

THE WATER RUDDER...

*The Official Newsletter of the Civil Air Patrol's Southeast Composite Squadron
Juneau, Alaska*

October 2009-Autumn Issue
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Commanders Call:



Major Ken Nestler

Things have been happening since I last wrote. The cadets started the ball rolling on the Encampment that was held in August. We had about 40 cadets attend. The majority were from the Anchorage area. However, we had 6 folks from the new Prince of Wales Squadron (POW) based in Klawok/Craig, and one from North Carolina along with 7 from Juneau. From all reports the encampment was a huge success. Many thanks to the folks from Juneau who pitched in and provided support for the encampment. The cadets got to ride on some big transportation Both a C-130 & a C17. In addition they got a taste of the wildlife available in Southeast with bears showing them how to fish for salmon & Whales showing off.

Next I had the opportunity to act as an escort for the International Air Cadet Exchange (IACE). I spent two weeks in Southwestern England escorting cadets. The purpose of the trip was to meet cadets from other countries, develop an

appreciation for the culture and history of the area.



International Air Cadet Exchange (IACE)

There were a total of 92 folks from twelve countries on the UK tour group. We spent the first 4 days in the London Area (housed at Brunel University, west of London). We then were divided into three groups to tour separate areas for the remainder of the trip (nine days). The last day we gathered back in London to share our experiences at a barbecue.

The groups headed off to 1) Scotland and Northern Ireland, 2) Central & Eastern England and 3) South West England. I was in the group that traveled in the South West Region. We had 23 cadets, 4 adult escorts and three British tour leaders. Our group had cadets from Canada, Netherlands, Israel and US. Most of our travel was by "coach". However one leg was by the Queens private jet. We stayed at several military bases and also at Exeter University.

We watched the Changing of the Guard at Buckingham Palace and visited #10 Downing St. We visited the Imperial

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War Museum, the Palace of Westminster, Parliament Building, Tower of London, and Westminster Abby, rode the "Underground", had a dinner cruise on the Thames River. We toured the Royal Observatory and got to stand on the "0" Meridian; starting point for Zulu Time. Also visited the Shakespeare Theater. We were certainly kept busy! We spent one day at Thorpe Park which is a theme park full of rides with great roller coasters. One free evening was spent in Central London including "Trafalgar Square".

There were also many opportunities to visit various aviation activities. This included the Hendon RAF Museum, piloting glider and acrobatic flights, touring a helicopter factory, visiting a test facility for helicopters.

There was a surfboarding boarding class and the opportunity to try the newly acquired skills (with dry suits). Everyone took part in a Go Kart race. It was right after a rain storm. Lots of spin outs from the aggressive drivers (cadets)! Think the escorts came in last.

We had several formal dinners including one at the RAF College Crandall, and one at the Wyvern Barracks. We also attended a reception dinner at the Powderham Castle. We stopped by Stonehenge. Rain was warm!

The trip is well worth it. If you get a chance I would encourage you to go!! Remember its not just cadets that can

go. Senior members are needed as escorts.

We have just finished up a good Float & Wheel Clinic. There were a number of form 5's accomplished along with folks working on their scanner & observers requirements. Great job!

Keep it on your calendar! The awards banquet is Saturday, December 5. More will be coming out on it later, but mark it on your calendar now!

Cadet Goings-on:

CADET ENCAMPMENT – SE
ALASKA – August 11, 2009

Stories by: Majors Steve & Jean Sztuk

August 8 – "Someone thought enough of this encampment to send a multi-million dollar aircraft down loaded with CAP Cadets to make it come to together! The USAF realized that this was going to happen so they sent the Herc (C-130), loaded with CAP Cadets from all over the State!"



Cadets from all over the State of Alaska disembark for historical cadet encampment in Southeast Alaska

Photo by Major K. Steve Sztuk

August 10 – Started with the historic CAP Cadet Encampment at the Boy Scout Camp at Eagle River. The Juneau Cadets took it upon themselves to make

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this very bold step. Usually encampments are held at Elmendorf AFB, Anchorage and occasionally Eielson AFB, Fairbanks. As I understand it, they have many Cadets coming from Kodiak and other outlying areas. They also have some coming from as far away as North Carolina! Our cadets had a tight military-type schedule planned for the week-long encampment.



L to R - Cadet Kiefer, Cadet Holt, (JNU)
Cadet Michael Sowell from North Carolina

There were many barriers to overcome to bring this to fruition but they made it! One giant problem was transportation. As it turns out, they were able to procure a bus to help solve that problem. Another was transporting their equipment, which was also overcome by their persistence and help from Captain Jon Ahlgren...



load!

This is what our illustrious CAP Cadets can accomplish when they make up their minds!!

August 11 -- The Cadet Encampment is off and running. There's a little story about a cadet from up north. His brother was helping him pack for the

encampment. The brother thought it would be funny to pack two right boots for his beloved brother. The parents had to anti up the \$\$ for the left boot to be flown down, express delivery, on Alaska Airlines, which they did.

My duty assignment for the encampment was "hangar rat" or mission base. I am to pick up whatever they forgot, or need, and deliver it to the Boy Scout Camp, which is more than a few miles out the road. I picked up "the boot" at Alaska Airlines and delivered it. I was warned not to walk in to the camp (about a mile) by myself due to all the bears in the creeks, fishing.

Three cadets rode bikes to the trail head to "get the boot." They reported that they only saw one bear. Well, one bear can ruin your day in a short time! Fortunately, the bear did not bother them. If the story of intentionally packing the two right boots is true, I believe someone is in deep trouble!



Cadet Holt, Cadet Buzard, "The Boot Lady,"
Major Jean Sztuk To the rescue and Major Steve Sztuk

Safety News:

Submitted by 1LT Rob MacDonald; Safety Officer

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Recently, my employer (the U.S. Fish and Wildlife Service) required all employees to take the National Safety Council's Defensive Driving on-line training. This gave compelling information for the need to drive safely. Driving is a huge responsibility and we should never take it for granted.

Each year 40,000 people are killed and 2.3 million are injured in traffic collisions.

The majority of collisions are avoidable. Wearing a safety belt increases your chances of surviving a collision by 50%. Over half (56%) of people killed in collisions in 2003 were not wearing safety belts.

Airbags reduce head injuries by 81%. Alcohol is responsible for 41% of traffic deaths and about 300,000 injuries each year.

20% of fatal collisions had drugs other than alcohol in their bodies.

25% of all collisions are caused by drivers who are distracted (includes cell phones use).

Aggressive driving accounts for more than 50% of all collisions.

At 30 mph, the average car needs 153' to stop / average truck needs 177'.

At 55 mph, the average car needs 346' to stop / average truck needs 477'.

5,600 pedestrians are killed and 80,000 are injured each year by vehicles.

50% of pedestrian deaths occur at intersections. Half of these were children 15 and under.

Swerving to miss or hitting an animal results in 200 deaths and 26,000 injuries per year.

Experts advise hitting an animal rather than trying to swerve.

Use a 3 second following distance behind vehicles.

Add an extra second for any individual hazard: weather, road conditions, light, fatigue, etc.

The most common improper driving behaviors reported in collisions are:

Improper speed

Violating the right-of-way

Driving left of center

Turning improperly

Passing improperly

Following too closely

Speeding contributes to 12,000 fatalities a year.

For every 10 mph over 50 mph the risk of death in a collision is doubled.

Intersections are the most dangerous and account for more than 50% of all collisions.

Right-of-way violations account for more injuries than any other improper driving behavior.

Stopping Distance = Perception Distance + Reaction Distance + Braking Distance.

You are the only one who can control your behavior behind the wheel.

Make your own decisions and don't give up control of your vehicle due to emotional response.

The 7 habits of defensive driving:

- 1) always wear your safety belt
- 2) evaluate the driving conditions before and during your drive
- 3) scan the street and read ahead using the "What If" strategy
- 4) always maintain personal control no matter what other drivers do
- 5) follow the 3-second and 3-second plus following rules
- 6) always have a plan for any hazardous situation
- 7) be patient with other drivers

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Remember, defensive driving starts the moment you turn the ignition key.

H1N1 Pandemic: The first to be hit were college dormitories with their close living quarters. Most universities were prepared and took aggressive steps at the first signs to move ill students to places where they could get better as well as limit the spread of the virus. By the time you read this article, the wave will have spread to elementary, middle and high schools whose calendars typically begin 1-2 weeks later. It remains to be seen how well they have planned. Here are some steps to weather this assault:

- Take some time now to reinforce to your friends and associates, particularly those with young children, information about the transmissibility of viruses and the simple ways to reduce the spread hand washing, coughing and sneezing into their elbow, and not sharing food at work.
- Remind everyone around you to stay at home if they feel flu like symptoms, Americans spend more time at work than any other nation and are likely to feel they have to show up even when sick. Workers who are ill and are unwilling to stay home have a huge impact on the spread of the virus, the length of time a wave will take to populate your town.
- Make sure at least one person in your organization is staying on top of the latest news about the Pandemic and is taking the time to share that information with others via emails. Of particular interest now is the expected availability of a vaccine sometime in October. Questions about who will be able to get

it, how it will be distributed, and the possible effectiveness and side effects are uppermost on the minds of your workforce. You can help minimize the confusion by providing timely and accurate information on an ongoing basis.

SM Daniel Logan

Other News from Southeast:

Dan Logan tests FLIR equipment newly installed in Beaver N5142G



Photo by Major Jeff DeFreest

Attending US Air Force Academy... Cadet Stephen Wilcox



Photo by Vickie Wilcox

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“Unexpected Find: During a routine SAR Exercise on 25 July 2009, a Juneau based CAP aircrew lead by Capt Jon Ahlgren located a submerged aircraft while en route home from Sitka. According to FSS it was Cessna N5022R with gear down while landing on water.



Pacific Region Staff College Report

March 27 – April 3, 2009

By Majors K. Steve & Jean Sztuk

Now that we're de-numbered, we'll address your questions.



Was it informative? Was it serious? Was there a lot of information to absorb? Were the instructors & speakers exceptionally professional? Was it fun?

Was it funny? Was it at times, hysterically funny? Was it well organized and structured? Did we do a LOT of walking? Were the days very, very long? Did we learn a lot about our service organization? Did we enjoy meeting all the fine new friends and classmates? Did we enjoy the field trips (Red Flag, Thunderbirds, Threat Center, The Cannery)? Were we restricted to base? Were our heads spinning a lot of the time? Would we recommend the staff college to others? YES!

Did we eat a lot? Did we have spare time? Able to cash travel's checks? Able to buy whatever we wanted on base? Able to connect to the outside world from our room? NO

Steve said his shoes wore so thin hiking to the assembly hall that if he stepped on a dime he could tell you if it was heads or tails.



Building rockets...
At the home of the Thunderbirds

If you have never attended one of these staff colleges, you should seriously considering doing so!

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USAF Brass Band of the Pacific Visits Juneau's 50-years of Statehood Celebration, July 4, 2009

Story by: Major Jean Sztuk
Photos by Capt. Brook Daily

With just one telephone call, and many, many emails, the USAF BRASS BAND OF THE PACIFIC was able to journey to Juneau for the 50-years of Statehood Celebration on July 4th.

The Juneau CAP Cadets led the band as Honor Guards. The band thoroughly enjoyed their visit, including a concert in the new Douglas Pavilion. . . .

The float was designed and built by Captain Jon Ahlgren and Major Steve Sztuk.



Aircraft Status:

Beaver N5142G Mission Ready at JNU
Beaver N5347G Wing Mtc Hangar ANC
Cessna N19MJ Wing Mtc Hangar ANC
Cessna N4950R Mission Ready at JNU
Cessna N9679A Wing Mtc Hangar ANC

Meet Our Members:



MAJOR KEN NESTLER

SQUADRON COMMANDER

Story by: Major Nestler Submitted by: Major J. Sztuk

Ken holds licenses of Commercial: Glider, Single Engine Land, Single Engine Sea, Multi Engine Land, Instrument Airplane. He is also a Flight Instructor, Instrument, Ground Instructor, Instrument.

I was raised in Alameda and Oakland, CA and attended Colorado University, Boulder in 1959. I graduated with a Bachelor of Science Degree in Marketing! I worked on the Apollo Space program for about a year after graduation. I then started to work for the Forest Service. I got my first pilot license in 1965. I learned to fly gliders in Longmont, Colorado. Shortly after that I got my power ticket. I transferred with the Forest Service to Petersburg, AK in 1967. I met Gen there in 1969 & we were married in 1971. I started teaching flying while I lived in Petersburg. I transferred to Ketchikan, AK in 1976 and joined the CAP. I moved to Juneau in 1985. I started flying the Beaver in 1986. I

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retired from the Forest Service in 2005. They have three Boys, Ben, Peter & David. No grandchildren

This year I was fortunate enough to be selected as an escort for the International Air Cadet Exchange (IACE) program. I got to go to England for two weeks. It was a marvelous experience. If you have the opportunity to take part in the program take it and go!

I would encourage everyone who has the chance to learn to fly gliders or even to go on a ride. It really teaches a person the basics of flying and provides a firm foundation for all types of aviating.

What is your most vivid memory of flying?

There are two that stand out. A two hour glider flight which started with an aero tow at 7,000 feet. I worked thermals to reach 18,000 feet. This was in the days before oxygen requirements. The air was thin and cold. It was so hot on the ground we had taken the side window off the glider. The flight was in a Schweizer 2-22 two place trainer.

The other was a long cross country in my Cessna 172 from Ketchikan, Seattle, Minnesota, to western New York. Returned via Tennessee, Arkansas, Texas, Phoenix, Redlands, CA, Portland, and Ketchikan. Approximately 100 Hours flying. I had the plane switched from floats to wheels for the lower 48 travel. Switched it back to floats in Seattle for the Inland Passage home.

What is your most vivid memory of flying with CAP? An 11 day trip with Al Hazelton. We ferried a new (6 hours) C172 from Little Rock, AR to Juneau in January 2000. Due to weather we ended up spending several nights in Whitehorse, Watson Lake & Lethbridge. Flying time was over 32 hours. Should have been closer to 27. The airplane was crowded since Al & I were wearing our arctic survival gear. We could not sit side by side. One had to slide forward & the other slide back all the way. There were very short flying days with late sunrises and early sunsets. We flew along the

ALCAN Highway. We stopped for gas at every opportunity. It got pretty cold. Well below zero! We used insulated covers and at night kept quartz electric heaters going in the engine compartment & under the instrument panel.

Do you have pets? Various sundry hangar mutts

CAP Supporters & Sponsors:



Terry Papf, owner of See Gee donated their Weight & Balance Calculator for both the U206 and the Beaver that we fly here in Juneau. The device makes a weight and balance calculation before every flight an easy operation.



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