



HEADQUARTERS, PACIFIC REGION CIVIL AIR PATROL UNITED STATES AIR FORCE AUXILIARY

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The Civil Air Patrol (CAP) is a congressionally chartered Non-Profit organization and the Official Auxiliary of the United States Air Force. We have three congressionally mandated missions that we must fulfill. All CAP members are volunteers that contribute their time and in a lot of cases their personal resources to perform missions for the State and its residents. The value of volunteer hours in 2018 is estimated to be \$2.6 million dollars.

The most publicly known mission is Emergency services. In this role CAP most of the inland searches in the United States. We are tasked by the Air Force through three Rescue Coordination Centers. CAP's search tasking's come from Air Force Rescue Coordination Center (AFRCC) for the CONUS, in Hawaii it is the Pacific Air Force (PACAF) and in Alaska we are tasked though the Alaska Rescue Coordination Center (AKRCC). CAP also accepts search talking from the USCG through the AKRCC. It has 140 aircrew personal and 464 emergency responders. In Alaska, CAP stages its aircraft around the state to be available to respond to search and emergency missions. During the last two CAP fiscal years, Alaska Wing pilots flew 402.6 hours over 100 missions resulting in 48 finds and 7 saves. Were the State Troopers to fly the search missions using state aircraft, because CAP could not because lack of funding, the cost to the State would be over \$ 240,000 if it used Cessna 182, 185 or 206 aircraft and over \$325,000 if it used the average cost of its helicopters. CAP has the ability to call upon numerous aircraft, with volunteer flight crews to answer a search tasking. This is important given the Troopers may not be able to commit this amount of personal or aircraft to a particular event.

While operating as an Air Force Asset for Search and Rescue or under FEMA or another Federal Agency all bills are paid by those agencies and there is no State impact. These include disaster relief during major storms, earthquakes, tornadoes, etc. During a Natural Disaster normally the State activates the CAP and pays for our fuel and maintenance until such time as a Federal Agency takes over. This is common through the United States. CAP nationally, receives a Federal grant to support its three missions. CAP's national headquarters does not provide direct funding to the Alaska Wing. Federal funds are used to acquire and maintain aircraft and vehicles. The grant is the funding source which pays for the actual search expense. It does not pay for facilities expense to keep aircraft secure and mission ready from the weather and for member meeting space. The grant also pays for cadet and teacher orientation flights. The Alaska Wing's only other source of revenue is member paid dues and limited fund raising. Fund raising must comply with National guidelines and, in rural Alaska, is very difficult. While it is possible to raise member dues, any reasonable increase would not cover the loss of State funding. Recall, our members are volunteers contributing their time and resources. Many other organizations, as well, make demands on their time and resources. All of our members want to serve their communities and the State, but must first consider providing for their families.

During the recent earthquake in Anchorage the AKRCC recognized that there would be members of the public in danger in areas not easily accessed and probably without communications. They activated the Alaska Wing to fly several sorties under a search and rescue mission that allowed several stranded motorists to be located and that information relayed to ground rescuers. Fortunately no Disaster Relief Operations were necessary and the Wing stood down. Had it been any larger on the scale we may have been flying for days on photo operations for either the State or FEMA.

Cadet Programs is the next most visible mission and everyone recognizes the Cadets of the Civil Air Patrol. They are sharp, intelligent, wear the Air Force Uniform with pride and many become members of the Armed Forces. The first female Thunderbirds Pilot began her career as a CAP cadet. Another cadet flew an A-10 during the Gulf War and was responsible for using her aircraft as a decoy for trapped U.S. Army ground troops. She was completely out of ammunition having destroyed several Iraqi tanks. Her wing man was out of gas, she was not. She continued to dive on the enemy column until additional A-

10 support arrived and was able to return to her base. Her aircraft was so shot up that it never flew again. Indeed the parameters were fed into an A-10 simulator and no pilot has ever been able to fly her mission and return the aircraft.

Cadets are taught responsibility, ethics, core values, drill and ceremony, proper uniform wear, customs and courtesies and more. Most importantly they are taught to become tomorrow's leaders. No task is as great upon a commander as turning his cadets into tomorrow's great Americans.

Aerospace Education (AE) is the third member of the triangle. Congress has mandated internal and external AE. Internal is cadets learning about aerospace as part of their regular education within the CAP.

External AE is getting the word out to the public, teaching teachers how to teach AE and giving them the tools to do so. Many of the texts used today are CAP texts. There are over 20 STEM Kits that are free based on certain criteria and in Alaska alone over \$100,000 of these kits are in school for Alaskan youth to learn from. The federal grant pays for these kits, but we as a Wing must make those contacts, get those kits out into the field, transport our AE people out to make contacts and build the program. The Alaska Wing is currently #2 in the nation in external AE. Our growth in this arena is #1 in the nation. We have a Director of Aerospace Education that eats, sleeps, and dreams it and it shows in her presentations and contacts and recruiting. During the recent earthquake two schools lost either the entire school or enough of it that there was no science lab left. Those teachers, because of our DAE's work contacted her for help. The Civil Air Patrol across the nation came to her assistance. Some gave up kits they already had, National Headquarters fronted many more that were sent immediately and made arrangements to fast process Aerospace Education member applications for several teachers to the transfer was legal. Had it not been for the Civil Air Patrol there would be no science capability in those two schools today. The State money that was used to move her around the State made that possible.

While Search and Rescue using the Civil Air Patrol costs the State nothing, we are in critical danger of failing this mission without state funding. Some of the State money is used to help pay for proficiency training. CAP requires its volunteer pilots and observers to use their own funds to pay for some proficiency training. The Air Force also contributes some funds but it is not enough to keep pilots at the very top of their game. The cost of maintaining proficiency, particularly in rural Alaska, is very expensive. Please remember that the aviators fly in the weather that made someone else crash. The state money is also used to pay for hanger rent, heat and utilities, and buildings that our Squadron's use to undertake search missions and to meet in for all three of our missions.

The money is used for Aerospace Education so that we can fly our DAE around the State to those out of the way places and bring modern STEM kits and materials, free of charge to the schools and students, to the forefront of students that live in villages you can only fly to.

The state money is used to help our cadets achieve required training evolutions that they must undertake such as weeklong encampments, solo schools, etc. It buys gas for the vans to transport them, airplane tickets to get to out-of-state training, and more. This training is for ground crews and leadership.

The breakdown of the use of state funds is approximately 70% building rent, utilities and repairs, 5% draw back by the state for insurance, 10% for Cadet activities, 10% for Aerospace Education and Public Schools, 5% for Emergency Services training.

Col Timothy Hahn, CAP



Alaska Wing Commander