

Peaks and Planes

Official Magazine of the Colorado Wing, Civil Air Patrol



► **Congressional Gold Medal Awarded to CAP**

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Commander's Comments

*Col. William E. Aceves II, CAP
Commander, Colorado Wing*



As all of us are aware, the Civil Air Patrol was recently awarded the Congressional Gold Medal in a ceremony at the Capitol in Washington, D.C. This prestigious award was bestowed upon our organization in recognition and appreciation of the collective efforts of literally

hundreds of thousands of World War II Civil Air Patrol members. The award is a testament to the traits these pioneers brought to our organization-- traits which remain common to our organization and its members to this day.

It has been said “the more things change, the more they stay the same”; this is true of CAP. Like our honored predecessors, this organization and its members have been flexible to the ever-changing demands and challenges that arise. During World War II, when situations arose that the military planners had not envisioned, our members were quickly able to develop methods that allowed them to meet whatever was asked of them.

When World War II ended, funding for our organization also ended. But the resourceful, dedicated members persevered, and were successful in keeping the organization going. Eventually the United States government realized that CAP was and is worth keeping and supporting.

Many of our wartime missions ended, but other missions were retained, and as the world changed CAP found new missions. CAP often times had to rely on the ingenuity of its members to meet these challenges. A classic example was when the Soviets launched Sputnik. To deal with this perceived threat from above, CAP members, using rope, toilet plungers, “D” cell batteries and flashlight bulbs, were able to come up with a device that gave ground observers a flying target to practice viewing.

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Colorado Wing Commander

Col. William E. Aceves II, CAP

Colorado Wing Director of Public Affairs/Editor-in-Chief

Lt. Col. Mike Daniels, CAP

Vance Brand Squadron Public Affairs Officer/Editor

1st Lt. Lyn Parker, CAP

Article submissions are always welcome. Please send them in Microsoft Word format to 1st Lt. Lyn Parker, Editor, *Peaks and Planes* at lynparker.cap@gmail.com. Attach photos (in jpeg format) to your email and make certain to include full caption information for each one.

Article Submissions- Next Issue Submission Deadline: May 15, 2015

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On the Cover:

BACKGROUND: *COWG CAP Cessna 182 aircraft at Leadville, CO Airport for a High Altitude SAREX Training Mission. (Photo by Ch. Lt. Col. Jeff Williams, CAP)*
INSET (Upper Left): *House Speaker Boehner Holds Congressional Gold Medal Ceremony For WWII Era Civil Air Patrol. (Photo credit: DREW ANGERER, GETTY IMAGES).*
(Lower Left): *Civil Air Patrol Congressional Gold Medal. (Photo credit U.S. Mint)*



House Speaker Boehner Holds Congressional Gold Medal Ceremony For WWII Era Civil Air Patrol.

Photo credit: DREW ANGERER, GETTY IMAGES

From left, Maj. Gen. Joseph Vazquez, National Commander, Civil Air Patrol; Lester L. Wolff, Civil Air Patrol veteran and former member of Congress; Speaker of the House John Boehner (R-OH); Senate Minority Leader Mitch McConnell (R-KY); and Rep. Michael McCaul (R-Texas) pose for a photo afterward.

Congressional Gold Medal Awarded

On December 10, 2014, Civil Air Patrol received the Congressional Gold Medal – the highest civilian honor bestowed by Congress. The ceremony was attended by 46 World War II-era members and their families, as well as more than 50 more families representing deceased members. Below is the official news release about the ceremony at the Capitol:

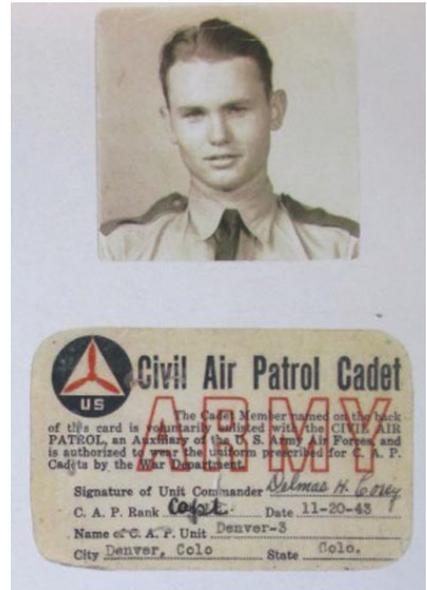
WASHINGTON, D.C.—Forty-six founding Civil Air Patrol members were present on December 10, 2015 to see the organization honored with the

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Congressional Gold Medal

Winter 2014-15



L-R (Top Row): Lt. Col. John Butler (deceased); Lt. Col. John Kunsemiller (deceased); Col. Jim Cooksey
 L-R (Bottom Row): Maj. Wayne Field; Maj. Paul Gilmore; Maj. Paul Gilmore as a cadet during WWII.

Congressional Gold Medal for the service they and more than 200,000 other CAP volunteers provided during World War II, when they helped protect U.S. shipping against German U-boat attacks and carried out other vital wartime domestic missions.

Speaker of the House John Boehner presented the medal to CAP National Commander Maj. Gen. Joe Vazquez and former U.S. Rep. Lester Wolff, who served in CAP's New York Wing during the war, in a 40-minute ceremony that began at 3 p.m. Eastern time in Emancipation Hall at the Capitol.

Boehner, Senate Majority Leader Harry Reid, Senate Minority Leader Mitch McConnell, House Minority Leader Nancy Pelosi and U.S. Rep. Michael McCaul of Texas all spoke before the

presentation, describing CAP members' acts of selfless service in volunteering to help protect the home-front during the war.

The CAP members being honored "were just private citizens who wanted to lend a hand. They also lent their planes, their two-way radios and their replacement parts," Boehner said.

"They weren't pressed into serving – the government was pressed into letting them serve."

"World War II could have turned out a lot differently if not for the men and women of the Civil Air Patrol," McConnell told the gathering.

"Today's gold medal may be overdue, but it's well-deserved. It's the highest civilian honor we

can bestow, and we're proud to bestow it."

Reid acknowledged the service of the World War II members present while also praising those no longer alive to see their service recognized. "Their acts of heroism and bravery will never be forgotten," he said.

Wolff described the full scope of CAP's wartime service, telling his audience that the Coastal Patrol mission "began in the dark days following Pearl Harbor, when submarines were sinking oil tankers within sight of East Coast cities."

"For 18 months we patrolled the Atlantic and Gulf coasts hunting submarines, escorting thousands of ships and searching for attack survivors," he said.

Coastal Patrol pilots flew 24 million miles through August 1943 over the Atlantic and Gulf coasts in order to ward off German U-boat attacks against U.S. shipping – especially domestic oil tankers bound for Europe to help fuel the military machine. They did so at the request of the U.S. Petroleum Industry War Council, because the U.S. Navy lacked the resources to guard against the submarine attacks and provide escorts for commercial convoys.

Flying out of 21 bases located along the Atlantic and Gulf coasts from Maine to the southern tip of Texas, Coastal Patrol pilots spotted 173 U-boats and attacked 57. They also escorted more than 5,600 convoys and reported 17 floating mines, 36 bodies, 91 ships in distress and 363 survivors in the water.

Elsewhere, CAP members patrolled the country's southern border by air, vigilant for potential saboteurs. Others towed targets for military trainees, watched for forest fires, conducted search and rescue missions, provided disaster relief and emergency transport of people and parts and conducted orientation flights for future pilots.

In all, 65 CAP members lost their lives in the line of duty by the end of the war, including 26 Coastal Patrol participants.

"Every one of those lives was given to defend this nation," Wolff said. "We accept this award particularly for those who did not come home."

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In introducing Wolff, Vazquez referred to the World War II members as "brave and heroic citizen volunteers from America's greatest generation. They served valiantly on the home front and along the coasts, helping to save lives and preserve our nation's freedom."

Along with the 46 members present, more than 50 other pioneering CAP members were represented by family members attending the ceremony.

The gold medal will be placed on permanent display in the Smithsonian Institution. Three-inch bronze replicas will be presented to the veterans and families at a celebratory dinner sponsored by CITGO at the Hyatt Regency Crystal City Hotel in Arlington, Virginia, where bronze replica medals will be presented to the World War II-era CAP members courtesy of the oil giant. Sunoco and Sunoco Logistic are also major sponsors of the events.

The story of CAP's World War II service and its members' wartime experiences can be found on the Civil Air Patrol's Congressional Gold Medal website. www.capgoldmedal.com.

#CAPGoldMedal

Colorado World War II members and families unable to attend the December 10th events in Washington will be presented with bronze replicas of their own in a special ceremony at the Colorado State Capitol on February 20, 2015. Peaks and Planes will publish a follow-up story after the ceremony.

Anyone wishing to buy a bronze replica CAP Congressional Gold medal can do so by ordering through the U.S. Mint. 

Winter 2014-15

Rocky Mountain Hyperbaric Institute and Our Veterans Need Support

By Lt. Col. Mike Daniels, CAP
COWG Director of Public Affairs

On December 22, at the invitation of Col. Bob Fischer, USMC Ret. and Grady Birdsong of Cooper's Troopers, a veterans' group based in Wheat Ridge, I had the opportunity to visit the Rocky Mountain Hyperbaric Institute in Louisville, CO. Upon my arrival I was greeted by RMHI Co-Founders and Managing Technicians, Ryan Fullmer and Eddie Gomez who gave me a tour of the facility. This fine organization uses its amazing hyperbaric chamber technology to offer a great alternative to medication in cases of Traumatic Brain Injuries, Post Traumatic Stress Disorder, and Post Concussive Syndrome. Hyperbaric Oxygen Therapy is an FDA approved medical treatment which enhances the body's natural healing process by inhalation of 100% oxygen in a chamber where the atmospheric pressure is



Hyperbaric chambers at Rocky Mountain Hyperbaric Institute. Photo by Lt. Col. Mike Daniels

increased and controlled. It has been employed for decades to treat a variety of conditions and most notably for Rapid Decompression Sickness aka "The Bends" suffered by SCUBA divers but is also

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Commander's Comments, cont. from page 1

Another change came in the early 1970's when the FAA mandated the use of ELTs in aircraft. CAP and its members were able to step up and embrace this new technology. CAP developed ground and airborne techniques that are still successfully used to find lost and downed aircraft.

When Viet Nam ended, CAP again faced severe cuts to its budget and supply stream. Yet CAP and its members carried on, continuing to serve the nation and our various communities. We have given the same response with the end of the Cold War.

Now the War on Drugs and the War on Terror have brought new demands and CAP continues to answer these calls to action.

During this past year we have seen a number of changes within CAP and COWG. We have a new National Commander, new changes to our national governance structure, and for us here in Colorado,

three changes in wing commanders. For the most part, these changes have been transparent to the members within the squadron.

As we enter into this new year, take a moment to reflect on the organization we all belong to... Think of the traits our first members demonstrated when our country was in desperate need: their dedication coupled with their flexibility, the ability to adapt to the changing demands and needs of our communities and nation. While the challenges and needs of our nation and our organization have changed since December 1941, what has remained steadfast is the dedicated commitment and flexible efforts of our members. Through all our changes, CAP continues to demonstrate the traits our founders displayed. I am glad CAP remains the kind of organization chartered by Congress. Thank you for the work you do on behalf of CAP and Colorado Wing today. 🇺🇸

By Ch. Lt. Col. Jeff Williams, CAP
Colorado Wing Chaplain

Chaplain's Corner



Each week in the Cadet and Composite squadrons, the cadet formation intones, "...advance my education and training rapidly to prepare myself to be of service to my community, state, and nation." They pledge to be active in pursuing the core value of volunteer service. Silently, the senior members look on and make the same pledge, to place the good of others before their own gain.

But we are so few among so many. This morning the CAP website showed exactly 1700 members in the Colorado Wing (812 cadets, 888 seniors), down over 300 from a few years ago. With five and a half million people in Colorado, we are an infinitesimal and statistically insignificant blip. You almost have better odds of winning the lottery than finding a current CAP member. How can so few make a difference?

Our value to Colorado, and indeed to our nation, far exceeds the statistical significance of our numbers. Speak to the victims of the 2013 floods who were helped by the thousands of pictures taken of the flooded areas so FEMA and other relief agencies could plan and execute relief efforts. Speak to the families of lost people, of missing airplanes, and ask if our efforts did not bring them comfort in distress. Speak with the current and former members who have found purpose and direction in serving others.

Volunteer service is often defined as doing a job without pay. Yes, a volunteer certainly may be acting without thought of monetary gain. To volunteer is to willingly place others before your own comfort, before your own desires. To volunteer is to take the time to search for a downed airplane, to teach cadets the core values, to provide aerospace educa-

tion materials to schools. It is giving of your time while others are relaxing. It is giving of your treasures while others spend on luxuries. It is using your talents in hopes that your efforts will serve your community, state, and nation. It is seeking to leave the world a better place because you care for those you may never meet.

Volunteer service is much more than the three missions of CAP, much more than emergency services and meetings. It becomes a way of life. Volunteer service is an outgrowth of our respect for others. The service we render may be as simple as saying "thank you" to a stranger, holding a door open, or allowing someone else to cut in line at the grocery store. It is looking for the good in people, and looking for ways to improve their lives.

As I write this, we are planning the Wreaths Across America ceremony at Fort Logan. Cadets and senior members from several squadrons will be placing wreaths on the graves of those killed in action, and those who earned the right to rest there due to their time of service in the armed forces. As each wreath is placed, the cadet will render a salute, saying "Thank you for stepping up to defend our freedoms and liberties."

We pledge, either at the weekly meeting or silently in our own hearts, to serve as we are able, knowing that each person makes a difference. Your caring actions will help others, many you will never meet. Your actions are multiplied, your time, treasures, and talents go far beyond your wildest dreams. That is volunteer service. 

MIDAIR!!

*Lt. Col. John E. Mitchell, CAP
COWG/DOV*

On 28 May 2012, a Beech V35 Bonanza took off from Warrenton-Fauquier Airport (HWY), located 25 nm southwest of Washington Dulles International. The purpose of the flight was a Flight Review for the pilot, Dr. James Duncan. Dr. Duncan had been a flight surgeon for NASA in the Space Shuttle program, and was lead crew surgeon for Expedition 6 to the International Space Station. He was currently the Chief Medical Officer of the NTSB. He was an instrument rated private pilot.

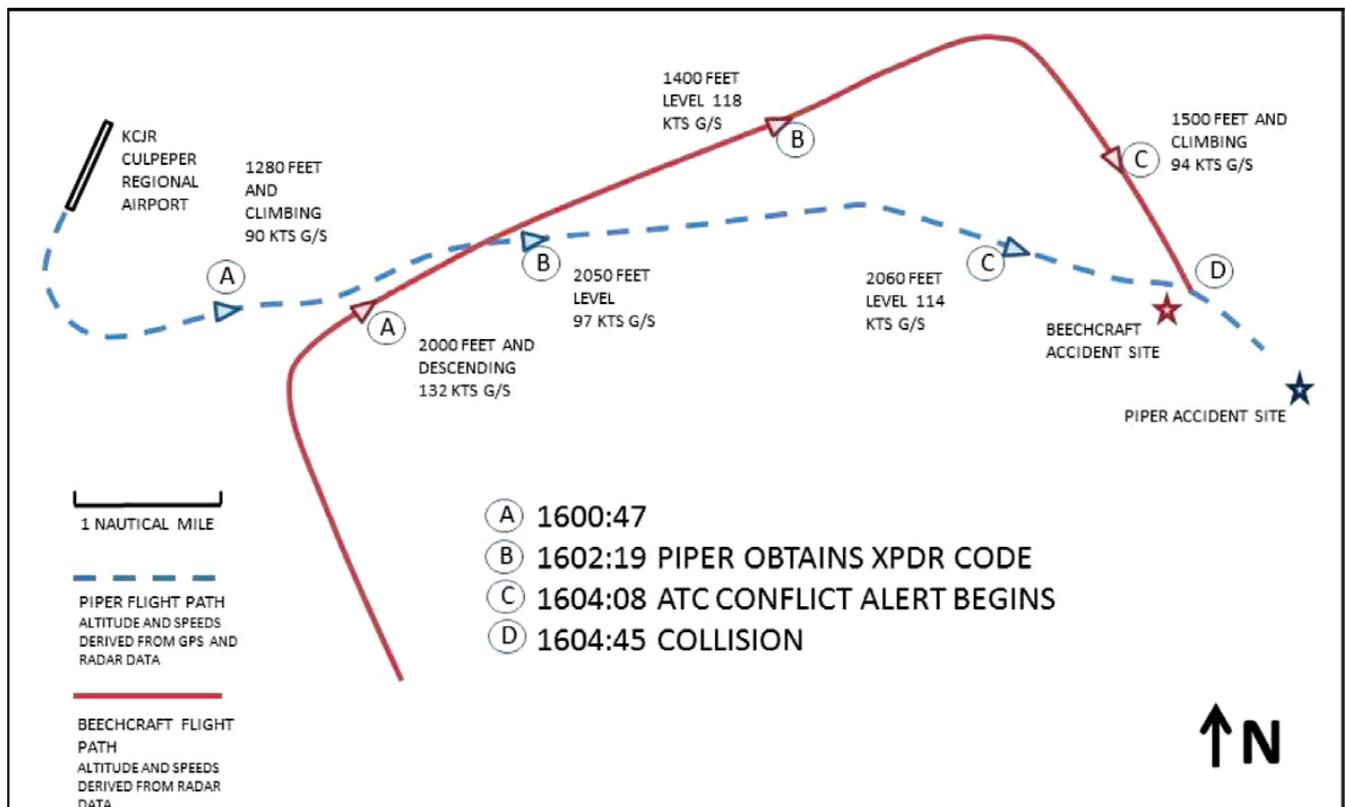
The CFI on board was Paul Gardella Jr. Mr. Gardella was chief flight instructor for Aviation Adventures, a flight school in Warrenton. He was also the Stan-Eval Officer for the National Capital Wing of Civil Air Patrol.

The Beech departed HWY at 1545 EDT, turned to

the south and climbed to 3000 feet MSL. The pilot did not contact Potomac Approach Control for flight following, nor was he required to do so in the airspace in which they were operating. Ten minutes later, the Bonanza was 13 nm south of Culpepper Regional Airport (CJR), another uncontrolled airport located about 8 nm southwest of HWY. At the same time, a PA28-140, flown by an FAA employee, took off from CJR and climbed out to the east. At 1600, the Beech started a descent, passing within 600 feet vertically and less than a mile horizontally from the Piper before the paths of the two aircraft diverged. It is not known whether either pilot saw the other or if they were on the same radio frequency.

The PA28 pilot contacted Potomac Approach at 1601 to request a GPS approach to runway 33 at HWY.

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Flight paths of Beechcraft and Piper aircraft with accident sites shown.

Colorado Cadet Tours Aviation Facilities in China with IACE: International Air Cadet Exchange

A National Cadet Special Activity

*By Capt. Carrie Gibbs, CAP
Deputy Commander of Cadets,
Steamboat Springs Composite Squadron*



Sporting a blue Shandong Airlines jumpsuit, Cadet Capt. Noah Gibbs quickly opened the emergency door on the commercial airliner. His goal was efficiency - to open it in 15 seconds or less, so passengers could escape immediately. Today, this was training at Shandong Airlines, and just one of many aviation activities that the delegates of the International Air Cadet Exchange to China (IACE) participated in July and August 2014. Gibbs, Cadet Lt. Col. James Arvey from Georgia, and IACE delegates from Hong Kong, Canada, Australia and the UK spent over two weeks in the Shandong Province in northern China exploring Chinese aviation and cultural sites and “being treated like state guests” by their hosts.

“We were followed by black SUVs when we traveled,” Gibbs said. “By the end of the trip, they realized we didn’t need that type of attention.”



IACE Delegates from Australia, Canada, Hong Kong, the United Kingdom and the United States pose after a special lunch with the Mayor of Yantai.



Cadet Noah Gibbs and a Chinese escort inspect the airplanes at the showroom at a Diamond Aircraft factory in Binzhou.

The delegates were escorted to many large schools to interact with Chinese cadets and view their learning. China’s cadet program is relatively new. However, many Chinese cadets are part of large experimental schools with an aviation focus. Delegates watched a drill demonstration complete with martial arts; spun on a device to improve balance and body control; flew airline simulators in which they encountered bird strikes and engine losses (landings also); and watched a model airplane competition in which

Chinese cadets flew RC helicopters through a course of hoops and bars. They visited aviation companies that manufactured gyrocopters and learned the operations of an international airport.

Cultural visits included a trip to a winemaking chateau in the countryside and a stop at the Olympic Sailing center in Qindao – a product of the Beijing Olympics. The cadets also paid their respects at the gravesite of Confucius in Qufu and visited an attraction dedicated to the Chinese military strategist Sun Tsu.

“This was the first time IACE was hosted in China so we were the trailblazers this year.” Gibbs said.

Sometimes trailblazing meant making speeches at a moment’s notice and dining on sea cucumbers, and other unfamiliar delicacies.

“They were actually okay.” Gibbs admits. “What was interesting were the stores dedicated to selling sea cucumbers in gold-fringed boxes.”

Gibbs was presented a vanilla cake on his birthday



Cadet Capt. Noah Gibbs gives a farewell speech at the IACE banquet in Qindao, China.



Cadet Capt. Noah Gibbs gives an interview to a local Chinese newspaper.

decorated with dragon fruit, watermelon and tomatoes. At formal dinners - in which there were many - the US escort officer, Major Kelly Deeds, was often placed at the head table next to local dignitaries. This involved eating many culinary dishes and frequent toasts alongside the Provincial Governor and Presidents of aviation companies. Dumplings and noodles ended the dinners because they represent long lasting friendship.

“The Chinese treated us so well,” Gibbs said. “I received an amazing gift, a Chinese calligraphy set made of fossils.”

Gibbs acknowledges CAP’s success in China:

“We left with a greater understanding of Chinese culture and aviation and they now have a better understanding of western culture and the many different cadet programs that make up IACE.”

In addition, Gibbs now has new Chinese friends with names like “Gloria, East and Roger.” The Chinese cadets all gave themselves western names, specifically so they would be remembered.

Cadet Captain Gibbs is a member of the Steamboat Springs Composite Squadron and attends the University of Edinburgh in Scotland studying International Relations. 

Of Benefactors and Angels

The Colorado CAP Foundation Wants to Grant Our Fondest Wishes

By Maj. Ed O'Brien, CAP

Photos courtesy of Courtney Walsh and Ed O'Brien

Our Wing has a group of Angels called the Colorado CAP Foundation.

The Foundation administers a trust fund left mostly from the wills and bequests of former members. It also raises additional money on an ongoing basis.

The Fund's goal? As their Mission Statement Explains: To provide financial support to members of the Colorado Wing of the Civil Air Patrol to enhance its youth and adult programs in emergency services, community involvement, public awareness, leadership, scholarship, and aviation and space education.

Courtney Walsh, President and one of nine Board Members, laid out what you need to do for grant money and how the Foundation works.

"We want to proportionally fund projects for units and education for seniors and cadets. Cyber-Patriot, Rocketry, Academies, Trainings, Encampments, ES Equipment, Proficiencies, Renewals, Start-up

Programs, Support Existing Programs, on and on.

We just want to make sure the applicants are qualified, have some skin in the game (meaning have raised some of the funds themselves by other means), and will put the funds to good use."

Ms. Walsh continues; "We are running a 501-(c)3 charitable trust. We are granting a total \$25-\$27,000 every year. We have two funding cycles. Spring-Summer – with a deadline in February, and Fall-Winter which closes in August."

We want to hear from more units, more individuals, help more, do more – THAT'S OUR GOAL"; Courtney stated emphatically.

The Foundation's website is www.coloradocapfoundation.org. Applications and perimeters for grants are online.

The Colorado Wing is most fortunate to have these dedicated board members, CAP supporters, and

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The Colorado CAP Foundation board evaluates member grant applications.



Colorado CAP Foundation president, Courtney Walsh, with checkbook in hand to help fund Colorado Wing CAP activities.

Angels all – making sure squadrons and individuals have what we need. As Volunteers - we know our missions. As members - we have these Angels standing ready to help – with money.

The Foundation’s grants are unique. Money we receive from CAP National, the State, and other sources are applied as the funder directs.

However, the Colorado CAP Foundation doesn’t tell us what their money is to do – Applicants tell them what they will do with the grant.

The Foundation doesn’t tell us precisely what the money is for – YOU decide that. It is the priorities of the applicants that dictate use. It is merit that determines the award and the amount.

The board just wants to know that the funds are used wisely. Through the application process the Foundation gains wisdom as to what finances are needed and where.

Think of this as – Resources to make you and your squadron better CAP assets.

To that end, Courtney asks that more units, more cadets, more senior members – apply for Grants. Particularly the Western Slope and in remote areas. Those members who may feel as if they aren’t fully resourced by the Wing or lack other funding. Those personnel and units in need of a little more assistance; “the Foundation is here to help.” 🇺🇸

Parker Cadet Squadron Cadet Earns Private Pilot License

By Maj. Glen A. Peters, CAP
Parker Cadet Squadron, Cadet Programs Officer



Cadet Lt. Col. Chase Peters

Cadet Lt. Col. Chase Peters, with the help of a scholarship from the CAP Colorado Foundation, recently completed his private pilot license and is now a qualified powered engine pilot and a qualified glider pilot. Cadet Lt. Col. Peters says that it was only with the support of both squadron senior members and Civil Air Patrol that he was able to fulfill his dreams. Chase is currently attending Colorado Northwestern Community College where he will be completing his instrument rating and then attending Metro State University to work on his aviation degree and his commercial pilot license. Having started in Civil Air Patrol at just 12 years old, and now being only 18, he is well on the way to fulfilling all his childhood dreams. Cadet Peters says that it is through the support of CAP that his goal has been accomplished, and he wants all cadets to know that dreams don’t have to remain distant dreams. Civil Air Patrol is the first step in making those dreams a reality. “Thank you, everyone, for your support and dedication to America’s youth. And thank you, Parker Cadet Squadron, for supporting cadets like me,” Cadet Peters said. 🇺🇸

The controller was working two IFR flights and told the pilot to stand by. At 1602, the controller acknowledged the Piper and gave the pilot a discrete transponder code. Then, he was relieved by another controller. The new controller was interrupted by a radio call, and then resumed the handover briefing. Two minutes later, the controller's conflict alert sounded. The Beech had started a slow climb and headed southeast, on a converging course with the Piper. The controller determined that a conflict did not exist, and went back to handling the two IFR aircraft. At 1605, the controller acknowledged the Piper's transponder return and asked the pilot to climb to 3,000 ft. However, the two airplanes had collided, and there was no response.

The airplanes collided on a 45° convergent path with the Beechcraft on the left (shown in image below). A field-of-view analysis determined that the two pilots could have seen each other, and the CFI's view would have been unobstructed. The Piper's propeller severed the Beech fuselage aft of the pilot seats, which caused the cockpit to enter an unsurvivable dive, ending the lives of two exceptional people. The Piper made a successful forced landing.

As a result of this tragic mishap, the National Capital Wing is asking all their fellow CAP aircrew members to be especially vigilant when flying, even when you're talking to a controller. Perhaps – especially when you are talking to a controller because “radar contact” can give one a false sense of security. Lt. Col. Gardella had a quote on his LinkedIn page: “I have a passion for flying, teaching people to fly, and helping pilots to be better, safer pilots.”

I have a compelling personal reason to write this article. On 7 July, only six months ago, my friend and airplane partner was killed and our airplane, a C-172XP, destroyed following a midair collision with a Citabria in the mountains of central Idaho. In this case, both airplanes were heading for the same destination, Sulfur Creek airstrip, and were talking with each other on the radio. For awhile, they were in sight of each other; however, near Landmark airstrip they lost visual contact. According to the Citabria pilot, who was able to make a successful forced landing in a meadow, she suddenly looked down and saw our Cessna appear under her left wing, overtaking her from behind and below. There was no time to react. Much like the Beechcraft, our Cessna's fuselage was struck by the Citabria's propeller and it plummeted to the ground.

Midair collisions cut short lives and devastate family members and friends for years. With the G1000 glass cockpits, particularly when TIS is available in the Denver area, it's very easy to drop our vigilance and stop scanning for other aircraft. The good people in the National Capital Wing, and now me, fervidly ask that you always keep your guard up when flying. 

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particularly useful in the fields of neurology and wound care. The treatment process is safe, painless and comfortable and has few side effects.

While visiting RMHI I had the chance to speak with a patient who is a member of the Royal Australian Army's Special Forces. The soldier was wounded while fighting in Afghanistan and suffered a head injury. He shared that the RMHI chamber treatments have become known worldwide as a preferred alternative to prescribed medications that often have negative side effects and can create additional problems. He told me he has experienced remarkable improvement since undergoing the treatments. It was explained to me that more wounded veterans would avail themselves of this expensive hyperbaric chamber technology if the VA and/or insurance would assist with the cost of their treatments. Unfortunately, the approval process for the VA and insurance companies is fraught with bureaucracy and politics. At present the only funding available to assist patients defray the costs comes from grants awarded to RMHI from various non-profit foundations and gifts from individuals.

If you would like to learn more about the Rocky Mountain Hyperbaric Institute and how you can assist in making these valuable treatments more readily available to all who can benefit from them please visit their website: www.rockymountainhbot.com. 

PAO Academy Sets New Precedent with PIO Training Mission

*By 1st Lt. Tammy Peeples, CAP COWG Asst. Director of Safety
Photo by Lt. Col. Mike Daniels, Director, COWG PAO/PIO Academy*

The Civil Air Patrol (CAP) Colorado Wing hosted its annual Public Affairs Officer (PAO) Academy on October 25, 2014 at South Metro Fire Rescue in Centennial. This year, however, it was not just a PAO Academy, it was a combined PAO/PIO (Public Information Officer) academy and training mission. This was the first time in Wing history that a combined academy and mission has ever taken place. Our own Colorado Wing (COWG) Director of Public Affairs, Lieutenant Colonel Mike Daniels, was the mastermind of this endeavor, and it was a huge success. Approximately forty members from around the Wing attended and two members from the Wyoming Wing, including Colonel Ken Johnston, Wyoming Wing Commander drove down for the event.

The PAO portion of the academy focused on the training requirements of a PAO, duty requirements, and CAP regulations for Public Affairs. The academy had classes on how to get started as a PAO, how to network with other organizations, public speaking, setting timely goals and keeping information accurate, what types and when disclaimers are used, developing a Crisis Communications Plan and Public Relations (PR) Plan for units, and all about using social media as an alternative to traditional forms of media outlets.

The PIO portion was linked to an actual United States Air Force assigned Training Mission and therefore, all of the trainees were able to work on their mission qualifications for both MSA (Mission

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Attendees of the FY15 COWG PAO/PIO Academy posed for a group photo outside of the South Metro Fire and Rescue Building in Centennial where the training was presented. Over 80% of COWG units were represented and it was the very first PAO Academy that was also an assigned ES training mission for PIOs and MSAs. ES red COWG PAO Academy polo shirts were made available to participants and some PAOs chose to sport their shirts for the camera.



Staff Assistant) and their PIO qualifications. The attendees learned the difference between a PAO and a PIO and how the dissemination of information is vastly different in a Mission situation versus providing information as a unit PAO.

The staff for the PAO/PIO Academy and Mission included:

Lt. Col. Mike Daniels, COWG Director of Public Affairs and Mission PIO

Lt. Col. David Hurtado, COWG Vice Commander and Mission IC

Lt. Col. Harvey Siegal, COWG IG

Maj. Hank Eng, COWG Director of Emergency Services and Mission Safety Officer

Maj. Bob Wray, COWG Group 3 PAO

Capt. Mike Fassi, COWG Group 1 PAO

1st Lt. Lyn Parker, COWG Co-Editor Peaks & Planes and Vance Brand Cadet Squadron PAO

1st Lt. Tammy Peeples, COWG Asst. Director of Safety and Mission Staff Assistant

Becky O'Guin South Metro Fire Rescue PIO

All in all, the attendees had a wonderful time learning and networking together. Emergency Services "red" COWG PAO Academy polo shirts were available to attendees to commemorate this first PAO/PIO assigned mission training academy. Meals and snacks were supplied and cool CAP prizes were awarded to participants for answering questions related to the information that had been imparted. The excitement is already in the air for next year's academy! 🏆

Winter 2014-15

CAP Pilot Contributes to New App Design

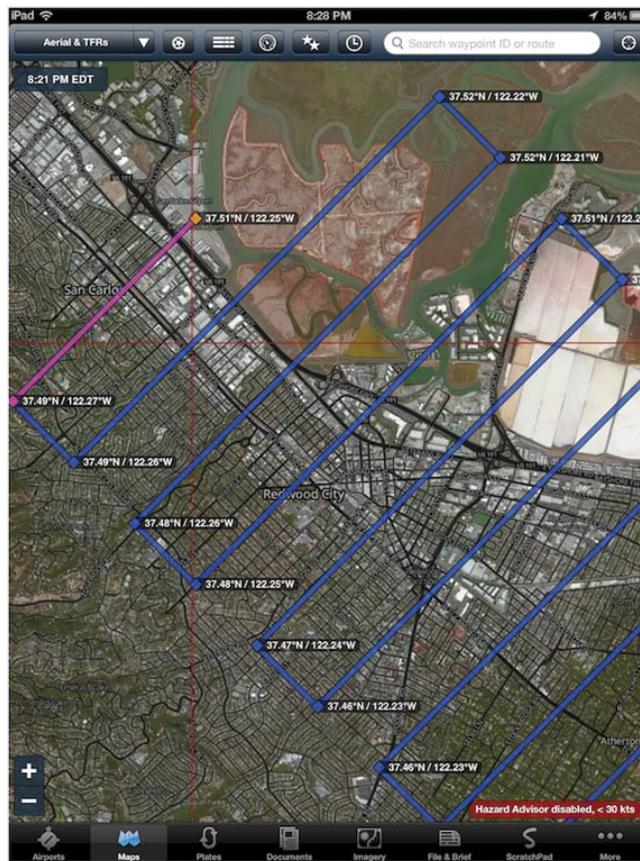
By 1st Lt. Scott Lyons, CAP
Jefferson County Senior Squadron, Asst PAO

Remember the days when pilots carried suitcases full of maps? Well, that was before pilots were introduced to iPads. While pilots still carry printed maps for many reasons such as a safety backup, many can't imagine flying without an iPad. At the Civil Air Patrol (CAP), iPads revolutionized many paper processes. Civil Air Patrol pilots have been searching for a flight app that caters to their needs as a pilot while supplying superior service. As of right now CAP has that software with ForeFlight.

Pilot Randy Settergren had been in contact with Foreflight, creators of mobile flying tools for pilots, for several years trying to get them to integrate the CAP system into their flight software. When Foreflight finally took on the task of syncing CAP flight data they obtained the expertise of Jefferson County Senior Squadron pilot 1st Lt Settergren. This app puts the plane in CAP gridded sections, allows for up-to-date sectionals to be used with road charts, and shows CAP the position of the plane accurately located on both gridded sections and sectionals while working offline. The display shows the current location of the plane on whatever map is chosen as well as height and speed. It also can be used as a primary device when submitting information, weight and balance, and finding where a pilot and plane are on a CAP gridded map. The system goes so far as to map out a course into the CAP gridded sectional and allows users to choose parallel search and allows them to see where they are on the map.

As a senior member, 1st Lt. Settergren has flown many missions and is knowledgeable about what is needed for aviation purposes for CAP pilots. He first used the app with a senior member who was amazed at how quickly and easily he was able to get information from the nearest airport to identifying which airports had runway headwinds. Settergren said, "The amount of data you can receive in a matter of seconds is amazing." The app soon caught on as members saw how easily and efficiently it could be used. Soon 1st Lt Settergren was asked to

Peaks and Planes



teach an educational course on aircrew technology. Currently, it is common to see many CAP member carrying iPads instead of books and charts. Members can also share flight data which allows them to more efficiently and effectively search areas without having to worry about what areas have been covered.

Most recently, Lt. Settergren used this program on CAP missions over the Boulder flood zone. Since then, he has used it on every other mission he has flown. Foreflight is still a new app but seems to work well for CAP needs. With the Civil Air Patrol being targeted by this app, expect more innovative technology destined to assist the important work of CAP. These programs allow for members to focus on the mission and not the paperwork. 1st Lt. Settergren also said of the Foreflight app, "This isn't even the tip of the iceberg on what technology can provide." 🇺🇸

Winter 2014-15

Civil Air Patrol Pays Tribute to Fallen Soldiers at Fort Logan National Cemetery with Wreaths Across America

By Cadet Maj. Anna Gilmer, CAP
Cadet PAO, Broomfield Composite Squadron

Denver, CO—Hundreds of people gathered on the 13th of December, 2014 to participate in the annual ceremony at Ft. Logan National Cemetery, including the Boy Scouts of America, the Scottish American Military Society, many honored Gold Star Families, and Civil Air Patrol. During the opening ceremony, the invocation was received from Lt. Col. Jeff Williams, the wing chaplain. The colors were presented by Mustang Cadet Squadron Color Guard. The National Anthem was performed by Capt. Les Gilmer and Cadet Maj. Anna Gilmer, and ceremonial presentation of the wreaths was conducted by members of each service represented, assisted by various cadet members of Civil Air Patrol.

Major Van Dam of the Broomfield Composite Squadron commanded the multi-organizational unit during the ceremony and the Broomfield Composite Squadron presented the colors for the unit of attending cadets. Major Ralph Nations, who is vital to the organization of Wreaths Across America in Colorado, delivered a message followed by the Colorado's Adjutant General, Major General Michael Edwards, introduced by C/Maj Germany of the Broomfield Composite Squadron.



Maj. Gen. Michael Edwards, USAFR, Colorado's Adjutant General speaking at Wreaths Across America ceremony. Photo by Cadet Maj. Anna Gilmer

After the ceremony was over, cadets had the opportunity to lay wreaths on gravestones at Ft. Logan, including John Curry, the first national commander of Civil Air Patrol and his wife, every military member killed in action since 2001, and many others.

About Wreaths Across America

Wreaths Across America is a national initiative to place a wreath or other holiday decoration on the grave of every single fallen military member in national cemeteries. In 2010, 220,000 wreaths were laid, and that number continues to grow since. It has hundreds of organizational sponsors, and thousands of participants every year.



Cadets and Seniors from various Colorado Squadrons. Photo by Cadet Maj. Anna Gilmer



L-R Cadet 1st Lt. Lauren H. Sides, Cadet 2nd Lt. Hannah L. Christian, Cadet Chief Master Sgt. Joel W. Cathey, Cadet Maj. Anna L. Gilmer, Cadet Senior Master Sgt. Jonathan S. Rozendaal , Cadet Airman Basic Hallie C. Davis , Capt. Les Gilmer, Cadet 2nd Lt. Sarah D. Kleppe, Cadet Chief Master Sgt. Ashley R. Shuler - all from Broomfield Composite Squadron. Photo by Kim Gilmer

Colorado Civil Air Patrol Partners with Emergency Management Official in Colorado Springs Disaster Mitigation Cooperative

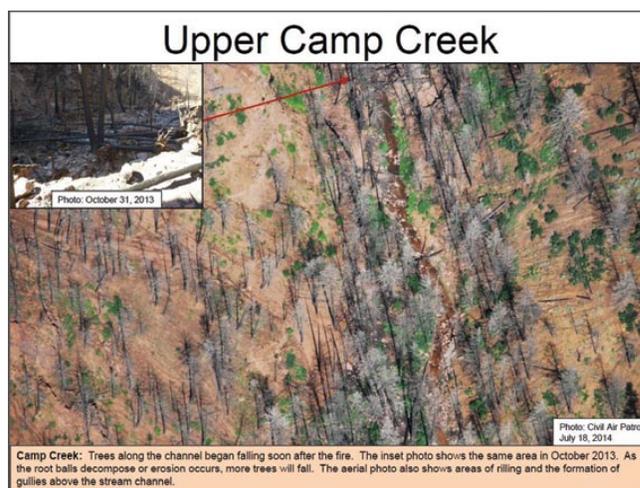
By Maj. Robert Wray, CAP

Colorado Springs Cadet Squadron Public Affairs Officer/Group 1 PAO

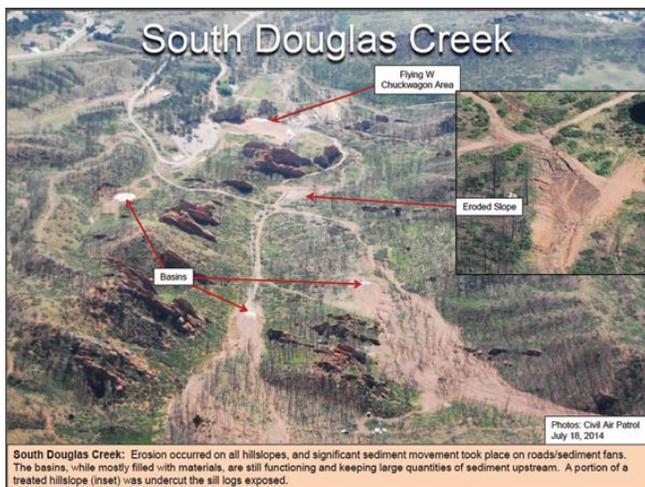
Photo Credit Colorado Civil Air Patrol

COLORADO SPRINGS, Colo. – Since 2013, Colorado Wing Civil Air Patrol has supported Colorado’s second largest city, cooperating with the City Office of Emergency Management (OEM) to assess damage to areas previously ravaged by fires. In 2012 and 2013, the city suffered two of the state’s largest fires in Waldo Canyon and Black Forest, respectively. In the wake of these fires, the now barren landscape has struggled to regrow, leading to heavy erosion and vulnerability to deadly flash floods. Sadly, many homes, business and lives have been lost in these floods since 2012. The City of Colorado Springs’ OEM focuses on saving lives by understanding the flood patterns through these burn scars and the potential for continued damage. To best identify hazards and save lives of the surrounding communities, OEM has partnered with CAP to conduct recurring aerial photography.

Focusing on the Waldo Canyon burn scar, now two years old, CAP has flown a total of eight missions in a little over a year, with two so far in 2014. The last mission, July 18, surveyed the damage caused by



heavy rains July 11-16. The crew took many photos of the effects on the North and South Douglas Creeks and Camp Creek, two of the main drainages the flow into Colorado Springs. The results were mixed. The near-continuous construction efforts to install mitigation structures did detain sediment allowing for controlled water flow. However, the storms did cause two dams to form and increased erosion. Civil





The Colorado Civil Air Patrol License Plate is available at your County Clerk's office!



Visit the Colorado Wing's Facebook page at www.facebook.com/ColoradoWingCAP and "Like" the page.

DISASTER MITIGATION COOPERATIVE, cont.

Air Patrol took dozens of details photographs used to assess the severity of these challenges and allow city officials to decide how best to address them.

Office of Emergency Management Fire Recover Coordinator, Gordon Brenner, is heavily involved in the Colorado Wing missions. Brenner visits Wing Headquarters, also home to the Pikes Peak Senior Squadron, on Peterson AFB. There, he conducts a preflight briefing. He instructs the crews to fly over specific areas of the burn scar or the city based on flooding concerns or propensity to erode. These photos provide a unique perspective for experts on the ground to best identify where sediment catch basins will be and how those could flood populated areas. CAP's data is shared throughout city departments, with the United States Geological Service's Hazards Data Distribution System and with the Waldo Canyon Regional Recovery Group

The CAP crews conduct the standard pre-flight checkouts and ensure the weather conditions are favorable for their mission. The crews do not fly in strong storms, but rather fly to assess damage afterwards. These missions are far from routine,

Peaks and Planes

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<http://www.coloradowingcap.org>

however, because the terrain is jagged and steep. Photographers have a small window to capture high-resolution photos of the rivers and terrain in the bottom of these canyons. Brenner remarked, "I am always amazed at the clarity and angles of the photos so I can see all the way down." A testament to the skill of the pilots, scanners and photographers, CAP have exceeded OEM's collection or observation requirements every mission to date.

Going forward, Brenner enthusiastically endorses continued CAP support. He looks for CAP support, "for years to come" to monitor the Waldo Canyon burn scar, conduct smoke/fire watch on high fire risk days, and post-storm reconnaissance after heavy rains in and around the whole city. Colorado Wing CAP executed all of these tasks in the past year and achieved mission success every time. The damage to Waldo Canyon was catastrophic, meaning CAP support will be needed for quite some time. "We are a minimum of eight years until we should see a decrease in flooding concerns from the burn scar," said Brenner, "and most likely over 100 years away from restoration to what the area looked like pre-fire." 🛩️

Winter 2014-15

Make 'Em Ready to Fly the Hot-Seat

How Airborne Photographers are Forged

By Maj. Ed O'Brien, CAP

The Hot-seat on many CAP mission is the Airborne Photographers (AP). In the backseat on the left side – behind the pilot – at the photo window – that doesn't sound so tough, right... well,

An AP lets out a breath and steadies the camera to the eye. No matter the turbulence. No matter the heat. No matter the noise from the open cockpit window... breathe, relax, relax, calm now. Announce quickly yet gently over the headsets; "Target insight, photographer ready, camera ready, begin the run - flash, flash, flash, flash, flash. Photo run complete – shots good" – yes, that's a HOTSEAT!

All an AP has to do is repeat the sequence above over and over for up to 4 hours. Then when all the pictures are taken half of their task is complete. Processing and downloading to the customer may take another 3 to 4 hours.

Like everything we do in ES extensive training is the trick. After all for photo missions the AP is



AP trainees run a Coke can course.



Airborne Photography trainees practice downloading images.

the tip of the spear that reaches out of the aircraft and right down to the target. The mission rides on the shoulders, that holds the brain, that works the problems - that is the Airborne Photographers job.

Airborne Photographers hold the unique view, handle the instrument, manipulate the tool, keep the perspective, and provide services that CAP offers and customers need. There may be a support and command team of dozens... waiting. There may be customers by the hundreds... wanting. But the photos taken from that backseat just behind the pilot – those photos are the product. APs are the mission critical asset.

That is what makes the seat behind the pilot the hot-seat.

Twenty-four hours of classroom training done in 3 eight-hour sessions over the past month is what Trainees have struggled through.

Group One held a 2-day basic AP class on February 15/16 followed by a 1-day advanced class in March.

The basic class was headed by instructor Lt. Katie Mikevich with assistance from Paul Carter and Ed O'Brien. For the Advanced class Maj. O'Brien was Project Officer and Rob Pehkonen and Bob Olsen assisted.

In the basic class training to the Airborne Photographer's Task Guide was the focus. Basic camera work, introductory principles, mission planning, tools, download procedures, customer service, the SQTR, and a few trade secrets were discussed too. In the middle students ran through a Coke Can Shoot.

Why take pictures from a slow moving car of a coke can? The explanation is simple. All other photography lessons and equipment are built to take a picture of something moving from a stationary point. In other words the photographer is motionless almost always. However, in airborne photo WE are moving – at 100 miles per hour – in a bumpy aircraft - and the target is stationary. That means our training – must be unique and precise.

We are doing what has never been designed to be done. And we are doing it routinely.

Our Nikons aren't built to do this work automatically. APs have to account for that and learn work-arounds. As instructors we had to figure out much of this from scratch. So, we did!

One month after the basic class came the AP



AP student 1st Lt. Doug Hindman working a problem.



1st Lt. Katie Mikevich teaching basic Airborne Photography.

Advanced Class. The March 15 Advanced Photo Class covered lessons learned, more camera training, a deluge of flood stories, an avalanche of wildfire tales, and very importantly, how to set up and run an AP Download office.

The AP Office is the hottest of hot-seats. That is where the photos from the sorties are downloaded, cropped, processed, and sent to the customers. The AP Office is the portal to the customer's hands, eyes, and websites. This is where the mission gets good and bad grades. This is where the-the-buck-stops-here police hold court. During the Floods these offices ran 18 to 20 hours a day.

The Photo Download Office is almost unique to the Colorado Wing, and the protocols we've developed are being distributed throughout CAP.

Finally, during the advance class - we talk through teaching, training, and signing-off other APs. All rated APs are expected to be instructors too.

Normally it takes about a year to make a good AP. It takes about another year to make them fully confident and competent. Then it takes another year as an instructor to make an AP who can run an image office. Three years of work, dedication, and commitment.

Customers count on CAP's photos. Airborne Photography isn't for everyone. After-all, HOT-SEATS never are. 🇺🇸

Unique Partnership of Air Force Academy and CAP Squadron

*By Senior Member Janelle Doole, PAO CAP
and Cadet Col. Mike Ebert, Cadet PAO
Air Academy Cadet Squadron*

Through a unique partnership, Air Academy Cadet Squadron (AACS) utilizes buildings on the Air Force Academy for their meetings and squadron activities. Normally, an individual must be either a USAFA cadet or have special permission to use the indoor track facility at the Cadet Field House. The cadets of AACS use it every month for their physical training and testing by special permission. United States Air Force Academy cadets use the Field House for a number of activities including indoor track and field competitions and the Cadet Physical Fitness Test. The squadron's promotions night is held in the Community Center Auditorium to provide a unique and special place for cadets to celebrate earning their new grade. The Air Academy Cadet Squadron also uses the USAFA Community Center Chapel as a meeting location for three meetings a month.

In addition to special facility use, two cadets recently



Air Academy Cadet Squadron cadets participating in Cadet Physical Fitness Tests at the USAFA indoor track.

Peaks and Planes



Cadets from AACS in the Field House at the Air Force Academy.

transferred their cadet memberships to AACS from Wisconsin Wing and California Wing. These CAP cadets are also members of the USAFA Class of 2017. Cadet Col. Mike Ebert and Cadet Maj. Everett Montano have a combined 12 years of CAP cadet service in their respective wings, bringing a different perspective to AACS operations, as well as providing cadets an insight to the Air Force Academy that many other CAP cadets do not have access to through their regular meeting attendance. Cadet Montano sums up his continuing involvement quite simply:

“People ask me why I still stay involved with CAP while going to USAFA. To be honest, these young men and women are the future leaders of America, and I want to be there to help develop them into strong people.”



CAP Cadet Col. Mike Ebert, USAFA Cadet Class of 2017.

Winter 2014-15

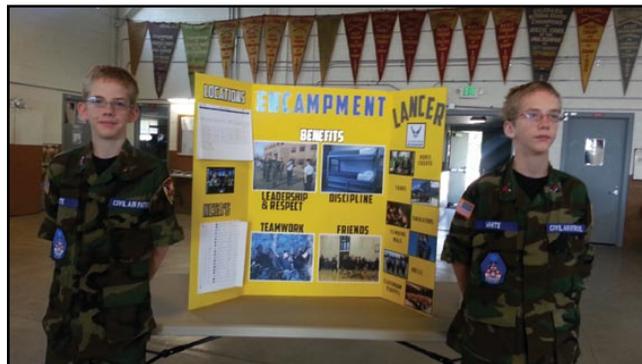
Vance Brand Open House Brings Awareness of Civil Air Patrol

*By 1st Lt. Lyn Parker, CAP
PAO, Vance Brand Cadet Squadron*

In July, the Vance Brand Cadet Squadron did something it had never done in the past several years. The cadets and senior members hosted a squadron open house for those in the community. It was part of an effort to bring awareness of the squadron to those in the area and present the unit as “Citizens Serving Communities.”

Cadets chose groups that represented an area of Civil Air Patrol, such as rocketry, emergency services, aerospace education and encampment, and created poster board displays that gave visitors a glimpse into what being a CAP cadet is like. The local newspaper came the week before to interview cadets and published a story about the squadron in the paper.

The stations represented were: Color and Honor Guard, a recruiting table that ran a video made by one of our senior members as a recruitment tool, aerospace education-space, encampment, uniforms, emergency services with displays of communications tools and other ground team member equipment, a radar display by a CAP National member of NRATS (National Radar Analysis Team), and aerospace education-aircraft.



Cadets Sawyer and Tanner White display their Encampment board.



CAP National member Joe Ashworth explains how radar location is used to find downed aircraft via NRATS (National Radar Analysis Team).



2nd Lt. Tammy Peebles and Cadet Ashworth show visitors how an ELT (Electronic Location Transmitter) works.

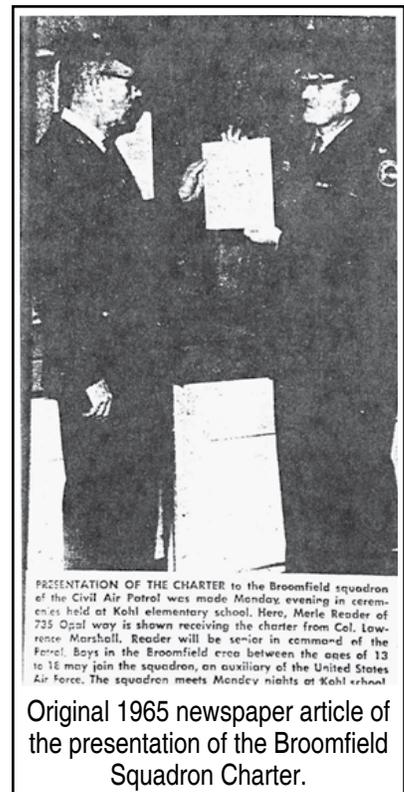
The cadets had a great time displaying their talents and enthusiasm for CAP and it was a pleasure to speak with parents, potential cadets and other members of the community. 🇺🇸

Broomfield Composite Squadron Celebrates 50 Years

By Cadet Maj. Anna Gilmer, CAP
Cadet PAO, Broomfield Composite Squadron



The Civil air patrol had a presence in the Broomfield area as early as 1959 but the first meeting was held in 1965. The Broomfield Cadet Squadron had its beginnings as a flight of the Arvada Cadet Squadron under the command of Captain Kenneth Costello. The first Cadet Commander was Cadet Lieutenant Colonel Sandra Johns, and the First Senior member in charge was Army Lieutenant Bill Zettler. Later that year, in November



1965, Merle Reader, accepted the charter, CO-099, for the Broomfield Cadet Squadron from Colonel Laurence Marshall.

On October 7, 1965 the Broomfield Star-Builder newspaper reported that the Mayor, Don Descombes proclaimed Monday, Oct 10th "Civil Air Patrol Day" the start of a long standing relationship with the local community. The Squadron also participated for the first time in the Broomfield Days Parade that year, an important event that the members of BCS have participated in many times since.

The Broomfield Cadet Squadron became a composite squadron, as it is today, in 1978. The squadron patch designed by then commander Daniel Kish has been used continuously until this year, when it was updated to reflect the 50th anniversary.

The Broomfield Composite Squadron has seen many highs and lows over the years and has found itself near closing doors, but its members have continued to volunteer faithfully and honestly, always being a solid foundation to recover from fallbacks. The squadron's many commanders have each uniquely contributed to the success of the squadron over the 50 years. Currently, Four Former Broomfield Squadron commanders are still in the squadron serving the cadets and Senior Members. Hundreds of Senior Members have served and several thousand Cadets have given time, effort, and unique perspective to be part of the BCS family.

The Broomfield Composite Squadron has received many honors over the years including five unit citation awards, two Squadron of Merit awards, countless service awards and the Nation Squadron of Distinction award in 2010. The squadron has produced at least two Spaatz Awards and is on track for more looking into 2015. Currently, there are three former Spaatz cadets as Senior Members. Many current and former Senior Members and Cadets currently serve in Wing, Region and National roles in the CAP, as well as innumerable current and former members of the Broomfield Composite Squadron who have served in the armed forces. The current members of the squadron look back with great respect and honor for those who have served their country as they seek to serve their communities with equal dignity.

As Broomfield Composite Squadron celebrates the 50th Anniversary, they would like to extend an invitation to current and former members of Broomfield Composite Squadron as well as any member who would like to attend the banquet on March 21, 2015 at the Ramada Inn Plaza at I-25 and 120th Avenue, Northglenn, Colorado. It will be a formal dinner and celebration. For more information or to purchase tickets please inquire at broomfield50th@gmail.com seating is limited. 

In Memoriam . . .

Chaplain (Colonel) James Moore

The Colorado Wing lost a great friend and supporter Saturday, November 1, 2014 with the passing of Chaplain (Colonel) James Moore.

Chaplain Moore was a long-serving and revered member of Civil Air Patrol. He served as Chaplain of Black Sheep Squadron, Colorado Wing, Rocky Mountain Region, and as Civil Air Patrol's National Chaplain. He was a leader, founding Board member, and early President of the Colorado Civil Air Patrol Foundation, a separate charitable foundation supporting the cadet and adult members of the Colorado Wing. He had earlier served as a U.S. Air Force, Air Force Reserve, and Air National Guard officer and was a rated pilot in single-engine and multi-engine propeller and jet aircraft. Following his service as a State Representative, he held professional positions with Front Range Community College, Metropolitan State College, and the University of Colorado.

Many, many cadets and seniors have benefited through the existence of the Colorado CAP Foundation that Chaplain Moore helped found and run. Without the generosity of the Foundation, many members would not have been able to afford to attend the various CAP schools and activities throughout the years.

Lt. Col. Bruce Hulley

Lt. Col. Bruce Hulley passed away at his home Monday, January 5, 2015. He was one of Colorado Wing's Fifty Year members.

Col. Hulley joined CAP 28 June 1948. He was currently serving as the Group 3 Safety Officer, and had previously been a member of Black Sheep Senior Squadron, where he had served with distinction as the Aerospace Education Officer as well as the Emergency Services Officer for several years. He had also served on wing staff as a member of the Finance and Operations sections.

Capt Norman Rothe

Capt. Norman Rothe, was a retired AF NCO and served COWG for many years at Wing Supply. Although Capt. Rothe left CAP a while back, his son, Lt. Col. Randy Rothe, is still with CAP and served for a number of years with the COWG glider program after a stint as a USAF RAP-RAP officer. Both of Capt. Rothe's grandsons, Chris and Zack, were COWG cadets (Chris is currently a USAF Major and is flying with the 94th FTS at USAFA, and Zack graduated USAFA and is currently a Capt flying drones in Kandahar). CAP has truly been a family tradition with the Rothe family.



Watch Your Six Situational Awareness



*By 1st Lt. Tammy Peeples, CAP
COWG Assistant Director of Safety*

How often do we stop and evaluate how much we are practicing situational awareness? In our daily lives we encounter things like being in a hurry, becoming preoccupied, getting distracted, and many other obstacles to our awareness of surroundings and the situations we find ourselves in. When we lose awareness of what is going on around us or the environment we are in, it places us and others at risk of harm.

Recently, I was sent to a squadron to do a mishap review. The mishap involved a cadet whose leg was cut requiring several sutures to mend. How did this happen? The cadet was carrying a table by holding onto the table's side rail. This rail was loose and caused the cadet to lose his grip. As the table fell, the edge of the metal rail slid down the cadet's leg resulting in the cut. The other factor leading up to the injury was that the table was being carried with the railing facing towards the body instead of away from it.

The lessons learned from this mishap were promptly evaluated by the Squadron's Safety Officer and Commander. Following their evaluation immediate steps were taken to mitigate the potential for this situation to happen in the future. The actions they took:

1. All tables and chairs were inspected for damage or malfunction. Any that were found unacceptable were taken out of commission.
2. The Squadron Commander and Safety Officer reviewed the mishap with all the members of the Squadron.
3. A table carrying policy was created which describes how tables should be carried.
4. The Safety Topic, "How to File a Mishap Report," was reviewed with all members of the Squadron which included the cadets for their own edification.

The Squadron did a wonderful job in their response to this mishap. The lessons learned from this situation can be beneficial for all members of COWG and I hope that you will use it to segue improvements of your own awareness in everyday life as well as in critical situations.

Can you remember a time this past year where you were not paying attention as well as you could have been? I challenge you this year to strive to be more aware of your actions and surroundings. Focus on evaluating the times when you were not as focused as you should have been. What happened? What could have happened? How would those risks have changed if you had been more aware of the situation? How can you use that experience to improve your situational awareness in the future? The more you practice situational awareness, the easier it becomes. In the long run, you, and those around you, will be safer for it! 

The Faith Hinkley Memorial Park Dedication

By 2nd Lt. Ruth M. Lewis, CAP
PAO, Heart of the Rockies Composite Squadron

On Saturday November 15, 2014, Lt. Col. Patricia Robertson and three cadets from the Heart of the Rockies Composite Squadron helped raise the flags at the dedication of Faith Hinkley Memorial Park in Monte Vista,

Colorado. Lt. Col. Robertson raised the American Flag, Cadet Senior Airman Tristan Archuleta raised the Colorado Flag, Cadet Airman Basic Jeremiah Walker and Cadet Staff Sgt. Bailee Velasquez raised the POW-MIA



Members of the squadron prepare to raise the flags at a ceremony for a park dedication that honored local soldiers who were killed in Iraq. (L-R) Cadet Senior Airman Tristan Archuleta, Cris Salazar, Lt. Col. Patty Robertson and Lt. Col. Jerry Hixson, Cadet Staff Sgt. Bailee Velasquez and Cadet Airman Basic Jeremiah Walker, Cadet Airman First Class Nicholas Davis



Members of the Heart of the Rockies Composite Squadron who participated in the dedication of a park in honor of two local soldiers. (L-R) 2nd Lt. Robert Bright, 2nd Lt. Ruth Lewis, Cadet Senior Airman Tristan Archuleta, Cadet Airman First Class Nicholas Davis, Lt. Col. Patty Robertson, Cadet Basic Jeremiah Walker, Cadet Staff Sgt. Bailee Velasquez



Cadets raise the flags prior to the park dedication. (L-R) Cadet Senior Airman Tristan Archuleta, Lt. Col. Patty Robertson, Cadet Staff Sgt. Bailee Velasquez and Cadet Airman Basic Jeremiah Walker

flag. The park was dedicated to honor Sergeant (posthumously promoted from Specialist) Faith Hinkley and Sergeant Glenn Martinez who were both killed in Iraq as well as all veterans who have made the ultimate sacrifice. The Monte Vista High School band played the National Anthem, a rendition of Amazing Grace was played on the bagpipes and Taps played to honor the dead. Cadet Airman First Class Nicholas Davis also helped setting up chairs and making sure the American Flag was handled properly. 

General Curry Honored in Tribute at Fort Logan National Cemetery

By Capt. Trevor Munson, CAP

All photos by Capt. Trevor Munson, Colorado Wing

On the brisk morning of December 6th, 2014, Colorado Wing Civil Air Patrol (CAP) members gathered at Ft. Logan National Cemetery in Denver, Colorado for a fitting tribute. This tribute was for someone very dear to all of us in Civil Air Patrol, the founder of the organization, Major General John F. Curry. These CAP members gather every year in December to learn about Curry's legacy, and how his impacts to aviation are still being felt today.

General Curry began his military career by graduating from West Point in 1908. Later, Curry learned to fly under the command of General Pershing during his Mexican expedition of 1916. During World War I he served as the Chief



(L-R) Lt. Col. Gary Falls, Col. Gary Tobey, and Maj. Thomas Scheffel stand by the American flag in Fort Logan National Cemetery.

of Staff of the Air Service of the Second Army in France. Leading up to World War II, Curry continued his training at the Air Corps Engineering School at McCook Field, Ohio, Air Corps Tactical School at Langley Field, Virginia, and Command and General Staff School at Fort Leavenworth, Kansas. Afterward, he was appointed the First National Commander of the Civil Air Patrol from its founding on December 1, 1941, until March 1942, becoming the only Acting General in command of a civilian army. Afterwards, he became the Commanding General of the Western Technical Training Command in Denver,



Maj. Thomas Scheffel salutes General Curry.

Colorado, being instrumental in the formation of the training school at Lowry Air Force Base.

Mr. Ed O'Brien, Former CAP Lt. Col., led the discussion by going through each of General Curry's achievements and events in the General's life, which led him to found the Civil Air Patrol. O'Brien brought a collection of photographs and artifacts to provide the attendees with a closer view of who General Curry really was. Mr. O'Brien then issued an accountability roll call, vocally asking each present commander to voice themselves present, while marking General Curry as Missing-In-Action. For those unfamiliar to military customs, this is a custom from U.S. Military remembrance ceremonies. This custom holds to the conviction by soldiers that all unit members will be accounted for and none will ever be left behind or forgotten.

Once the cadets and senior members became acquainted with General Curry's life, Mr. O'Brien marched the group to the gravesite while carrying the American flag. The basic cadets in attendance were led up to the gravesite, where they saluted the General. After the ceremony was complete, each member took their time to respectfully remember General Curry, and how influential he was in founding our organization, pioneering aviation, and serving the United States of America. General Curry will always be remembered.

In attendance to honor General Curry was: Colorado Wing commander Col. Bill Aceves, Valkyrie Squadron Commander Maj. Thomas Scheffel,



Mr. Ed O'Brien teaches members about the legacy of Major General Curry.

Mustang Squadron Commander Lt. Col. Don Bolles, Colorado Wing Director of Cadet Programs Lt. Col. Gary Falls, former Rocky Mountain Region Commander Col. Gary Tobey, and former Colorado Wing Commander John Buschmann. Other members in attendance were: Maj. Gene Munson, Capt. Jeff Caldwell, Capt. David Pershing, Capt. Judy Pershing, Capt. Trevor Munson, Cadet Capt. Levi Locking, Cadet 2nd Lt. Codi Davis, Cadet Airman Leighton Wright, Cadet Airman Taha Juwale, Cadet Airman Basic Phoebe Geurts, and Cadet Airman Basic Hailey Archuleta.

General Curry was a resident of Denver for many years and chose to be buried in the state that he contributed to the most. For those wishing to visit General Curry's gravesite, he is buried at Ft. Logan National Cemetery in Section Q, Site 4172. He is amongst 122,000 of his fellow service members, which includes 3 Medal of Honor recipients. 🇺🇸



Cadet Airman Leighton Wright salutes General Curry.

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Compliments of a Friend...

*Here's to the Men & Women
of the Civil Air Patrol
who take to the skies to help others.*

An Aircrew's Moments in a Search and Rescue Mission

As Relayed by Lt. Col. Bruno Krioussis

*By 1st Lt. Lyn Parker, CAP
PAO, Vance Brand Cadet Squadron*



CAP mission team Lt. Col. John Mitchell and Lt. Col. Bruno Krioussis.

The events of searching for a missing aircraft happen in response to a loss of contact with the pilot, a call from a third party with a failure to arrive as scheduled or an ELT beacon transmission received. The particular events leading up to the three sorties flown by Lt. Col. John Mitchell and Lt. Col. Bruno Krioussis of the Thompson Valley Composite Squadron are described with times as they occurred.

On November 14, 2014, Bob Goubitz, Fixed Base Operator (FBO) Manager at Stevens Field in Pagosa Springs, Colorado, first had radio contact with a pilot intending to land at the airfield at 4:40 p.m. local time. Goubitz couldn't make out what the pilot was saying, but soon after second contact was made,

Goubitz heard the word "Mooney."

At 4:50 p.m., the Mooney pilot reported he was 10 miles south of the airport. Shortly after that, the pilot indicated he was three miles south. Goubitz answered the pilot giving him weather information relaying that it was overcast with a quarter mile visibility and snowing.

Nine minutes later, Goubitz could hear the Mooney aircraft circling above the airport. At 5:05 p.m., Goubitz again gave the pilot the weather. After no response, the FBO called Denver Center at 5:20 p.m. to see if they had talked to a Mooney pilot at Pagosa Springs. They had not.

Lt. Col. John Mitchell, pilot-in-command (PIC)

and Lt. Col. Bruno Krioussis, mission observer (MO), crew members of a CAP Cessna from Thompson Valley Composite Squadron, flew three sorties related to the mission from Monday night through Tuesday afternoon. The first sortie was an electronic search of the area, the next was a visual search and the final sortie returned the crew to Fort Collins-Loveland Airport. Between Tuesday and Wednesday, Civil Air Patrol provided about 24 crew members, who worked a total of 288 hours, the equivalent of 7.2 40-hour work weeks.

The cooperative efforts to locate the aircraft were possible due to the close working relationship



Stevens Field, Pagosa Springs, Colorado where the Mooney pilot planned to land.

with FBO Managers and CAP pilots. Search and rescue is one of the key missions of Civil Air Patrol and is successfully executed as a result of continuous training and experience. CAP aircrews take pride in the valuable service provided to states, federal and local agencies, communities and their citizens. 🛩️



Search area for missing Mooney aircraft.

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For all the details and registration visit the Colorado Wing web site and click on 2015 Colorado Wing Conference within the Site Navigation on left side of page.

<http://www.coloradowingcap.org>

Achievements

Congratulations to the Cadets and Senior Members listed below. The Colorado Wing is proud to acknowledge the dedication, determination and hard work these individuals demonstrate by earning these important milestones in the spirit Civil Air Patrol seeks in each of its members.



Gen. Ira C. Eaker Award

C/Lt. Col. Michael Christopher, Dakota Ridge Composite Squadron
C/Lt. Col. Everett Montano, Air Academy Cadet Squadron
C/Lt. Col. Collin Clarry, Dakota Ridge Composite Squadron



Amelia Earhart Award

C/Capt. Christian Witham, Heart of the Rockies Composite Squadron
C/Capt. John Elliott, Vance Brand Cadet Squadron
C/Capt. Thomas Jacobs, Mustang Cadet Squadron
C/Capt. Julia Bailey, Thompson Valley Composite Squadron
C/Capt. Carlin Idle, Colorado Springs Cadet Squadron
C/Capt. Thomas Lobash, Air Academy Cadet Squadron
C/Capt. Dalton Mendoza, Parker Cadet Squadron
C/Capt. Joseph Leavitt, Mustang Cadet Squadron
C/Capt. Brendan Todd, Mesa Verde Cadet Squadron
C/Capt. Kaleb Todd, Mesa Verde Cadet Squadron
C/Capt. Nathaniel Todd, Mesa Verde cadet Squadron



Gen. Billy Mitchell Award

C/2nd Lt. Olivia Loehr, Air Academy Cadet Squadron
C/2nd Lt. Payton Devience, 27J School District Cadet Squadron
C/2nd Lt. Noah Parker, Vance Brand Cadet Squadron
C/2nd Lt. Kelton Erickson, Valkyrie Cadet Squadron
C/2nd Lt. Hannah Christian, Broomfield Composite Squadron
C/2nd Lt. Christopher Romero, Broomfield Composite Squadron
C/2nd Lt. Mikayla Roberts, Mustang Cadet Squadron
C/2nd Lt. Cody Hendrick, Thunder Mountain Composite Squadron
C/2nd Lt. Andrea Houston, Steamboat Springs Composite Squadron
C/2nd Lt. Steven Geist, Air Academy Cadet Squadron
C/2nd Lt. Gage Salyer, Broomfield Composite Squadron
C/2nd Lt. Miguel Kepler, Mile High Cadet Squadron
C/2nd Lt. Codi Davis, Douglas Cadet Squadron
C/2nd Lt. Zachary Cramer, Colorado Springs Cadet Squadron
C/2nd Lt. Ryan Hundley, Mustang Cadet Squadron
C/2nd Lt. Allison Jacobs, Mustang Cadet Squadron



Paul E. Garber Award

Capt. Keith Christian, Broomfield Composite Squadron
Lt. Col. Wayne Gould, Colorado Wing Headquarters
Maj. Judith Huff, Mile High Cadet Squadron
Lt. Col. Michael Peterson, Group 2 Headquarters



Grover Loening Award

Capt. Joseph Breault, Mile High Cadet Squadron
1st Lt. Anthony Dattilo, Dakota Ridge Composite Squadron
Maj. Ralph Nations, Broomfield Composite Squadron



Specialty Track Master Rating

Maj. Zoe Falls, Cadet Programs, Arvada Cadet Squadron
Maj. Nathan Van Dam, Cadet Programs,
Broomfield Composite Squadron
Lt. Col. Floyd McCormick, Cadet Programs,
Colorado Wing Headquarters
Maj. Karen Dale, Administration, Colorado Wing Headquarters
Lt. Col. David Hurtado, Administration, Colorado Wing Headquarters
Lt. Col. Thomas Eggers, Information Technology,
Colorado Wing Headquarters
Maj. Judith Huff, Recruiting and Retention, Mile High Cadet
Squadron