

THE WATER RUDDER...

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

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Commanders Call:

We are still trying to get our Cessna 206 to Anchorage. We started about 2 months ago attempting to set up our "trade-a-plane flight". The folks fly from Anchorage and we fly to meet them in Cordova or Yakutat and swap aircraft. Think there is a weather message. If there is sun in Juneau, it will be snowing in Anchorage. During the latest attempt we were stymied by a snow squall about 10 miles across. That resulted in turning around and returning to Juneau. The point is that we must always be ready to turn around and not push the weather; there will always be another day. Nothing bad about being safe!!



We are rapidly approaching the end of the time to take the Security Training (OPSEC). It is really important to take the class. It's easy and quick.

The wing is finishing up its participation in the "Arctic Care" Mission. We had a couple of members called up to participate. Keep an eye out for the opportunities to participate in these missions. They give us a chance to interact with other squadrons and see some different country. The interaction works both ways. We can also participate at the wing level for the wing reviews.

We have two inspections coming up very shortly. The first inspection is by the Liaison Officer, Harry Whitaker. He will be here at the end of March (3/27-29/08). His inspection covers vehicles, aircraft, hanger and accountable property. The second inspection is the annual Subordinate Unit Inspection (SUI). This inspection concentrates on how the unit operates, follows procedures, etc. The type of inspection alternates between a formal inspection done by the Wing Inspector General, Charlie Palmer and the Unit self inspection. This is the year for the formal inspection. This inspection will be held sometime in July. Copies of the inspection materials will be handed out at the last meeting in March. Now is the time to start looking at your section of the inspection guidelines to see that we are complying with the inspection points.

A short note to encourage participation at the Reno Air Races. Our wing has about 10 folks go down to help operate some parking lots. In return we get transportation and get to watch the air races. You usually have the entire afternoon off to look around.

Cadet Goings-on:

Bob Thomas, after relocating to Klawock last year, is now engaged in starting a Cadet Flight on Prince of Wales Island. He has as many as 50 potential cadets and is working with Commander Nestler and Capt Longacre DCC to put it together.

Hangar Renovation Project:



Submitted by Capt Martha DeFreest, Project Engineer

The \$100,000 project will be completed soon. Roof work, siding repairs, insulation, carpet, flooring, and more are drawing to a close. The last line item will be installation of a window in the classroom. Look for the complete story in the next issue of the Water Rudder.

White Ribbon Campaign:

Men of the Juneau Squadron united in support of the White Ribbon Campaign... to not commit, condone, or remain silent about violence against women. For more information see www.whiteribbon.ca



Photo by Capt Martha DeFreest

Weather:

My name is Rick Fritsch and I am a relatively new Senior Member of the Juneau Composite Squadron. In addition to being a pilot, I am a meteorologist and work with the National Weather Service in the Juneau Forecast Office located on Back Loop Road. We produce many different types of forecasts, including the Terminal Aerodrome Forecasts, or “TAFs” for the various airports in Southeast Alaska – Yakutat, Skagway, Gustavus, Juneau, Sitka, Petersburg, Wrangell, and Ketchikan. Besides TAFs and METARs, there

are many, many different aviation-related products, charts, and forecasts produced by the National Weather Service that are available to all pilots free of charge and many different ways to get this information. The local Flight Service Station is one of several resources that you have available to you. For a quick look at what is available here in Alaska, visit the Alaska Aviation Weather Unit web site and see: <http://aawu.arh.noaa.gov/> .

In future editions of the quarterly newsletter, I will be writing an aviation meteorology column that I hope will be of some benefit to all members. I have some ideas of my own on what to write about, but these columns will be of greatest benefit if I'm writing specifically to answer a question that you have or address a requested topic. So please feel free to submit your weather questions or suggest a topic to me at a meeting or by email to: Pegasus40@att.net

Safety News:

Survival Gear

Submitted by 1Lt Rob MacDonald, Safety Officer

As the Juneau Composite Squadron works towards acquiring inflatable safety vests for use during our flights, I thought it might be timely to show what I'm required to have as a pilot for the U.S. Fish and Wildlife Service. This list may be important for the squadron's use or for any of you on a personal level.

I'm required to have a specifically-stocked survival kit onboard during all special use activities (low level flights occurring at or below 500' AGL and flights having off-airport landings). In addition to the onboard survival kit, it's strongly recommended that I also wear an inflatable safety vest with pockets filled with the following items:

Waterproof matches	Pocket knife
Magnesium fire starter,	Personal ELT
Two space blankets	Water purification tablets
Large plastic bag	Signal mirror
Collapsible water bag	Six aerial signal flares
First aid kit	Strobe light or flashlight
Insect repellent	Whistle

And any other items of importance to the terrain and weather...

Keep in mind that aircraft accident experience has shown that survival equipment not attached to the occupants at the time of egress is often not recovered by the survivors. So, having items in a vest we are wearing may be the only things we have available to us in an emergency situation. Anything above and beyond those items will greatly enhance our chances in an actual survival situation.

New Technologies

Reprinted from "GSA Fleet Magazine"

Submitted by 2Lt Dan Logan, Safety Officer

The FAA has implemented important new technologies to allow tower controllers to see everything that is taking place around them. One of these is an advanced warning system called the Airport Movement Area Safety System (AMASS). AMASS tracks ground movements and provides an alert to controllers if evasive action is required. The FAA has installed AMASS at the nation's top 34 airports. Airport Surface Detection Equipment, Model X (ASDE-X) is an even more sophisticated surface detection technology. While AMASS is radar based, meaning signals might bounce off rain and fog, ASDE-X integrates data from a variety of sources, including radars and aircraft transponders, to give controllers a more reliable view of airport operations. ASDE-X capabilities will be added to many of the sites that already have AMASS, as well as other busy airports. The FAA is also testing new technologies that will alert pilots to potential runway incursions. One of these, called Runway Status Lights, is just as it sounds: a series of runway lights, not unlike traffic lights, that tell pilots whether or not runways are clear. Surface and terminal surveillance systems, such as ASDE-X and AMASS, detect the presence and motion of aircraft and vehicles on or near the runways; the Runway Status Light safety logic then assesses any possible conflicts with other surface traffic. Red in-pavement runway entrance lights are illuminated if the runway is unsafe for entry or crossing, and red in-pavement takeoff hold lights are illuminated if the runway is unsafe for departure. The operational evaluation

of the runway entrance lights using ASDE-X surface surveillance was completed in June 2005 at Dallas/Ft. Worth International Airport, and the system showed promising initial results. The lights were compatible with the tempo and style of operations at a busy airport, there was no increase in air traffic controller workload, and the lights proved useful to pilots. An enhanced lighting configuration is being installed on a second runway at Dallas-Ft. Worth this year. The evaluation of Runway Status Lights with AMASS began last year at San Diego Lindbergh Field.

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

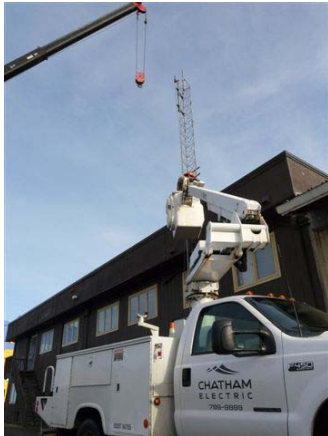
Operations:

F/V Transition SAR:

The CAP participation in a search for an overdue converted fishing vessel, lead by the USCG was initiated on February 23rd and involved 6 sorties flown by the Beaver and the Cessna U206. The vessel was thought to be somewhere between Juneau and Ketchikan. Aircrews were dispatched on Saturday afternoon in good VFR conditions, and did not

return until after dark. On Sunday, lower conditions hampered search efforts, with one aircraft returning early due to poor weather west of Admiralty Island. Sorties were flown on Monday and Tuesday but the search was eventually suspended when a hatch or door was found adrift north of Kuprenof Island. The two persons on board were presumed lost.

Communications Unit gets a new Tower:



Thanks to the US Forest Service, Chatham Electric and efforts of Major Sztuk and Capt Ahlgren, a surplus radio tower was transferred to the Juneau Squadron to upgrade our comms capabilities. The only catch was that we had to go get it. In February, with the help of a bucket truck and a crane volunteered by Chatham Electric, the mission was accomplished. The tower will be set up at the Juneau Hangar once other renovations are complete.



Photos by Capt Brooke Daly

Arctic Care at Kodiak (March 2008): Synopsis by: Major Jeff DeFreest

Aircrews from various Alaska Wing Squadrons converged on Kodiak Island in early March to participate in the Arctic Care mission. An interagency task force comprised of National Guard, US Coast Guard, and the Civil Air Patrol was to deliver medical supplies and personnel to 6 villages on Kodiak Island. Severe weather conditions hampered much



of the support mission. The CAP did however fly a few loads of supplies at the onset, and then was able to conduct training sorties for the Kodiak Squadron members. The Incident Commander was Maj Coffing from the Homer Squadron. Juneau Squadron's contribution to personnel was a Beaver pilot (the author). It was a good training opportunity, and chance to network between units in Alaska.

Weathered in at PADQ (Photo by: Will Schlein, Homer Squadron)

FLOAT BEAVER N5347G RETURNS!!

Story by Major Jean Sztuk



Photo by 1Lt Doug Jones

After many challenges of weather and tireless efforts by the air crew, Beaver 5347G has returned to Juneau. The air crew, Majors Ken Nester and Jeffrey DeFreest, returned tired, cold, wet, and ravenously hungry. (Editor's note... not all THAT hungry...)

Day one, they flew from Juneau to Yakutat, on to Cordova where Major Nestler received his annual check ride from Elmendorf. It was getting too dark to leave. Day two, they flew from Cordova (after the frost thawed from the plane) to Yakutat. They flew as far as Cape Fairweather where the weather turned too sour to continue on. They turned around and flew back to Yakutat where they overnighted. Day three they left Yakutat (after refueling) and flew to Juneau in the afternoon. Refueling in these remote areas is a bit of a test as the crew has to carry fuel in cans down to the aircraft. Wheel gear was transported in the aircraft to switch from pontoons to wheels when "The Pond" freezes.



Photo by Major Jeff DeFreest

The Juneau Flight Service Station was very diligent in tracking the aircraft and keeping the FRO (Flight Release Officer) very well informed on the progress of the air crew and flights.

Later, in January, the gear swap was executed with the expert guidance of Major Szruk and the tireless assistance of Squadron members. The bird was hoisted and the floats removed and conventional landing gear installed.



Photos by: Major Nestler



In the not too distant Spring when the water gets soft once more, the plane will be refitted with its floats and the wheels stored away until next winter. The Beaver is truly a versatile aircraft.

Aircraft Status:

Beaver N5142G Wing Mtc Hangar ANC (delivered 10/2007)
Beaver N5347G Mission ready @ JNU (on wheels)
Cessna N19MJ Wing Mtc Hangar ANC
Cessna N4950R 100 Hr Due, Staged @ JNU awaiting a wx break

Cadet Awards and Personnel Actions

(None reported by publication time)

Senior Personnel Awards and Actions:

Captain April Sapp, promotion effective 1/2008

Welcome to New Members:

Bob Thomas, MD (returning member, located in Klawock)
Carol Huber (new member located in Anchorage)

Training Opportunities:

Look for the FY-2008 Training Plan in the Ops Room & Classroom; or call Commander Nestler for info

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For further information contact Major Jeff DeFreest, Public Affairs Officer, PCR-AK-022 at: jdefreest@gmail.com

Meet the Members:

Photo & Column by: Major Jean Sztuk

Capt Jon Ahlgren



Why did you join CAP? Curiosity, rub elbows with experienced aviators and possibly get my airplane into the hangar for maintenance. In other words, learn more about aviation.

Jon joined CAP a long time ago, around 1990. He currently is CAP's Flight Operations Officer. Jon's better half is Brooke Daly and he has two daughters; Heidi, a teacher in Sitka and Brandie, publisher of City Dog Magazine in Seattle.

Jon attended 3 years at Northrup Institute of Technology. He dedicated 31 years to the State Department of Transportation as traffic engineer. Now retired.

Ahlgren holds pilot ratings as single engine land and single engine sea. He's working on more ratings. He is an EAA member and currently building an experimental kit -- a 180 hp Avid Magnum on wheels and floats.

Jon said his most memorable flight was his solo, but didn't expound on that flight. However, he said his most vivid memory of CAP was SAR in the scud and entering a cloud. "Thank God for instruments!"

Among the many other talents Jon has, he's a capable, competent mechanic and carpenter!

Travel Bug:

Take a look at <http://www.geocaching.com/track/details.aspx?tracker=453558> and follow our 'Geo-Cached' 2006 Squadron Challenge Coin...



Travel Bug # 453558

There may be some bad news... the travel bug has apparently not moved. This might indicate that the cache was compromised or lost to vandals. Keep an eye on the website, and let us know if you see it back on-line!

WOMEN PILOTS IN THE JUNEAU SQUADRON

Article by Major Jean Sztuk

The following 10 women are in various stages of piloting in the Juneau Southeast Composite Squadron. Some past, some present, others are future...

“What was your scariest flight...?”



Captain Martha DeFreest

Private Pilot, SEL & SES

“Performing stall recovery *prior* to stall recovery training!”



Major Jean Sztuk

Private Pilot

“All of ‘em!!”



Captain Brooke Daly, Private Pilot, SEL & SES

Terror Followed By Elation: As a student pilot I was out one afternoon practicing maneuvers over Young Bay in a trusty C-150 and decided to try a power-off stall. I got it all set up correctly, or so I thought, but when it broke, the left wing of the plane whipped down and I found myself in a nascent spin! All I remember of the next few seconds was the huge adrenaline rush and stomping on the right rudder. When the plane had recovered itself, I flew around in a circle while my heartrate when back down. And as I looked down at the water below me, and there were 2 humpback whales leaping in full breaches out of the water!

Photos not available:

Captain Dawn Welch
SAR/Commercial/
Instructor Pilot

Captain Stacy Fain
Commercial/CFI

1st Lt. Shawn Damerval
Private Pilot/Ground
Instrument

1st Lt. Andrea Chay
Private Pilot

1st Lt. Diane Bowes
Student Pilot

SM April Sapp
Private/Instructor Pilot

SM Roxy Kohler
Private/Instructor Pilot

CAP Supporters & Sponsors:



Terry Pfaff, 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.



Steve Zeckser Memorial Fund Donation:



Representatives from the US Forest Service donated the remainder of the Steve Zeckser Memorial Fund to the Squadron at Juneau. The Squadron has decided to use the unexpected funding toward a window looking out over the airfield.

From the archives:

JUNEAU EMPIRE Tuesday, January 9, 2001

Search for pilot, instructor, suspended

JUNEAU - Alaska State Troopers have suspended a "large-scale, organized effort" to recover the bodies of Steve Zeckser and Edgar "Bear" Burch.

Zeckser, 51, a Forest Service employee and pilot, and Burch, 63, a Vietnam veteran pilot and certified flight instructor, were reported missing Dec. 27 when they did not return from a flight to Young Bay, 12 miles southwest of downtown Juneau. The U.S. Coast Guard, the Forest Service and volunteers mounted a search that continued for more than a week. Members of SEAS, a new dive unit, contributed five days of their time to the search.

"Unless we get more (airplane) parts floating up or other evidence, we have canceled the search," said trooper spokesman Greg Wilkinson.

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