

**OPERATION ARCTIC SCOUT**  
**FALL CAMPOREE 2024**  
**GREAT ALASKA COUNCIL**

**WHEN:** October 18-20, 2024

**WHERE:** Joint Base Elmendorf-Richardson (JBER) (nearest address to the camp location is 6346 Arctic Warrior Drive)

**REGISTRATION:** [Great Alaska Council - South Central Fall Camporee: Operation Arctic Scout \(scoutingevent.com\)](https://www.greatalaskacouncil.org/south-central-fall-camporee-operation-arctic-scout)

This Camporee is a council-wide event and an opportunity for Scouts to interact and have fun. AOLs are invited to attend with a troop. We encourage Troops to invite AOLs, and of course their parents to join you, even if only for a day. The interaction between AOLs is important and significantly improves the likelihood of the AOL transitioning from Cub Scouts to Scouts. AOLs may stay the night if a parent is with them. Unfortunately, Webelos will not be able to attend.

**BASE PASSES and LIABILITY WAIVERS: Please read the notes below and instructions carefully.**

Getting a base pass for this event is NOT an overnight process. Given the number of attendees expected we need all units to meet established timelines and provide all the required information. Given the information involved (we want to handle it safely), please follow the instructions below carefully (i.e., please don't email us the spreadsheet).

**HINT:** it will be easier to delete names than add them. We suggest adding names/info for those considering, but not yet committed, attending.

**IF YOU ALREADY HAVE A BASE PASS:** feel free to use it or add your name to the roster below. Some (contractors working on the installation) have limited base access (i.e., only for their work) – we recommend including your name on the roster below to ensure there are no issues.

**DUE DATE:** Provide the completed spreadsheet and liability waivers by October 2.

- 1) Required information will be provided on the attached spreadsheet.
- 2) Rename the spreadsheet Troop/Crew (your unit number) – JBER Camporee Attendees.  
Example: Troop 129 – JBER Camporee Attendees
- 3) For those under 16 as of October 18<sup>th</sup>, on the tab labeled “Under 16 Years Old”:
  - a. Provide your unit number.
  - b. Provide a POC and phone number. You can provide more than one if needed.
  - c. Provide first name, last name and date of birth in the appropriate columns.
- 4) For those 16 and older as of October 18<sup>th</sup>, on the tab labeled “16 and Older”:
  - a. Provide your unit number.
  - b. Provide a POC and phone number. You can provide more than one if needed.
  - c. Provide first name, last name, date of birth, driver's license number, state of issue in the appropriate columns.

- 5) Complete a liability waiver for each individual in attendance. Individuals under the age of 18 require parent or legal guardian signature.
  - a. Compile all the unit's liability waivers into a single pdf file named Troop/Crew (your unit number) – JBER Liability Waivers.

Example: Troop 129 – JBER Liability Waivers

- 6) We will be using DoD SAFE to safely transfer the spreadsheet and liability waivers. When the spreadsheet and waivers are complete and ready to transfer, email or text Kevin Thomas at [kevinbthomas@earthlink.net](mailto:kevinbthomas@earthlink.net) or 907-764-1921 with the name and email address of the person who will be transmitting the spreadsheet and waivers. Kevin will send a DoD SAFE link to the email. Do not email the spreadsheet or waivers directly to Kevin.

**CAMPING:** We will be camping across the street from 6346 Arctic Warrior Drive. There is a gravel parking lot and large open field. Please note the following:

Water – bring your own. Water is not available at the camp location.

Trash – you need to haul your trash out; dumpsters are not for our use.

Bathrooms – porta potties will be provided.

Parking – park only on the gravel pad along Arctic Warrior. Please limit the number of vehicles your troop brings to the minimum. **DO NOT PARK OR DRIVE ON THE FIELD.**

Camp Fires – please note the following rules:

- No ground fires. All fires shall be contained in a portable fire pit, solo stove, etc.
- Fire pit/stove needs to have a spark arrester (mesh cover of some kind).
- No fires when wind exceeds or is forecasted to exceed 15 MPH.
- Fire extinguisher, bucket of water or sand, and/or a shovel must be available.

**UNIFORM:** Scouts will wear Class A uniforms during the tour of the 176<sup>th</sup> Wing. Class B uniform can be worn while in camp.

**SATURDAY OPENING FORMATION:** The Camporee will be held on a military installation and the military has a long history of unit formations and unit flags. For the opening formation to be held at Hangar 18 we ask all units to bring their unit flags to the opening formation to show their pride in their unit and in Scouts. The intent is for units to form up either behind or alongside their unit flags (we'll have to judge based on the space).

**VOLUNTEERS:** please let Kevin Thomas know if you're unit would like to present the colors at the opening formation along with the Scout Oath and Scout Law.

**SATURDAY LUNCH:** Scouts should bring their lunches with them. There is only a half hour for lunch, so keep the lunches simple and be ready to eat quickly! Pre-made sandwiches are highly suggested.

**ACTIVITIES:** We will be learning about the people and mission of the 176<sup>th</sup> Wing of the Alaska Air National Guard. Scouts will have the opportunity to meet members of the Wing to learn why what they do is important to Alaska and the nation. Scouts will also learn about the aircraft the Wing flies and how to maintain the aircraft.

**FEES:** \$15 for Scouts; \$5 for AOLs; \$10 for adults. Participants will get an event patch. (NOTE: the patch is super cool; it's worth \$10 by itself)

**CAMP FIRE and FLAG RETIREMENT CEREMONY:** If a large camp fire (or multiple smaller fires) are allowed, we will be hold a flag retirement ceremony. Please bring any flags your unit would like to retire along with something to cut the flags.

If you have an extra portable fire pit or solo stove we can use for the flag retirement ceremony please contact Kevin Thomas.

**VOLUNTEERS:** we're looking for an emcee for the flag retirement ceremony. Volunteers will be provided a script (or can provide their own) and lead the retirement ceremony.

## **SCHEDULE:**

### **Friday, October 18th**

**4:00** – Camp site is open and Troops may enter the installation.

**8:00** – Senior Patrol Leader meeting in the **TBD**.

### **Saturday, October 19th**

**8:30** – Load busses for Hangar 18.

**9:00** – Opening Flags and greeting by 176<sup>th</sup> Wing leadership.

**10:30-12:00** – Activities are open. Units will be assigned a rotation schedule at the Senior Patrol Leader Meeting on Friday night.

**12:15-12:45** – Lunch

**1:30-4:30** – Activities are open. Units will be assigned a rotation schedule at the Senior Patrol Leader Meeting on Friday night.

**4:30** – Closing Flags in Hangar 18.

**4:45** – Load busses to return to camp.

**7:30** – Campfire (all units are expected to participate).

## **OPERATION ARCTIC SCOUT**

The 176th Wing is an elite force composed of more than 1,500 well-trained professional Airmen who integrate seamlessly into all Department of Defense, Active Component, Air Reserve Command, and Defense Support to Civil Authorities operations.

They conduct missions of Combat Search and Rescue, and Agile Combat Support for Air Expeditionary Force tasking, and Strategic Airlift, Homeland Defense, and Defense Support to Civil Authorities.

Their members are highly skilled, motivated, and innovative leaders. They are physically and mentally fit combat Airmen living the Air Force Core Values and employ cutting edge strategy and tactics, techniques, and procedures.

The Scouts of the Great Alaska Council will spend the day with the Airmen of the 176<sup>th</sup> Wing to learn how their core values and preparedness help them to accomplish a broad and dynamic mission.

## **ACTIVITIES**

Troops/Scouts will be placed in approximately four groups to rotate through a series of stations highlighting the Airmen, aircraft and missions of the 176th Wing.

### **C-17 Globemaster**

The C-17 Globemaster III is the most flexible cargo aircraft in the airlift force. It is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. The aircraft can perform tactical airlift and airdrop missions and can transport litters and ambulatory patients during aeromedical evacuations.

The C-17 measures 174 feet long (53 meters) with a wingspan of 169 feet, 10 inches (51.75 meters) and is powered by four Pratt & Whitney F117-PW-100 turbofan engines, which are based on the commercial Pratt and Whitney PW2040 used on the Boeing 757. Each engine is rated at 40,440 pounds of thrust and includes thrust reversers that direct the flow of air upward and forward to avoid ingestion of dust and debris. Additionally, thrust reversers provide enough thrust to reverse the aircraft while taxiing backwards and create in-flight drag for maximum rate descents. The design characteristics give it the capability to operate into and out of short runways and austere airfields carrying large payloads.

The aircraft is operated by a crew of three (pilot, co-pilot and loadmaster), reducing manpower requirements, risk exposure and long-term operating costs. The C-17 accommodates virtually all of the Army's air-transportable equipment such as a 69-ton M1 Abrams tank, armored vehicles, trucks and trailers. Additionally, the cargo floor has rollers that can be flipped from a flat floor to accommodate wheeled or tracked vehicles to rollerized conveyers to accommodate palletized cargo. The C-17 is designed to airdrop 102 paratroopers with their accompanying equipment.

Maximum payload capacity of the C-17 is 170,900 pounds (77,519 kilograms), and its maximum gross takeoff weight is 585,000 pounds (265,352 kilograms). With a payload of 164,900 pounds

(74,797 kilograms) and an initial cruise altitude of 28,000 feet (8,534 meters), the C-17 has an unrefueled range of approximately 2,400 nautical miles. Its cruise speed is approximately 450 knots (.74 Mach).

The design of the aircraft (high-lift wing, slats, and externally blown flaps) allows it to operate through small, austere airfields. The C-17 can take off and land on runways as short as 3,500 feet (1,064 meters) and only 90 feet wide (27.4 meters).

### **HH-60 Pave Hawk**

The primary mission of the HH-60G Pave Hawk is to conduct day or night personnel recovery operations in hostile environments to recover isolated personnel during war. The HH-60G is also tasked to perform military operations other than war, including civil search and rescue, medical evacuation, disaster response, humanitarian assistance, security cooperation/aviation advisory, NASA space flight support, and rescue command and control.

The Pave Hawk is a highly modified version of the Army Black Hawk helicopter which features an upgraded communications and navigation suite that includes integrated inertial navigation/global positioning/Doppler navigation systems, satellite communications, secure voice, and Have Quick communications.

All HH-60Gs have an automatic flight control system, night vision goggles with lighting and forward looking infrared system that greatly enhances night low-level operations. Additionally, Pave Hawks have color weather radar and an engine/rotor blade anti-ice system that gives the HH-60G an adverse weather capability.

Pave Hawk mission equipment includes a retractable in-flight refueling probe, internal auxiliary fuel tanks, two crew-served 7.62mm or .50 caliber machineguns, and an 8,000-pound (3,600 kilograms) capacity cargo hook. To improve air transportability and shipboard operations, all HH-60Gs have folding rotor blades.

HH-60G rescue equipment includes a hoist capable of lifting a 600-pound load (270 kilograms) from a hover height of 200 feet (60.7 meters), and a personnel locating system that is compatible with the PRC-112 survival radio and provides range and bearing information to a survivor's location.

### **HC-130J Combat King**

The HC-130J is an extended-range version of the C-130J Hercules transport. Its mission is to rapidly deploy to execute combatant commander directed recovery operations to austere airfields and denied territory for expeditionary, all weather personnel recovery operations to include airdrop, airland, helicopter air-to-air refueling, and forward area ground refueling missions. When tasked, the aircraft also conducts humanitarian assistance operations, disaster response, security cooperation/aviation advisory, emergency aeromedical evacuation, and noncombatant evacuation operations.

The aircraft has a fully-integrated inertial navigation and global positioning systems, and night vision goggle, or NVG, compatible interior and exterior lighting. It also has forward-looking

infrared, radar and missile warning receivers, chaff and flare dispensers, satellite and data-burst communications, and the ability to receive fuel inflight via a Universal Aerial Refueling Receptacle Slipway Installation (UARRSI).

The HC-130J can fly in the day; however, crews normally fly night at low to medium altitude levels in contested or sensitive environments, both over land or water. Crews use NVGs for tactical flight profiles to avoid detection to accomplish covert infiltration/exfiltration and transload operations. To enhance the probability of mission success and survivability near populated areas, crews employ tactics that include incorporating no external lighting or communications, and avoiding radar and weapons detection.

Drop zone objectives are done via personnel drops and equipment drops. Rescue bundles include illumination flares, marker smokes and rescue kits. Helicopter air-to-air refueling can be conducted at night, with blacked out communication with up to two simultaneous helicopters. Additionally, forward area refueling point operations can be executed to support a variety of joint and coalition partners.

### **Fabrication**

How does an aircraft fly? Through maintenance!

Every part of a plane must be in perfect working order before flying. Sometimes that even entails creating a part from scratch. Responsible for repairing and creating essential aircraft parts, Aircraft Metals Technology specialists act as the Air Force's machinists and welders. From troubleshooting to final fitting, these skilled professionals weld, fabricate and custom-make the metal components critical to the functioning of an aircraft.

### **Security Forces**

As the largest career field in the Air Force, it's the job of Security Forces to protect, defend and fight. They are responsible for defending air bases around the globe, law enforcement on those bases, combat arms and handling military working dogs. It takes a combination of mental and physical toughness to protect their fellow Airmen.