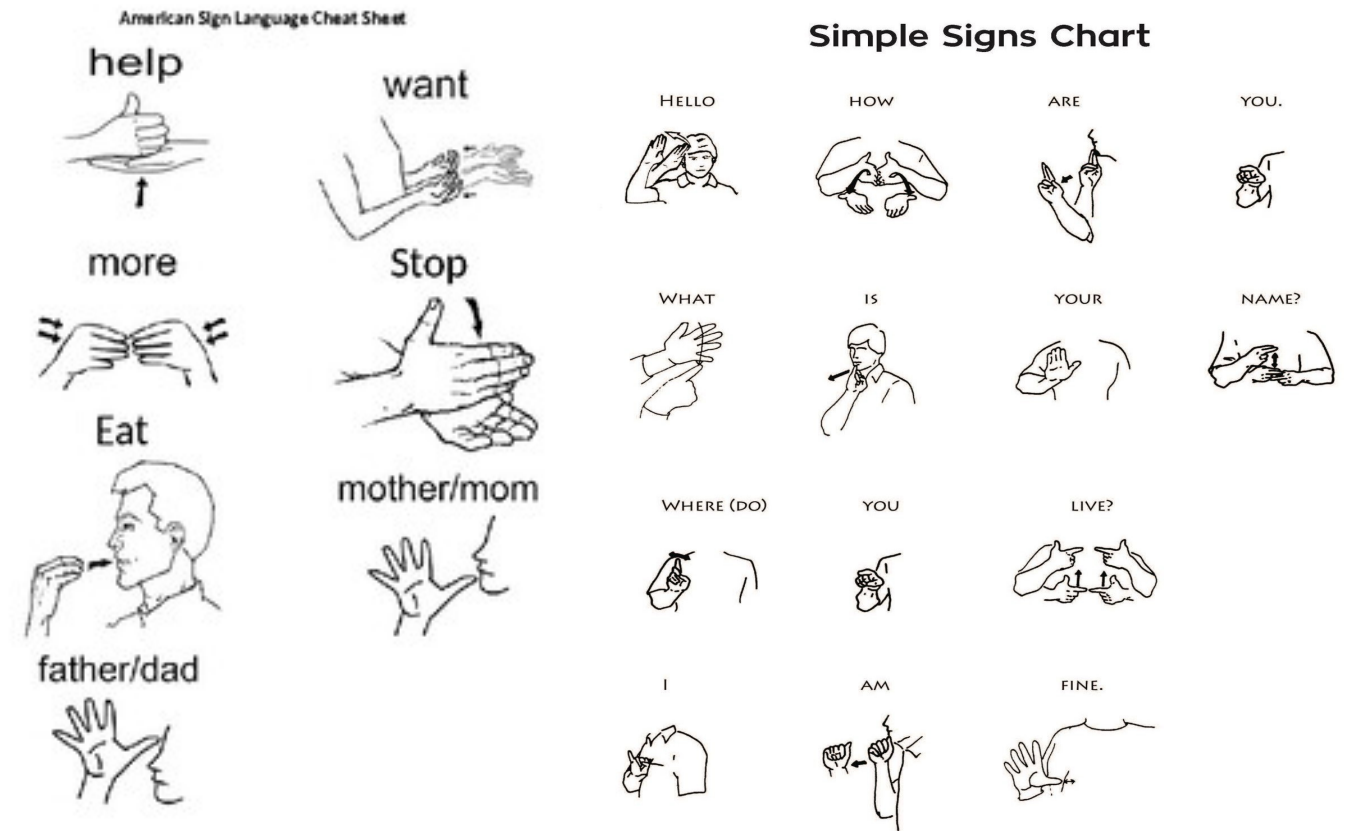


6.2.3. Minor damage (i.e., scratches, small dents, etc.) caused by bird or other wildlife strikes involving aircraft or vehicles is not subject to safety reporting requirements, except if resulting in a reportable aircraft accident or incident in accordance with [Section 6.5](#), or resulting in an injury to a person.

6.2.4. Aircraft or vehicle mechanical discrepancies that do not meet the near miss reporting requirements of [Section 6.1.5](#).

Diversity and Inclusion

Let's continue learning about sign language, this month we will be learning several basic words.



LET'S PRACTICE IT

For the next month we will be working on how to recognize emergency words and basic questions



How to prepare a essay

1. Analyze the question

Student essays are responses to specific questions. As an essay must address the ques-tion directly, your first step should be to analyze the question. Make sure you know ex-actly what is being asked of you.

2. Define your argument

As you plan and prepare to write the essay, you must consider what your argument is going to be. This means taking an informed position or point of view on the topic pre-sented in the question, then defining and presenting a specific argument.

3. Use evidence, reasoning, and scholarship

To convince your audience of your argument, you must use evidence and reasoning, which involves referring to and evaluating relevant scholarship.

4. Organize a coherent essay

An essay has three basic components - introduction, body, and conclusion.

5. Write clearly

An essay that makes good, evidence-supported points will only receive a high grade if it is written clearly. Clarity is produced through careful revision and editing, which can turn a good essay into an excellent one.

6. Cite sources and evidence

Finally, check your citations to make sure that they are accurate and complete. Some faculties require you to use a specific citation style (e.g. APA) while others may allow you to choose a preferred one.

CONGRATULATIONS

Birchwood Composite Squadron

congratulates the following cadets for their recent promotions

C/Amn Andrews (Honor Credit)

C/Amn Haddock (Honor Credit)

C/Amn Turner

C/Amn Waldron (Honor Credit)

C/Amn Wood

C/SrA Long

C/SSgt Barnette (Wright Brothers Award)

C/SSgt Bressler (Wright Brothers Award)

C/SSgt C. Noble (Wright Brothers Award)

C/TSgt R. Noble

C/MSgt H. Cole

C/MSgt A. Tolbert-Nielsen

C/SMSgt M. Cole

C/CMSgt (2) B. Parker

C/1st Lt Moehring

C/Capt Benedict (Earhart Award)

Delta Force Cadet Squadron

Congratulations are due to the following members for their promotions :

C/Amn Alexis Harwood

C/TSgt Joshua Medlin,

C/SrAmn Alex Harwood

C/A1C Ashley Gaston

C/A1C Alexandra Gaston

Maj Jorge Lorenzana



C-Amn Alexis Harwood

We are proud of how you are all working to improve yourselves to be of service!

MEMORIAL DAY CLEANUP

by Capt. Richard Dennis, PAO

Saturday, May 27th was a Cleanup Day at the Tok Alaska Cemetery. This is an annual event set-up and largely run by Burnham Construction. Following the winter snows, a lot of annual plants and trees have died off leaving the Cemetery looking unattended, but that changes with a few volunteers. Each year for a number of years now, Burnham Construction sends a crew to clean the cemetery grounds.

For the third year in a row, the local Civil Air Patrol has participated in the National Wreaths Across America program, whereby a Holiday Wreath is placed at the grave site of each and every Veteran. As winter leaves the Northland, these wreaths need removal. This year the Tok Composite Squadron participated in the cleanup with the Burnham Construction crew.

Volunteers worked from 10:00 to 1:00pm; picking up trash, old wreaths, and dead plant material of all sorts. Then they mowed grass, and cut weeds including the 1 to 3 foot sprouting volunteer trees. This work, a labor of love, left the grounds at Tok Cemetery groomed and looking presentable for families and friends of all who will come to pay their respects to community members interred here.



Civil Air Patrol members, SM Chris Cook, and C/1stLt Stephen Briar take a break from their cleanup duties, enjoying a donut during the clean up at the Tok Cemetery this past Saturday, May 27th. This year the Tok Composite Squadron, Civil Air Patrol, joined the Burnham Construction cleanup crew, along with several community volunteers. Burnham Construction annually sends a crew to clean at the cemetery. (photo by H White)



Cleanup in progress at the Tok Cemetery this past Memorial Day weekend. Burnham Construction sends a crew to clean and tidy up the Tok Cemetery. This year Civil Air Patrol assisted in that endeavor. Here trash is removed. Grass is cut with a mower, and weed eaters tidied up the weeds, trimming all the edges. (photo by H White)



The Tok Cemetery is down the ALCAN Hwy a couple miles heading towards the border with Yukon Territory. It is just short of the Weigh Scales. The Tok Civil Air Patrol unit places a Christmas Holiday Wreath at each veterans grave site. (photo by R Dennis)

Memorial Day is important. We have two official United States holidays recognizing the commitment of members of America's military services. Memorial Day honors those who lost their lives while defending their country.







Support Alaska CAP Cadets through Pick.Click.Give.

Through Pick.Click.Give, Alaskans can choose to give a portion (or all) of their Permanent Fund Dividend (PFD) to charity. Thanks to generous donors from all over the state, Alaska Wing Civil Air Patrol Cadet Programs has used donations to support critical mission activities, including aerospace (and other STEM) education, emergency services, and cadet programs. When filling out your PFD application, please consider making a difference by contributing to the Alaska Wing Civil Air Patrol Cadet Programs (just "Search Organizaitons" for the name "Civil")

Please forward this newsletter to your Alaskan neighbors, friends, co-workers, and family who may like to see what Civil Air Patrol does in Alaska and may like show their appreciation for the great work Civil Air Patrol does.

Helpful Links:

PFD Application Information: <https://pfd.alaska.gov/>

Pick.Click.Give General Information: <https://www.pickclickgive.org/>

Pick.Click.Give listing for Alaska Wing (AKWG) Civil Air Patrol (CAP) Cadet Programs: <https://www.pickclickgive.org/index.cfm/pfdorgs.info/Civil-Air-Patrol-AKWG-Cadet-Programs>

Very Respectfully,

Capt Karen L Padgett
Alaska Wing Director of Cadet Programs
Squadron Commander, Lake Hood Cadet Squadron, Anchorage, AK
Civil Air Patrol, U.S. Air Force Auxiliary



Next Month Preview

Cadet Program

Glider Academy Gallery

The Importance of the Physical Fitness

Communications

Radio Parts Description

Emergency Services

Learning Management and AXIS Courses

Public Affairs

APA Style

Aerospace education

Rocketry

Diversity and Inclusion

Emergency word and basic questions

Next Activities and More

Please help us welcome Lt Col Derk MacPherson as the incoming Wing Commander who will take the reins at the change of command ceremony on August 3. We must also thank Col Kevin McClure, who tirelessly helped the wing navigate the health pandemic, fluctuating annual budgets and countless daily crises. We are indebted to him for his living the Core Values.

The glider academy at Clear is one of the highlights annually within AKWG for both seniors and cadets. As you can see from the smiles in the photos, this year did not disappoint.



Capt. Julie G. Rivera CAP
Co-Editor
Alaska Wing PAO Assistant
617596@AKWG.CAP.GOV
1 (787)424-0560



Lt Col Bryan Emerson, CAP
Publisher and Editor
Alaska Wing PAO, DC
BRYAN.EMERSON@AKWG.CAP.GOV
1 (907) 795-5586 cell

