

Winter 2014

Peaks a d Planes

Official Magazine of the Colorado Wing, Civil Air Patrol

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Commander's Comments

*Col. Earl B. Sherwin, CAP
Commander, Colorado Wing*

The word is out, the news media is reporting that Colorado is under a fire watch because of the drought and we can expect forest fires across the entire state. And, to top it off, after the fires have been extinguished the thunder storms will roll in and we will be experiencing severe flooding in the fire areas. In 2012 and 2013 we heard just that, and you all know what we went through. In addition, we



have had overdue aircraft, lost hunters and hikers, you name it, where many of you have said, 'Why don't we just launch airplanes and get UDF and Ground Teams out there to look for these people?' To give you a better perspective on how it works, read on!

We have done ourselves a disservice in the past by over promising what we could do, and having to disappoint customers when the National Operations Center (NOC), and/or CAP/USAF, does not approve requests for assistance.

Colorado is somewhat unique in the United States as it is one of the few States that designates the Sheriff as having the sole authority for searches within the State. This is done by Colorado Statue and has been in existence for almost 50 years. Members transferring in from other states, or reading about SAR activities in other states, are frequently critical of Colorado Wing's non- involvement in actual searches in the State.

Colorado Wing (COWG) is part of the overall Search and Rescue (SAR) resources in Colorado. SAR resources fall under, and are managed by, the State Emergency Management Division. As such, COWG has a Memorandum Of Understanding (MOU) with the division and a concurrent one with the Colorado Sheriff's organization for SAR support. No individual Sheriff or SAR agency in Colorado executes individual MOU's with any other SAR agency; that

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Colorado Wing Commander

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Article submissions are always welcome. Please send them in Microsoft Word format to Lt. Col. Mike Daniels, Editor, *Peaks and Planes* at GoodKnightBooks@juno.com. Attach photos (in jpeg format) to your email and make certain to include full caption information for each one.

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On the Cover:

BACKGROUND-COWG Cessna 182 taking off during the Leadville High Altitude SAREX. Photo by 1st Lt. Rob Pehkonen, Thompson Valley Composite Squadron.

INSET-COWG Mission Pilot Maj. Bill O'Connor briefing the ABC Good Morning America crew being a Floods Mission sortie fly-along. Photo by Flight Officer Matt Brewer, Thompson Valley Composite Squadron.

is the function of the MOU with the Emergency Management Division. The Colorado SAR Board (CSARB) is the operational entity, under the State Management Division, that manages the day-to-day SAR activities in the State and is responsible for assistance in providing mutual aid response to agencies requesting it. COWG is in that pool of responders when requested.

COWG has no primary responsibility for searches, air or ground. We are responders to requests and do not initiate a response. In the case of an aircraft suspected of being lost somewhere in Colorado, Air Force Rescue Coordination Center (AFRCC) will request COWG's response through the MOU CAP has with AFRCC. That has a specific process that is spelled out in the MOU. If the aircraft is suspected to be down in a specific country, e.g., the twin engine aircraft that disappeared on approach to Eagle County, AFRCC calls the local Sheriff first. If the Sheriff does not request CAP, we are not alerted or activated. This also happened two years ago in Meeker when the aircraft disappeared on approach. In both cases the local sheriff declined the use of CAP, and we were not used.

In the event of a ground search, the sheriff has to request CAP's involvement. This is done through the CSARB and then through AFRCC. If the Sheriff does not want to use CAP, they will not request CAP, and we have no option of involvement.

Non ES involvement of CAP by agencies is not covered by any MOU unless it is set up by the agency and the NOC. Local units, through COWG command, can direct the agency to the proper CAP channel to process a request for assistance; but the NOC is the authority for this, not the unit. All of these requests for assistance must be channeled through the chain of command as the Wing Commander is the authority requesting the MOU approval.

For missions other than AF funded, the requesting agency would be billed for CAP support. That has to be understood and clear in the discussions as we have had bad experiences with agencies that were

promised "free flying", or "cheap flying", only to be surprised when the agreement was sent to them for signature. We also will not supply pictures of anything that the agency might like to have that are taken on Air Force or Corporate missions not funded by that agency.

Once a mission has been spun up by AFRCC and/or the NOC the Incident Commander (IC) is the command and control along with his/her Incident Command Post (ICP) staff for the CAP portion of the incident. It is critical that everyone especially, pilots, ground team leaders, and UDF teams, to follow the directions of the IC and the ICP staff.

Commanders: If you would review these with your members in the immediate future during your unit meetings it would help to avoid any potential embarrassment to COWG if we have to say no to something that was promised. Other than the usual PR for local CAP units in the local areas, any discussions that involve CAP support for agencies in the area of Emergency Services should be reviewed by COWG/ES prior to any serious commitments to provide some support. This will avoid any embarrassment in the future due to enthusiasm and over promises. 🇺🇸



STAN/EVAL HIGHLIGHTS



Lt. Col. John E. Mitchell
COWG/DOV

Best wishes for a successful and safe flying year in 2014. I recently assumed the duties of Wing Stan/Eval Officer (DOV), a staff position that is in fine shape, thanks to the outstanding job done by my predecessor, Lt. Col. Mike Mitchell. I hope to publish a short column in *Peaks and Planes* that provides helpful information concerning stan/eval. If you would like to see a topic discussed in future issues, please let me know. My e-mail address is john.mitchell@colostate.edu.

The subject for today deals with the mission numbers we select when conducting flight training. Basically, there are two types of missions - Air Force Assigned missions and Corporate missions. When you get right down to it, all flying in CAP should be to support the primary CAP missions of emergency services, cadet programs, and aerospace education. Except for a few areas, such as the Teacher Orientation Program, cadet flight training, support to local and state agencies not assigned by the Air Force, and initial pilot training, nearly all sorties in support of these three missions should be flown as Air Force Assigned missions.

The Air Force deems mission training important enough to evaluate the ratio of Air Force Assigned to Corporate missions during Staff Assistance Visits (SAV) and Compliance

Inspections. At the last Wing SAV, held in September, the Wing was given an "Area of Concern" that "B-12 sorties, unfunded mission pilot proficiency are underutilized in COWG in favor of the C-17 (now C-12), corporate proficiency, mission symbol." The Air Force noted that failure to use the authorized B-12 mission deprives CAP members and their families of federal employment compensation and tort claims coverage in the event of a mishap.

The "Commander's Dashboard" in e-Services provides an ongoing measure of the ratio of B-12 to C-12 flight hours to our Wing Commander; green for $\geq 90\%$ (i.e., at least 9 B-12 hours for every 10 C-12 hours), yellow for 70-89%, and red for $<70\%$. During the two-month period of 1 Oct 13 through 30 Nov 13, Colorado Wing pilots flew a total of 9.3 B-12 hours and 35.2 C-12 hours, a ratio of 26% - or well into the red.

What does a ratio of 26% insinuate? It means that some pilots are flying training sorties released under the C-12 mission number that could have been released as a B-12 mission. To put this in perspective, Colorado Wing presently has 44 active mission pilots and mission-pilot trainees out of 53 active CAP VFR pilots, a ratio of 83%. Mission pilot trainees may fly B-12 sortie profiles when

accompanied by a SET-qualified mission pilot.

As a further check, I looked at the Wing Monthly Utilization Chart in WMIRS. During the two-month period of Oct-Nov 2013, I identified 11 C-7 and C-12 sorties, totaling 14.9 flight hours that could have been flown as B sorties. If these 11 sorties had been flown as Air Force Assigned mission flights, the B:C ratio would have moved up to 119% - well into the green.

Proficiency training flights are flown under either the B-12 or C-12 mission numbers. Ascertaining whether a specific planned sortie qualifies to fly as a B-12 mission requires a close understanding of a document entitled, *Air Force Approved Proficiency Flight Profiles*, found at http://www.capmembers.com/media/cms/CAPR_601_Profiles_284FD0BD86EC2.pdf. It contains nine proficiency flight profiles: visual search, video and digital photo imaging, electronic search, transportation, CAPF 91 practice, mountain search, proficiency flight, ARCHER, and instrument proficiency. Most of them allow the pilot to practice air work, landings and takeoffs, and/or instrument approaches as part of the sortie, as long as a majority of the flight focuses upon the primary objectives of the profile.

If a crew qualifies to conduct a

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sortie under the stipulations described in *Air Force Approved Proficiency Flight Profile*, they should schedule their flight under the B mission symbol. This can almost always be legally accomplished during proficiency flights by adding tasks such as taking photos of an important structure like a dam or bridge, homing in on a practice beacon that's arranged for in advance, practicing a few mountain flying techniques, etc. In the same manner, whenever a mission pilot takes a Form 5 or Form 91 checkride, it should always be a B-7 sortie; never a C-7 sortie.

Flight Release Officers (FRO) are at the front line when it comes to maximizing the number of hours flown as Air Force Assigned mission sorties. FROs must be as familiar with the *Air Force Approved Proficiency Flight Profile* as pilots are. Obviously, some sorties must be flown as Corporate mission sorties; nonetheless, both FROs and PICs should be proactive when it comes to recognizing opportunities to use the B-mission symbol instead of the C-mission symbol.

Those of us who wear CAP wings will better serve Civil Air Patrol when we focus our flight training upon our assigned missions, whenever possible. To do so instills excellence, one of our core values. 🇺🇸

COWG, please be sure to visit the Colorado Wing's Facebook page at www.facebook.com/ColoradoWingCAP and "Like" the page so you can follow activities, events and all things associated with the Wing and Civil Air Patrol. More and more COWG squadrons



also have their own Facebook pages and you should visit them and "Like" them as well.



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COWG members if you've yet to order your own personalized Colorado Wing 3 Season Jacket the next opportunity to do so will be at the annual Wing Conference on May 10th. A Wing announcement will be sent out at around the same time with the order form attached. All questions about how your jacket can be personalized should be addressed to Lt. Col. Mike Daniels, COWG Director of Public Affairs at goodknightbooks@juno.com.

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

Chaplain's Corner



The draft copy of the new Uniform Manual (CAPM 39-1) recently was released for comment. By the time this article is published, the actual manual may be in use. This means we will be changing some uniforms, purchasing revised items, and taking the time to learn what is now acceptable as we wear the CAP uniform and represent this organization to our community, state, and nation. With the publication of the new standards for dress and appearance, we have a new opportunity to review our core values.

OK, so what do core values have to do with wearing a V-necked tee-shirt with the aviator shirt? What do the core values have to do with the phasing out of the utility uniform, calling the dark blue jump suit a flight suit? A lot, actually. Indeed, we can argue that all four core values are involved.

Integrity: this is often defined as “doing the right thing when no one is looking.” That is a fine definition, as far as it goes, but is very limited. Integrity implies that you know the “right thing” and willingly conform to the “right thing” consistently and without argument. For the dress and appearance of CAP members, the “right thing” is the Uniform Manual. You may want to wear blue jeans with the polo shirt, you might want to wear gray dockers with the aviator shirt, you might want to wear the USAF uniform though you are 20 pounds over the weight limit, but you don’t because it is the “right thing.” Integrity demands that you take the time to read the manual, learn the appropriate portions, and comply with the directives.

Volunteer service: CAP membership is a privilege and not a right. We have the right to sign on the dotted line, but in so doing we volunteer to conform to the rules, regulations, and dictates of the organization. Maybe I want to wear red socks with my uniform, but I have volunteered to serve according to the standards of CAP, thus the red socks stay in the drawer.

Excellence: this is normally seen as duty or academic performance. May I suggest, however, that excellence is an attitude as well as a result? Excellence is that key ingredient which says that “Good enough for government work” is not good enough. It is that professionalism, that pride, that spark that says “today I will be better than yesterday.” Excellence, as regards the uniform, means wearing the proper uniform properly.

Respect: might this be respect for others as well as respect for self? This uniform which we wear represents over seven decades of concerned, dedicated patriots who have given of their time, talents, and treasures to serve this country without pay. This uniform represents those CAP members who gave their lives while attempting to save others. This uniform represents those who serve today, and shows our respect for them as we strive to give a professional appearance.

The new CAPM 39-1 reminds us that all we do reflects our personal and corporate core values. If we are people of integrity, volunteering to serve others, doing so with excellence, and respecting both the organization and people, we will take the opportunity to do so with pride. The core values are not simply something that sounds good, that we expect the cadets to know, but should be our guiding principles in all we do. 

“The Rain Fell and the Floods Came” ...And CAP Soared!

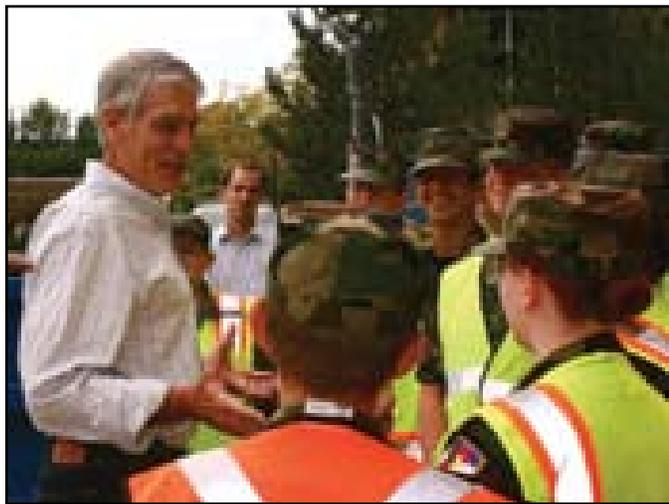
By Lt. Col. Mike Daniels, COWG Director of Public Affairs

The natural disaster that Colorado experienced in September 2013 was referred to as a once-in-a-thousand-years flood. Relentless rain caused flooding that greatly affected the state’s infrastructure, damaged or destroyed thousands of homes and displaced thousands of residents. The Civil Air Patrol was one of a number of responding agencies and cooperation among the agencies was critical. CAP was tasked with aerial photography to help officials assess the damage and assign priorities. With our mission clearly stated, the Colorado Wing earnestly went to work with Lt. Col. Mike McDonald serving as the mission’s first Incident Commander.



COWG Mission Pilot Capt. Ben Krieger of the Black Sheep Senior Squadron is interviewed by Denver’s ABC KMGH photojournalist Brad Bogott after a fly-along on a Flood Response Mission Aerial Photography Sortie. Photo by Lt. Col. Mike Daniels, COWG Mission PIO.

Over a period of several weeks, CAP members flying 10 of the Colorado Wing’s 15 aircraft conducted 112 sorties of which 77 were to capture 10,061 images that were uploaded to the Federal Emergency Management Agency and the U.S. Geological Survey websites. As aircrews returned to their bases, Colorado Wing mission staff members uploaded the photos taken by the aerial photographers. In addition, COWG seniors and cadets



U.S. Senator Mark Udall visits with COWG cadets volunteering at the Loveland Relief Center. Photo by Maj. Eric Schwarm, Commander, Thompson Valley Composite Squadron.

provided disaster relief assistance on the ground at the Loveland Relief Center. According to Maj. MaryBeth King, COWG Disaster Preparedness Officer, the main mission was to unload donations from vehicles and transport them to the sorting center in the back of the building. Members of CAP’s Chaplain Corps also set up posts at the relief center to provide counseling to the flood victims. U.S. Senator Mark Udall took some time to visit with the volunteers at the Loveland Relief Center to share words of encouragement, express his appreciation and pay tribute to the efforts of the Civil Air Patrol. Overall, CAP’s volunteer hours providing air support for the flood response mission totaled 2,763 by 94 senior members and cadets. More than 1,100 additional hours were logged in at the relief

center by 117 senior members and cadets who directly assisted more than 700 families.

As the Mission's PIO, I was responsible for coordinating with the other agencies to ensure accurate information regarding our efforts was being disseminated to the media and the public. As a result of the interest generated in our activities, the Civil Air Patrol experienced historic media coverage with three of Denver's network affiliate stations sending photojournalists to fly along on three aerial photography sortie flights with COWG aircrews that originated from Centennial and Rocky Mountain Metro airports.



COWG aircrew aerial photography of flood damage to a highway.

All three stations, KMGH ABC, KUSA NBC and KDVR FOX, aired stories that same day about CAP's efforts. On the previous day, a crew from ABC News and Good Morning America flew along on an AP sortie from Ft. Collins-Loveland airport with Mission Pilot Maj. Bill O'Connor, COWG Director of Emergency Services and AP Lt. Jen Knellinger from Pike's Peak Senior Squadron. The ABC News reporter on that flight was Ginger Zee who is now the meteorologist anchor on Good Morning America.

In recognition of their commitment and dedication to complete their assigned mission, all members who actively participated in the COWG disaster response to the flood mission were awarded the Disaster Relief Ribbon with V device. A special feature article titled *Crisis in Colorado* written by Kristi Carr was published in Civil Air Patrol's *Volunteer* magazine and the online version of the article included a video of one of the Denver stations' stories about CAP's activities. The Colorado Wing professionally and expertly executed our assigned mission to assist our communities, state and nation when called upon. In so doing, CAP's efforts and missions for America have received unprecedented national attention. Well done, COWG!



ABC News and Good Morning America's Ginger Zee and an ABC photojournalist are briefed by COWG Mission Pilot, Maj. Bill O'Connor prior to a fly-along on an aerial photography sortie at Ft. Collins-Loveland Airport. Photo by FO Matt Brewer, Thompson Valley Composite Squadron.

expertly executed our assigned mission to assist our communities, state and nation when called upon. In so doing, CAP's efforts and missions for America have received unprecedented national attention. Well done, COWG!



COWG Mission Staff members at Centennial Airport uploading photographs to the FEMA website that were captured by CAP aircrews. Photo by Lt. Col. Mike Daniels, COWG Mission PIO.

Disaster! Relief: Citizens Serving Communities

By Capt. Mary Cast, Foothills Cadet Squadron, Commander

When Mother Nature turns nasty and wreaks havoc, the Civil Air Patrol is there to assist in the recovery efforts. In the past few years, she has thrown more than one or two temper fits in Colorado in the form of wildfire, beetle infestations, and flash-floods. In late summer of 2013, Colorado saw the Front Range ravaged by rain-induced floods. Communities were wiped out or cut off from the rest of the state by raging rivers and flooded plains. When the call went out for help, COWG responded.

By happenstance, the floods coincided with a previously-planned SAREX. Colorado Wing (COWG) had scheduled a SAREX to take place on the weekend of September 13-15. Instead, COWG was activated for live missions. Early CAP efforts focused on flights over devastated communities and terrain. CAP aircrews kept busy photographing damage and helping to spot stranded parties, while ground teams were put on alert to help with searches. Federal, state, and local agencies worked together as best they could to stage and evacuate flooded areas and bring people and pets to safety.

Safely rescued, the evacuated flood victims now needed food, clothing, and shelter. COWG personnel turned out in force to assist with disaster relief. Larimer County quickly established a donation and distribution center at a huge facility in Loveland, CO. Religious, private, corporate, and government agencies worked closely together in this center to make sure goods and services were available to victims. Many national corporations as well as small businesses were quick to supply large quantities of bottled water, food and clothing. All those donations had to be off-loaded, sorted, tagged,

and redistributed and that is where CAP volunteers proved that “Citizens Serving Communities” is more than a tagline on the CAP web page. The manager of the operation personally requested CAP assistance as she knew and experienced the professionalism of CAP volunteers at other disaster relief efforts. Maj. Mary Beth King, disaster relief coordinator for COWG, spearheaded CAP efforts in Loveland. CAP volunteers came from every corner of the state to help their neighbors in need.

Every morning, lines of vehicles formed at the drop-off station. Throughout the day, people patiently waited for their opportunity to give something. Cars, trailers, trucks, and even 18-wheelers came through the donation lines. Pallet upon pallet of bottled water and food were off-loaded from trucks and trailers that were literally stuffed to the roof. Others were packed with clothing and necessary supplies. Cadets and senior members worked ceaselessly to help unload and haul



Convoy of Hope truck carrying needed supplies for disaster relief efforts that the cadets assisted in unloading.

donations into the back of the cavernous building where items could be sorted and then distributed.

Donations came from all over - from far away as Texas, Missouri and Arizona as well as from throughout Colorado and neighboring states. Cub Scout troops, athletic teams, civic organizations, churches, schools, and neighborhoods initiated drives for aid and brought the results to the center. It seemed that as soon as a vehicle was unloaded, two or three more took its place. In a different situation, people might have been impatient with the wait, but now, the attitude was all kind words, concern for others, and “thank you for doing this.” The work was hot and hard, yet so rewarding and humbling in the best possible way.

All that “stuff” had to go somewhere, and again, CAP helped. Inside the facility, volunteers quickly unloaded shopping carts and flatbeds so those resources could go back outside to be refilled. Everything had its staging place within the facility - toiletries, food, household items, pet supplies, clothing, all kinds of miscellany - and volunteers had to get it into the right place. It seemed as though one walked miles in getting items to sorting tables or in the appropriate area. Members helped sort through piles and piles of items and took them out onto the distribution floor so clients could pick what they needed.

On the distribution floor, CAP assisted the flood victims as they selected items and checked out. Many folks needed more than one cart to hold what they



Major Mary Beth King, disaster relief coordinator for COWG, and Senator Mark Udall.

selected so CAP folk were there pushing shopping carts. FEMA and Americorp personnel staffed most of the checkout lines while CAP members counted and bagged items. CAP volunteers escorted clients to their vehicles to help them unload their items and gather carts to return to the center. It was here that volunteers heard stories of narrow escapes and heartbreaking losses, but we mostly heard many words of gratitude and thanks, and always with instructions to thank everyone that helped.

CAP volunteers manned the donation / distribution center for several days. Maj. King worked closely with the manager of the center to make sure that our volunteers assisted where needed. Senior members and cadets took personal days or were excused from school to come and assist. Weekends were crowded with volunteers but there was more than enough work to go around. As expected, the pace of donations finally slowed at the end of the month and the manager of the center decided to close it to further donations. The manager of the center as well as the city of Loveland made a special effort to personally thank and commend the professionalism and volunteer service of CAP. When we finally stood down at the end of September, we knew we had made a difference. Once again, CAP exemplified our core values of excellence and volunteer service. 🇺🇸



Senior members and cadets work together to unload a truck.

NASA Shuttle Commander visits local CAP Squadron

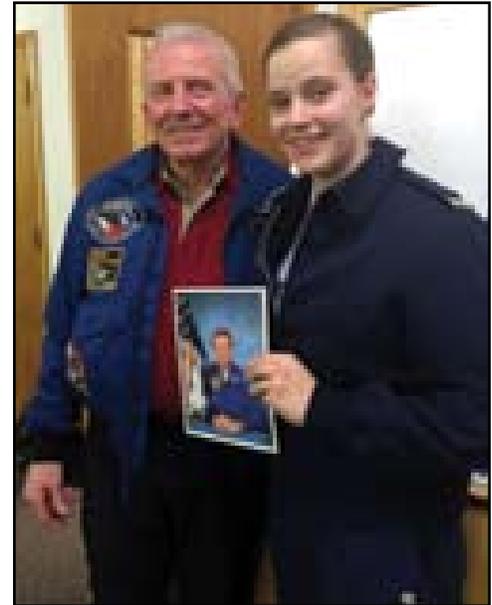
By Capt. Les Gilmer, Broomfield Composite Squadron, PAO

The Broomfield Composite Squadron of the Civil Air Patrol was host to a very special guest on Tuesday, February 18, 2014: Retired Air Force Colonel and Former NASA Space Shuttle Commander Loren Shriver. Col. Shriver spoke in great detail about the Hubble Space Telescope and the challenges they faced as a crew with the deployment. He also described the great sense of accomplishment and pride he felt toward our Manned Spaceflight Program. While showing a video, he explained what it felt like through each phase of the spaceflight and explained the duties of each of his crew members. He also took great care in answering the questions of those in attendance.

Perhaps the most important part of his presentation was when he took time to challenge and encourage the cadets (ages 12-21) that their “job” is to do their very best in whatever they set out to do. For now, their primary focus should be to do their best in school. Then, wherever the road leads them in the future, they should strive to excel right where they’re at. **BE THE BEST** at something. When you strive for excellence, doors will open for you in life. Opportunity comes to you as the result of hard work. “I am just a farmer’s kid from Iowa” he said, “who looked up at the Bombers that flew over our farm and I knew that that would be me someday.”

Shriver graduated from the Air Force Academy in 1967 and flew over 30 different aircraft. He was a test pilot on the F-15 program and has logged over 6200 hours in jet aircraft. He was selected by NASA to be an astronaut in 1978.

Shriver was pilot of STS-51C which launched from Kennedy Space Center, Florida, on January 24, 1985. STS-51C performed its DoD mission which included deployment of a modified Inertial Upper Stage (IUS)



Col. Shriver with Cadet Commander 1st Lt. Anna Gilmer.



Col. Shriver with members of the Broomfield Composite Squadron.

NASA Commander Loren Shriver, cont.

vehicle from the Space Shuttle's payload bay. Landing occurred on January 27, 1985, after slightly more than 3 days on orbit. Mission duration was 73 hours 33 minutes 27 seconds.

On his second mission, Shriver commanded a crew of five. STS-31 launched on April 24, 1990, from the Kennedy Space Center, Florida. During the 5-day mission, crew members deployed the Hubble Space Telescope (HST) and conducted a variety of middeck experiments involving the study of protein crystal growth, polymer membrane processing, and the effects of weightlessness and magnetic fields on an ion arc. They also operated a variety of cameras, including both the IMAX in-cabin and cargo bay cameras for Earth observations from their then record-setting altitude of 333 nautical miles. Mission duration was 121 hours 16 minutes 6 seconds. Following 76 orbits of the Earth, STS-31 Discovery landed at Edwards Air Force Base, California, on April 29, 1990.

As spacecraft commander of STS-46, Shriver and his crew launched from the Kennedy Space Center, Florida, on July 31, 1992. STS-46 was an 8-day mission, during which crew members deployed the European Retrievable Carrier (EURECA) satellite (an ESA-sponsored free-flying science platform), and conducted the first Tethered Satellite System (TSS) test flight (a joint project between NASA and the Italian Space Agency). Mission duration was 191 hours 16 minutes 7 seconds. After completing 126 orbits of the Earth, Space Shuttle Atlantis landed at the Kennedy Space Center, Florida, on August 8, 1992, having traveled 3.35 million miles.

Colonel Shriver currently resides in Estes Park with his Wife. The Broomfield Squadron of the Civil Air Patrol started in 1965 and celebrated its 49th anniversary on February 4th of this year. The squadron currently has 46 cadets and 19 senior members. 🇺🇸

Change of Command at Thompson Valley Composite Squadron

*Capt. Michael Fassi
CAP TVCS-Public Affairs Officer*

On October 1, 2013 Maj. Eric Schwarm assumed command of the Thompson Valley Composite squadron from Maj. Bruno Krioussis.

Maj. Krioussis has been a resident of Northern Colorado since 2002. Maj. Krioussis had a difficult time becoming a member of CAP because at the time he was a resident alien. After numerous attempts and dealing with immigration Maj. Krioussis finally became a member in May 2003. In March 2011 Maj. Krioussis became our Squadron Commander. As his former Squadron Commander, I am proud of his determination and dedication to CAP. Bruno has been a friend, a mentor to others and a leader who prides himself on leading by example.

The following are just a few of Maj. Krioussis accomplishments: Maj. Bruno Krioussis is now a former Commander of the largest squadron in Civil Air Patrol, is a Squadron Advisor, a former Deputy Commander, Assistant Safety Officer, Assistant Emergency Services Officer, and is qualified as a Senior Mission Observer with 118 missions, 240 hours, 11 Red Cap sorties and missions with decorations and ribbons too numerous to count. Maj. Krioussis also received the Commanders Commendation Award from Colorado Wing Commander Col. Sherwin and on December 5, 2013 was promoted to the rank of Lieutenant Colonel.

Lt. Col. Krioussis will be replaced by Maj. Eric Schwarm. Maj. Schwarm joined the Thompson Valley Composite Squadron in 2007. Maj. Schwarm had been Director of Communications for the Colorado Wing and relinquishes this role as he assumes command of the squadron.

Thank you, Lt. Col. Krioussis for your unselfish commitment to Civil Air Patrol. Welcome, Maj. Schwarm. We all look forward to working with you as we continue to serve our community and grow CAP in Northern Colorado.

“Godspeed, Scott Carpenter.”

***U.S. Air Force Auxiliary/Civil Air Patrol and The Denver Hospice
Unite to Honor Project Mercury Astronaut***

By Carla Carwile

Colonel John Glenn ended his eulogy for fellow astronaut Scott Carpenter with a phrase echoing Carpenter’s own 1962 benediction for Glenn as he entered space aboard Friendship 7. Godspeed.

Carpenter, 88, died early morning on October 10, 2013 at The Denver Hospice inpatient care center at Lowry, surrounded by family. The Colorado native and resolute explorer had experienced a stroke several weeks prior at his home in Vail, and had been transported to Denver when complications arose.

In recognition of his extraordinary service to the nation—as a U.S. Navy pilot, member of Project



Suiting up for the Aurora 7 flight. (Photo credit: NASA, 1962)



Patty Carpenter receives a Certificate of Appreciation on behalf of her late husband Scott Carpenter from Major General H. Michael Edwards, Adjutant General for the Colorado Army and Air National Guard. All veterans in the care of The Denver Hospice receive these personalized certificates as part of its We Honor Veterans program.

Mercury and later in the Navy’s SEALAB oceanic research—a special honor was slated for Carpenter the morning of his passing. His wife, Patty, insisted on staying to receive the Certificate of Appreciation from Major General H. Michael Edwards, the Adjutant General for the Colorado Army and Air National Guard, and his “wingman” Chaplain (Col) Andy Meverden.

The tribute had been arranged by Chaplain Brian Tidd of The Denver Hospice, a CAP Chaplain serving the Thompson Valley Composite Squadron. “Having come to know Scott and his life, I knew having so many members of the Colorado Wing CAP coming together to honor him would be meaningful to his family,” Tidd begins.

This collaboration was occasioned by the cooperative efforts of Cadet Chief Master Sergeant Emma Hanley, a recent transfer from Mustang Squadron. C/CMSgt. Hanley had invited cadets and members of Thompson Valley to attend General Edwards’ scheduled Leadership Development at Mustang Squadron. “When I inquired about the possibility of a special presentation for Scott, the response was positive and immediate,” Tidd notes. “Scott’s visionary spirit and service resonated with us all.”

“We are honored to care for about 250 veterans each year,” The Denver Hospice chaplain continues. “Whether they served here on home soil, were engaged in international conflict or—like Scott Carpenter—traveled beyond Earth’s confines, sharing their stories and service is key.”

Unique in the metro Denver area, The Denver Hospice is the only hospice to achieve Level 4 designation, the highest level granted by We Honor Veterans, a partnership of the National Hospice and Palliative Care Organization and the Veterans Administration. This partnership works to ensure



Carpenter in flight preparations at the Mercury Control Center, Florida. (Photo credit: NASA 1962)



Carpenter served as backup pilot for John Glenn as he prepared for the nation’s first manned orbital space flight. Here, Glenn congratulates Carpenter on his own successful Aurora 7 mission. (Photo credit: NASA)

each veteran is appreciated and has access to quality end-of-life care.

Among the many highlights of the We Honor Veterans program are:

- Help accessing Veterans Administration and other benefits
- Certificates of Appreciation given to each veteran
- A Wall of Honor in the Veterans Lounge of our Inpatient Care Center
- Collaboration with the VA Medical Center and Regional Department of Veterans Affairs
- Continuing education for staff who care for veterans.

Chaplain Tidd adds, “We are very interested in connecting with cadets and senior members to be part of our veteran honors program. Many who served in Vietnam have never been honored properly. Having uniformed personnel present these tributes would be both a symbolic gesture and a great comfort to veterans and their families.”

Those interested in speaking with Chaplain Tidd regarding this volunteer service opportunity may email him at btidd@care4denver.org or call 303.418.3004. 

Remembering a Lifelong CAP Member: Lt. Col John Butler

2nd Lt. Scott Michael Lyons, JeffCo Squadron, Assistant PAO

When someone talks about dedication they are usually refer to the short term. A person is dedicated to something when they complete a task and usually move on. The Civil Air Patrol (CAP) lost a valuable member who surpassed most definition of what dedication is. Lieutenant Colonel John Butler served proudly beginning in 1944 as a cadet in Bergenfield, N.J. His achievements continued accumulating as he remained committed to CAP mostly through educating members. Current Army pilot and former JeffCo Squadron commander Captain Jennifer Kauffman stated, “He will be missed by all that knew him. He was my first CAP mentor.” He served as a valuable member of CAP until his death in late 2013.

As a senior member Lt. Col. Butler rose through the ranks and led the JeffCo Squadron in Colorado. He joined the JeffCo Squadron in 1981 and became commander in 1993. He then took a step back in 2004 and led training sessions and served as Emergency Services officer. There is not one member of the JeffCo Squadron who has not been thankful for his help. Because of his service the unit has dedicated a room in the squadron office to him and labeled it “the Butler room.”

Lt. Col. Butler can still be found on many eServices reports as an SQTR (Specialty Qualifications Training Records) evaluator, or as a commander-appointed Duty Position. He was involved in most mission and training operations which took place within the JeffCo Squadron since 1983. His training seminars are legendary, often referred to as “Butler University”, because they were so lengthy and thorough. He took no shortcuts on training members. He extended training opportunities and made sure every member was competent in the skills before he signed their SQTR.

A few of Lt. Col. Butlers many decorations include the 1996 Silver Medal of Valor for Meritorious Citizen Service and a ribbon for Meritorious Citizen News Release. He also received a 2008 “Find” ribbon for helping find a lost hiker. Lt. Col. Butler was part of a team that spotted the hiker and assisted local authorities to get the man to safety after being lost in the Boulder canyons for two nights. CAP National Headquarters has confirmed that Lt. Col. John Butler is eligible for the Civil Air Patrol World War Two Congressional Gold Medal.

It has been stated that CAP may never find a more dedicated member to be part of their mission to providing emergency services, aerospace education and cadet programs. Lt. Col. Butler set the standard high for CAP dedication but only to help others succeed and follow in his footsteps. Lt. Col. Butler was dedicated to the Civil Air Patrol. He greatly increased the success of this organization and his legacy will live on. As a ‘thank you’ from all CAP members, we proudly salute Lt. Col. Butler for his service.



Lt. Col. John Butler as a CAP cadet.

Wreaths Across America: Honoring Colorado's Fallen Soldiers

By Cadet Second Lt. Adam Nelson, Broomfield Composite Squadron, Cadet Public Affairs Officer

On December 14, 2013 five Colorado Civil Air Patrol units attended the Fort Logan Wreaths Across America (WAA) Day. They included Broomfield Composite, Dakota Ridge Composite, Foothills Cadet, Mustang Cadet, and Parker Cadet Squadrons. Civil Air Patrol had two color guards present, and was joined by the Boy Scouts, Young Marines, Rolling Thunder (a volunteer organization to remember POW/MIAs), and Gold Star Families of Colorado. There was a remembrance ceremony followed by the placing of wreaths on the graves of veterans buried at Ft. Logan. Speakers included state of Colorado Adjutant General Mike Edwards and the keynote speaker was Lieutenant Colonel Mitch Utterback Colorado National Guard J39 Commander. Master of Ceremonies for the event was Captain Ralph T. Nations, Broomfield Composite Squadron commander, who has been in charge of the



Cadets from the Parker Cadet Squadron stand ready to honor the fallen by placing wreaths at grave sites.

WAA event at Ft. Logan for several years.

WAA Day is actually the culmination of events that occur over the first few weeks of December each year. Broomfield Composite Squadron was invited to be present at the Colorado State Capitol building

on December 4, 2013 to participate in the Fallen Heroes Tree of Honor lighting in the capitol west rotunda. They also helped with the Gold Star Families reception that same afternoon. At both events squadron cadets stood watch over the WAA Remembrance Wreath while Governor Hickenlooper and Adjutant General Edwards spoke. On December 9, 2013 Broomfield Squadron members placed the WAA State House Wreath in a



Cadet Lt. Col. Cody Draeger, Parker Cadet Squadron, places a wreath on a grave at Ft. Logan National Cemetery.



Cadet Technical Sgt. Mikayla Roberts



Civil Air Patrol members stand silently in honor of the fallen veterans at Ft. Logan Cemetery during the Wreaths Across America presentation.



Members of the Broomfield Composite Squadron Color Guard along with Patti Sampers, state director of CAP Foundation and Gold Star Wives Denver Chapter President.



Cadet Technical Sgt. Samuel Wright salutes the fallen veteran.

ceremony in the capitol west rotunda. Colorado Wing Chaplain Jeff Williams led the presentation. Broomfield Squadron cadets presented the colors, sang the national anthem and played taps. State Senator Rollie Heath was the keynote speaker. Ms. Patti Sampers, state director of CAP Foundation and Gold Star Wives Denver Chapter President was also present as a representative for those organizations. State House dedication ceremonies for WAA such as this occurred in every state capitol building across the nation on that same day and hour.

Every year thousands of green wreaths with red ribbon bows are placed on the graves of soldiers who have fallen in the line of duty. Started by Morrill Worcester, the Wreaths Across America idea began in 1992, and slowly the organization garnered attention and support until 2005, where it gained immense

popularity from the internet. On the second or third Saturday in December, ceremonies are conducted all across the nation, at sea, and on foreign soil, to remember the servicemen and women who gave the ultimate sacrifice to protect America's freedom. The main event occurs in Arlington National Cemetery, Virginia, where the President places a large wreath in front of the Tomb of the Unknown Soldier.

All Colorado Wing Squadrons are encouraged to participate in 2014. For more information please visit the Wreaths Across America Website: www.wreathscrossamerica.org or contact Capt. Ralph T. Nations, Ft. Logan and Statehouse coordinator for Colorado, ralph.nations@gmail.com or waa.ftlogan@gmail.com. 🇺🇸

CAP Cadets Meet Commandant of US Merchant Marine Academy

By 1st Lt. Robert Miller, Valkyrie Cadet Squadron, AE Officer

On Saturday February 22, 2014, the Commandant Captain John “Jay” Kennedy of the United States Merchant Marine Academy visited Colorado. Colorado CAP Cadets were present to learn more about the Service Academy. This was the first visit from a USMMA senior staff to the Rocky Mountain Region.



United States Merchant Marine Academy Commandant Captain John “Jay” Kennedy giving a presentation to CAP cadets and others.

There are five US Service Academies. The two smallest are the U.S. Merchant Marine Academy (USMMA) and U.S. Coast Guard Academy (USCGA), each accepts about 250 new students a year. In addition, they both include extensive hands-on experience with ocean harbors far away from Colorado. The USMMA requires an elected representative’s Nomination Letter; selections are based on a State’s population. On average, only around six to ten Colorado applicants will be accepted each year.

The USMMA is unique as it allows students to wait until graduation to make a decision on their career path. Graduates are Commissioned Naval Reserve Officers. No other federal service academy offers you the career options of Kings Point. You may choose to seek your opportunity as a ship’s officer at sea, ashore in the maritime and intermodal transportation field, or as an active duty officer in one of the Armed Forces. Since the Federal Government has provided your education at Kings Point, you will have a service obligation when you graduate: - in the maritime and/or transportation industry, and to Armed Forces Reserve duty. Capt. Kennedy also noted that Kings Point graduates are recognized for becoming good pilots.

For those who wish to apply to the USMMA, 10th

graders should consider attending the American Legion’s Boys/Girls State the summer before their 11th grade begins. They need to score much higher on the ACT/SAT exams to be considered for the service academies. The minimum requirement scores are typically not considered. High School students should be involved in additional activities such as Civil Air Patrol that illustrates dedication to service. Honor Courses, AP Courses, and Physical fitness are important considerations.

For more detailed information about a successful Service Academy application, attend the Colorado Academy Information Day on Saturday April 26, 2014 at Hinkley High School on 1250 Chambers Road, Aurora. The program begins promptly at 1:00 pm and the auditorium is typically very full. The U.S. Senators and U.S. Representatives Liaisons who provide nominations for all of the academies will provide information. Representatives from the five Service Academies will also be available. The application to a federal service academy is very detailed. It typically begins in the spring of junior year in high school. It is not uncommon for 13-year olds to attend so they can begin preparing for this highly competitive process.

Truman: Fremont Starfire's Search and Rescue Dog

*By Cadet 2nd Lt. Daniel Turner
Fremont Starfire Cadet Squadron*

One of the many great opportunities that Civil Air Patrol cadets get to experience is working on search and rescue missions. Many of these may include looking for downed aircraft and lost people. These activities can be very difficult, even with aid from modern technology. As many of you may know, the hardest mission that you will perform is looking for a person. This is because you have no good way of knowing what direction to start looking in (unless you are



(L-R) Cadet Staff Sgt. Amanda Schmutzler (trainer) and Truman (trainee).



(L-R) Cadet Airman First Class Seth Heggie, Cadet Airman Basic Cort Mejias-Mariani, and Cadet Airman Basic Grant Loyd-Vuolo watch as Cadet Staff Sgt. Amanda Schmutzler gives Truman commands.

a professional tracker). You have to spend hours questioning people that saw the person last, looking for objects they may have dropped, or looking for footprints where they were last seen. Wouldn't the process be much easier if you had a dog that could immediately locate the direction the person went by their smell? That is why many search and rescue teams, including Civil Air Patrol, have had to train tracking dogs. Now, I am going to tell about a dog who is currently being trained to become a Civil Air Patrol tracking dog.

His name is Truman. Truman is a 16 month old German Shepherd. He was born in a puppy mill and lived there for several months. He was always in a cage and never had the opportunity to run in the grass like most puppies and he was starving because of the small amounts of food that he was given. Then he was adopted by the Schmutzler family who cared for him and nursed him back to health. He weighed only 50 pounds when he was adopted. Since his adoption, he has gained about 20-25 pounds and

is still rather thin for a German Shepherd. Cadet Staff Sgt. Amanda Schmutzler of Fremont Starfire Cadet Squadron decided that he would be a great tracking dog. Schmutzler began his training, which she is still strongly devoted to. What is even more exciting is the fact that Truman enjoys his training. Schmutzler's intentions are to train him with a major in tracking and a minor in cadaver.

On Thursday, August 15, 2013, Schmutzler brought Truman to our squadron and gave a presentation about him. Since that was our Emergency Services night, he was able to go on a beacon search with the cadets. This was a good learning experience for both the dog and the cadets and helped Truman to learn how to work with other people on a SAR mission. Truman's training has only barely begun, but in a short while, he will be a great asset to the squadron and possibly the Colorado Wing.

Dogs have a far more superior sense of smell than humans. They can not only smell things far away, but they can also smell multiple things at once and distinguish them from each other. Not only is their sense of smell greater, but also their hearing and vision. A professionally trained dog should be able to track at least two people at one time, if not more.

There are three phases to the process of a dog tracking someone. First is the searching phase. This is where the phase in which the dog is trying to find the persons' scent. It will run around frantically sniffing the ground and air until it locates the scent of the missing person. The second phase is the deciding phase. This is where the dog finds the scent and will move along slowly until it establishes the direction to search in. This is said to be the most difficult phase for the dog. The last phase is the tracking phase in which the dog decides on a direction and rapidly moves in the direction of the scent. This is said to be the most difficult phase for the trainer. The dog can outmaneuver and outrun the humans on the mission. Trainers must be able to run at least three miles at a pace where they can keep their dog in sight, if possible. Trainers not only carry a pack



A Red Cross Collie in Italy, 1909. (author unknown)

for themselves and the mission, but they also have a survival pack for the dog. A hungry dog won't go very far.

There are several types of search and rescue dogs. These include urban tracking, cadaver, wilderness tracking, disaster relief, and water search dogs. Urban tracking dogs specialize in finding people in cities, cadaver dogs specialize in locating cadaver, wilderness dogs find people in the forests and mountains, disaster relief dogs can find people in wreckages usually caused by hurricanes and tornadoes, and water search dogs can find people in the water.

Tracking dogs have become useful in other ways. They have been used by the police to track escaped prisoners and to smell for drugs, alcohol, and guns. Some search and rescue dogs can locate and rescue people that have been trapped in canyons and avalanches.

Hunters will train their dogs to hunt for a certain animal and then scare it into their path. Other sportsmen enter their dogs into competitions to see which dog can track the fastest and best.

In the future I look forward to working with Truman on any search and rescue missions that we may encounter. I also admire Schmutzler for the work and dedication that she has invested in Truman! 🐾

Greeley Squadron Color Guard Honors One of Their Own Battling Cancer

By Capt. Thomas Boos
Greeley Composite Squadron, PAO

Greeley, Colorado—Many of us have been touched by the devastating effects of cancer. Family, friends and relatives often rally in support of the afflicted. So was the case of Cadet Hunter Baker, a cadet who recently joined the Greeley Composite Squadron. Hunter's fellow cadets came together in a show of support by honoring him with a "surprise" color guard at a public event that recognizes both humans and dogs that are afflicted with cancer and memorializes those who lost the battle.

The "Puppy Up! Denver Walk" is an event sponsored by the 2 Million Dogs Foundation, which is committed to discovering the common links between human and canine cancers through comparative oncology research. This year it was held November 2nd, 2013, at Stapleton Park in Denver. It was Hunter's second participation in the two-mile walk, and he was also the guest speaker. However, he was totally unaware that the opening ceremony would include the Greeley Composite Squadron Color Guard. The Color Guard smartly presented the colors on stage while The National Anthem was sung by Wendy Francisco. Then the Color Guard joined Hunter, who was visibly touched by their presence.



Cadet Hunter Baker (front) poses with Greeley Squadron Color Guard members (from the left) Cadet Technical Sgt. Madison Fulling, Cadet Senior Airman Zak Kaderka, Cadet Mary Jane Holguin, and Cadet Staff Sgt. Joseph Oberle.



At the Puppy Up! Denver Walk, Cadet Hunter Baker poses with Rowan, a Kerry Blue Terrier who has survived lymphoma for four years.

Hunter is a 15 year old boy who has a love of aviation. Last year he was invited by the Colorado Air Guard to visit with some of their pilots at Buckley AFB and to witness an F-16 flight demonstration. His contact with the Guard directed him to the Greeley Composite Squadron. He is an osteosarcoma survivor and is still receiving treatments for his left leg. Sadly, while Hunter was undergoing his treatments, he lost his own pet Beagle to prostate cancer. Despite these setbacks, Hunter is not letting cancer dampen his dreams. He is looking forward to his first Cadet Powered Orientation Flight and is eager to participate in Aerospace Education activities. 🇺🇸

The Making of a Public Affairs Officer

*By Senior Member Sean Melody
Black Sheep Squadron, Assistant PAO*

Colorado Springs—On January 25th, 28 wing members participated in a public affairs seminar. Attending at least one workshop is a requirement for the Public Affairs Officer (PAO) technician rating. Lt. Col Mike Daniels, Colorado Wing Director of Public Affairs, hosted the event and provided door prizes.

Lt. Col. Daniels, and 2nd Lt. Cynthia Smith, Wing Director of Professional Development, briefed CAP Public Affairs Regulation. These leaders defined the steps required to become a PAO.

The PAO reports to the unit commander, and both are official spokespersons for their unit. PAOs assist and advise commanders on issues that may affect the image of Civil Air Patrol or matters relating to the public. The PAO is responsible for unit photography covering events and ceremonies.

PAO's develop annual Public Relation plans to promote CAP for internal and external audiences. Each unit submits a plan annually, covering the previous

year, to the wing PAO. In addition, PAO must annually submit a Crisis Communications Plan.

Lt. Col. Bill Aceves, Colorado Wing Inspector General, discussed the Public Affairs Officer's preparation for inspections. This job does get inspected. A current clean continuity book is important.

Writing an "effective press release" was presented by Major Ed O'Brien. Maj. O'Brien emphasized how a properly written article or a well given interview provides the public and emergency organizations with a view of CAP capabilities. He explained the importance of the PAO promoting the accomplishments of individual CAP members in their local news.

This seminar was an excellent training opportunity. It allowed new PAO personnel time to network. Thanks to Lt. Col Daniels for providing door prizes and lunch. Thanks to the U.S. Air Force Academy for use of their facilities.



CAP COWG 2014 PAO Academy attendees. Photo by Lt. Col. Mike Daniels, Director of COWG PAO Academy and COWG Director of Public Affairs.

CAP Visits NCAR: An Inside Look at NCAR's Mission Aircraft

By 2nd Lt. Sid Saleh, JeffCo Squadron

On Thursday, November 21, 2013, Commander Todd Gamber led a delegation of ten Civil Air Patrol (CAP) JeffCo Squadron members on a visit to the National Center for Atmospheric Research (NCAR) Aviation Facility at Rocky Mountain Metropolitan Airport in Broomfield, Colorado. The JeffCo squadron is based out of the same airport.

At NCAR's briefing room, chief pilot Scott McClain introduced us to NCAR's flight operations team, their two airplanes and the missions they fly using an



The JeffCo Squadron Delegation (L-R) Maj. Victor Sabatini, 2nd Lt. Sid Saleh, 2nd Lt. Robin Galston, Capt. Bob Burrell, Capt. Dennis Mercer, Maj. Paul Carter, Capt. Tom Ripp, 1st Lt. Randy Settergren, Capt. Todd Gamber, Capt. Daniel Weller, Capt. Mike Linn.



Capt Todd Gamber, Capt Dennis Mercer, NCAR Chief Pilot Scott McClain, NCAR pilots Ed Ringlman and Lee Baker, Maj Paul Carter, Maj Victor Sabatini.

engaging presentation that featured details and footage from past missions. The NCAR team included Ed Ringleman and Lee Baker who conducted a questions and answers session following the presentation during which we satisfied our curiosity about the unique aspects of this one-of-a-kind flight operation.

Just like CAP's mission is to conduct search and rescue, education and other missions in service of our community, NCAR pilots conduct missions in service of scientific research. And just like in CAP, where no two missions are alike, each scientific research mission that NCAR pilots fly is so unique, it requires months or years of advanced planning

which is typically initiated by an academic research team led by a principal investigator. The initial proposals are then evaluated by McClain and his team for initial feasibility. The aviation team pays close attention to issues such as practicality, operational risk management and other factors that may impact the success of the planned mission. The revised proposal is then submitted for approval. If the proposal is approved and budget is provided, then the mission is scheduled; typically two or three years in advance.



In between missions, the team maintains their two aircraft, a highly modified Gulfstream V and a versatile Lockheed Hercules C-130Q with a giant snowflake painted on its tail, to the highest FAA standards even though NCAR is a non-profit research organization that is exempt from many rules. The team of approximately six is self-sufficient and includes pilots and mechanics. One of the mechanics doubles as the flight operations manager which streamlines communication between team members. In addition, Chief Pilot Scott McClain is a retired Air Force pilot who has flown military aircraft to numerous destinations around the world. This experience comes in handy when making arrangements to fly into a destination like the South Pole or remote and unusual destinations anywhere on the planet.

Following the engaging presentation and Q&A session, McClain led us to the first hangar which is home to the Gulfstream V or GV, formerly referred to as High-Performance Instrumented Airborne Platform for Environmental Research (HIAPER). Climbing up the stairs and into the cabin, you see advanced scientific instruments and connecting wires throughout. Gone are the opulent leather seats and elegant wood panels that are typical of a luxurious business jet. This amazing aircraft was extensively modified to accommodate research instrumentation. The modification process took three years to complete. For example, to house advanced sensing equipment, large holes were cut in the top and bottom of the fuselage in multiple

locations. The aircraft also carries pods with laser probes that gather detailed information about atmospheric particles during flight.

With a range of 7,000 miles, GV can climb to 51,000 feet where scientists can “collect data at the tops of the storms or the lower edge of the strata.” The aircraft specs and more information can be found at www.hiaper.ucar.edu/specs.html.

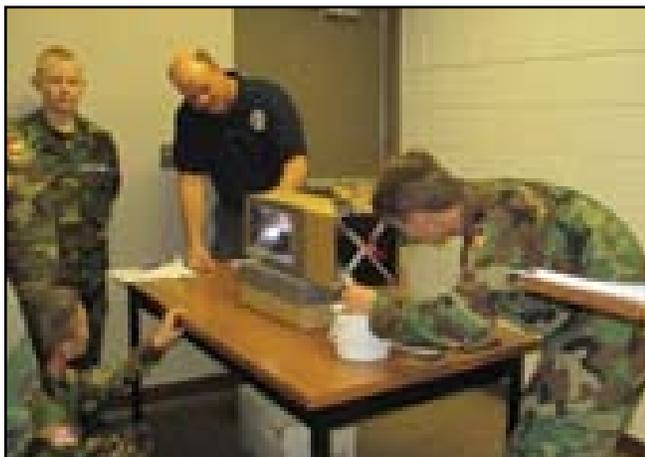
We then headed to a different hangar to see the C-130Q. If the GV is an elaborate computer system with wings, this equally magnificent aircraft is a large science lab with wings. At 414 square feet, the fuselage payload area allows it to accommodate many scientists and their sophisticated research instruments. But when you step in, the bay looks like an aircraft still on the factory assembly floor awaiting completion. Because each mission involves different counts of scientists with different equipment, the flight team custom configures the payload bay floor for each mission. Interestingly, the Snow Flake carries its own tow bar wherever it flies for practical reasons.

Inside the cockpit, we took turns sitting at the controls. Behind the pilot seats, the navigator station is used by the scientist in charge of the mission who communicates with the researchers in the payload bay and triages flight input requests that are then relayed to the pilots. Such requests include altitude, heading and speed changes. For example, a scientist might need to ask the captain to make a second pass over a volcano peak to collect additional data. Since each scientist on board has different research priorities, the scientist in charge sitting behind the pilots makes the final decision when requests conflict with each other.

Needless to say, my fellow JeffCo Squadron members and I enjoyed our visit with Chief Pilot McClain and his crew. We are absolutely grateful to them for sharing their rich experience with us and for their kind hospitality. We wish them continued success in their service to scientific research. 🇺🇸

Montrose Cadet Builds Subscale Wind Tunnel for Aerospace Education Lessons

By Lt. Col. Robert O'Rourke
Montrose Squadron, Aerospace Education Officer



As cadets look on, Cadet Daniel Culver aims dry ice vapor into his wind tunnel where a powered toy propeller accelerates the vapor to form a visible airstream over a wing section.

Montrose Cadet Technical Sgt. Daniel Culver constructed a subscale wind tunnel to demonstrate airflow over different type wing sections at various angles of attack. Using cardboard for the tunnel structure and Styrofoam to form the wing section, Daniel also rummaged through old toys to find a small battery powered electric motor and plastic propeller to complete the structure. He used dry ice in a sealed bucket with a tube to transport the vapor to the tunnel inlet where the propeller accelerated the vapor in a stream aimed at the leading edge of the wing section. A flashlight was shined into the tunnel to illuminate the resulting airflow. Daniel was able to demonstrate both laminar air flow and then turbulent flow leading to a fully stalled wing.

Daniel is the Cadet Aerospace Education Officer for the Montrose Composite Squadron. His wind tunnel project has been used in two lessons on the

Peaks and Planes



Cadet Daniel Culver proudly shows his wind tunnel project. Note the dry ice vapor exiting the tube.

principles of flight including Bernoulli's Principle and Newton's Laws of Motion on a conventional low-speed, high-lift wing. In addition, Daniel also demonstrated the effect of high-lift devices such as leading edge slats and flaps for thin airfoils used in high-speed aircraft. The Montrose cadets focused attention on the SR-71 aircraft, the various sonic regimes, turbojet engine operation and the unique details of the SR-71's J-58 engine.



Demonstration of laminar air flow over a wing section in the wind tunnel.

Winter 2014

Beneath the Snow and Stones

The Sixth Annual Maj. Gen. John F. Curry Salute and Ceremony

By Maj. Ed O'Brien, Black Sheep Squadron PAO
Photos by Kim Long

As most of you know, our first National Commander, Maj. General John F. Curry is buried at Ft. Logan National Cemetery in Denver. Each year we conduct a Salute at his grave on the first Saturday in December. This day coincides with CAP's founding date of December 1st, 1941.

Visiting graves and honoring the dead isn't usually an adventurous exercise. However, this year presented us with a couple of small tests. First, were the temperatures, hovering near zero, and all roads were ice packed. This caused cancellation of the larger event and restricted the salute to ceremonial officers only. The limitation was because we couldn't count on every new cadet, or even every senior member showing up in heaviest of outerwear and arctic rated footgear. So I, as project officer, limited the commemoration to myself, former Wing and Region Commander Col. Gary Tobey and former Wing Commander Col. Jack Buschmann. Second, we were conscious that, if possible, the event must go on. And, that this responsibility was ours alone.



Maj. O'Brien, Col. Tobey and Col. Buschmann.



Ceremonial Officers at General Curry's grave.

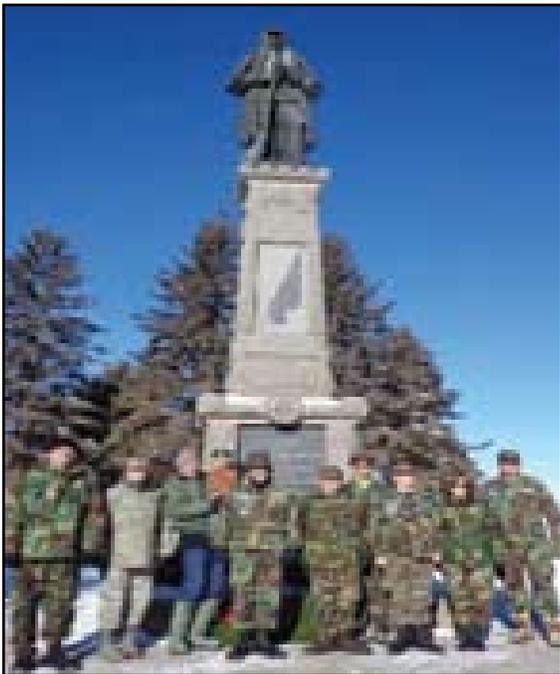
In its way, this was a perfect analogy to the service we conduct on every mission of the Civil Air Patrol – Safety first, with honor, and though circumstances are out of our control – we do have the ability to mitigate risk. We are trained to work in harsh weather. We are honor bound to respond. And, we are commanded to show good judgment, at all times.

On December 7th 2013, applying all three criteria, salutes were rendered, fingers and toes were preserved, and our mission was accomplished. While commanding the Patrol, Gen. Curry once said: “We go to find the lost, both the living and the dead so they are lost no more.”

Beneath the snow of an intemperate winter Colorado morning and among the headstones marking our sacred dead, we honored the General, his wife Eleanor, our history, and performed our Civil Air Patrol duty. Remarkably, in its way, on this day, beneath the snow and stones, the General lives. 🇺🇸

Squadron Hosts Open House, Participates in Wreaths Across America, Highlights Promotions

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



Heart of the Rockies Squadron.

The Heart of the Rockies Composite Squadron, located in San Luis Valley, Colo., had an open house on November 14, 2013. We invited Colonel Stacy Collins who is the Air Force Emergency Preparedness Liaison Officer (EPLO) for the State of Wyoming. She is assigned to 1st Air Force and is the Air Force point of contact for the Wyoming governor, the adjutant general, civilian emergency managers and F.E. Warren Air Force Base.



Lt. Col. Collins (USAF) and Lt. Col. Skinner, CAP

Collins presented a slide show about emergencies that she has been deployed to including the Colorado floods, Hurricane Sandy, North Dakota floods, and Haiti support for the earthquake. She was one of the Air Force staff that was sent to Deepwater

Horizon Oil Spill and she told BP that the best thing to do was to hire CAP planes to fly each day to show where the oil was moving to and if the buoys were adequate to make sure that the oil didn't keep going further to shore.

On December 14, 2013 the squadron members also assisted the Wreaths Across America to put over 230 wreaths at the Home Lake Veterans Center in Monte Vista, Colo. The cemetery at the Center has graves dating back to the late 1800's. The weather was cold and



Cadet Nicholas Davis laying a wreath.

snow on the ground, but we all dressed warm and the sun came out which made it "warmer".

Maj. Patty Robertson, CAP (Lt. Col., Air National Guard), spoke at the ceremony. Maj. Robertson spoke about the deceased in the cemetery including information on those veterans from the Spanish-American War, World War I, World War II, Korean War, and Vietnam. Veterans now are able to be buried in this cemetery from the current engagements the United States is involved in fighting. 🇺🇸



Maj. Robertson speaks at Wreaths Across America Event.

Color Guard, Cadets Honor Veterans

By 2nd Lt. Lyn Parker
Vance Brand Cadet Squadron, PAO

Civil Air Patrol squadrons nationwide have been working to become a recognized presence in their local communities. This weekend, a group of 15 cadets from the Vance Brand Cadet Squadron in Longmont, Colo. visited Life Care Center, a nursing home in Longmont, to present the Colors and honor veterans at the facility for Veteran’s Day.

Cadets assembled in the afternoon with the Color Guard beginning the activities by presenting the Colors and posting the American flag. The primary purpose of the event was to visit residents who had served in the military during peace time and in wartime. One such resident was a Purple Heart recipient.

“It was neat to listen to his story,” said Cadet Senior Airman Braden Collison. “It was even funny at times because he would start laughing when he was remembering his time in the Navy.” It was an opportunity for cadets to display the Civil Air



Vance Brand Cadets listen to stories as told by World War II Purple Heart recipient.

Patrol’s core values.

The four core values of Civil Air Patrol are integrity, service, excellence, and respect. The cadets lived out these values as they listened to the many stories the people had to share and took time to value the heroes of the past military by expressing their appreciation and admiration to the veterans for their service to and sacrifices for their country. 🇺🇸



The Vance Brand Cadet Squadron Color Guard presents the Colors to residents of Life Care Center of Longmont, Colo.



Cadets thank a veteran for his service during World War II.



Fremont cadets in the new classroom.



Fremont Starfire Cadet Squadron Gets New Building to Call Home

By Maj. Bryce Nelson
Fremont Starfire Cadet Squadron, Commander

Many squadrons know the challenge of finding a meeting place. Over the past years our squadron has met at the county administration building, two churches, a real estate office, twice at the airport and the library. It is frustrating being at the mercy of others for a meeting location and having to carry training materials, personnel records and tests in and back out each meeting night.

Several years ago we started fund raising for a building and finally received a 28 by 70 foot modular donated by the Canon City, Colorado School system. Title to the building had not been transferred from the two previous owners so the school finance office spent about six months writing letters and finally getting a title in October of 2012. Ownership was then transferred to CAP and we had a building!

A building permit was purchased (\$595.00!), appropriate approvals were obtained and two moving permits purchased prior to moving the building from the high school campus to the local airport. The modular splits in two, so two moving permits were required. Members and parents worked very hard preparing the building for the move and the setting up process at the airport. This saved the squadron at least \$1000.00 by assisting the moving company with lots of manual labor. The process became somewhat involved and took a lot of time, but as you can see, it was worth the effort. Now that we know what to do, we hope to never have to do it again! This project cost about \$10,000.00.

Peaks and Planes



Fremont Starfire Cadet Squadron's new building.

Having a permanent location has been very beneficial for our squadron. We managed the car parking at the fly-in held in September and had approximately 150 people come through the building to participate in eight stations of aerospace activities we made available.

Many people learned about CAP and had fun with the activities. We invited the Wounded Warriors to the fly-in and got to meet many of them. Two of them did tandem skydives with the local skydiving company that day! Several took helicopter rides that were available, too.

We are working with the local remote control airplane club to participate in the MARC (Model Airplane and Remote Control) program. We are planning activities with the local EAA (Experimental Aircraft Association) chapter to bring people out to the airport to participate in aviation activities. We are installing radio communications capabilities and will have the building available for training and actual missions.

It is very satisfying to finally be able to unlock our own door and be in our own place! 🇺🇸

Winter 2014

Civil Air Patrol: Citizens Serving Communities Through Participation in Local Parades

*By Cadet Chief Master Sgt. Noah Parker
Vance Brand Cadet Squadron, NCO PAO*

The Civil Air Patrol has four core values: respect, integrity, excellence and service. Volunteer service is an excellent means of being recognized in the community through participation in community events. In August, September and December of 2013, cadets and senior members in the Vance Brand Cadet Squadron located in Longmont, Colo., participated in four parades within their community. The mission was to bring awareness not only to Civil Air Patrol as a whole but to their squadron of over 25 years in the Longmont community.

On August 3, 2013, the unit attended the Boulder County Fair Parade complete with Color Guard and a flight of cadets. That was followed by the Trapper's Day Parade in Fort Lupton, Colo. on September 7, 2013 and the Miner's Day Parade in Frederick, Colo. on September 21, 2013. The cadets

were honored with a First Place trophy from the Longmont Kiwanis Club for participation in Boulder County Fair Parade and a First Place certificate and \$25 award from the Fort Lupton Chamber of Commerce as a marching group.

The squadron's final event within the community for the year was the annual Longmont Holiday Lights Parade. This was the unit's largest event for participation and brought loud cheers from parade observers. The community had seen the Civil Air Patrol in action during the devastating flooding in our area and people in the community knew we had been there to help with disaster relief efforts. The Vance Brand Cadet Squadron has become a well-known presence in our community and is honored to serve Longmont, Colo. citizens.



Cadets await the start of the Fort Lupton Trapper Days Parade.

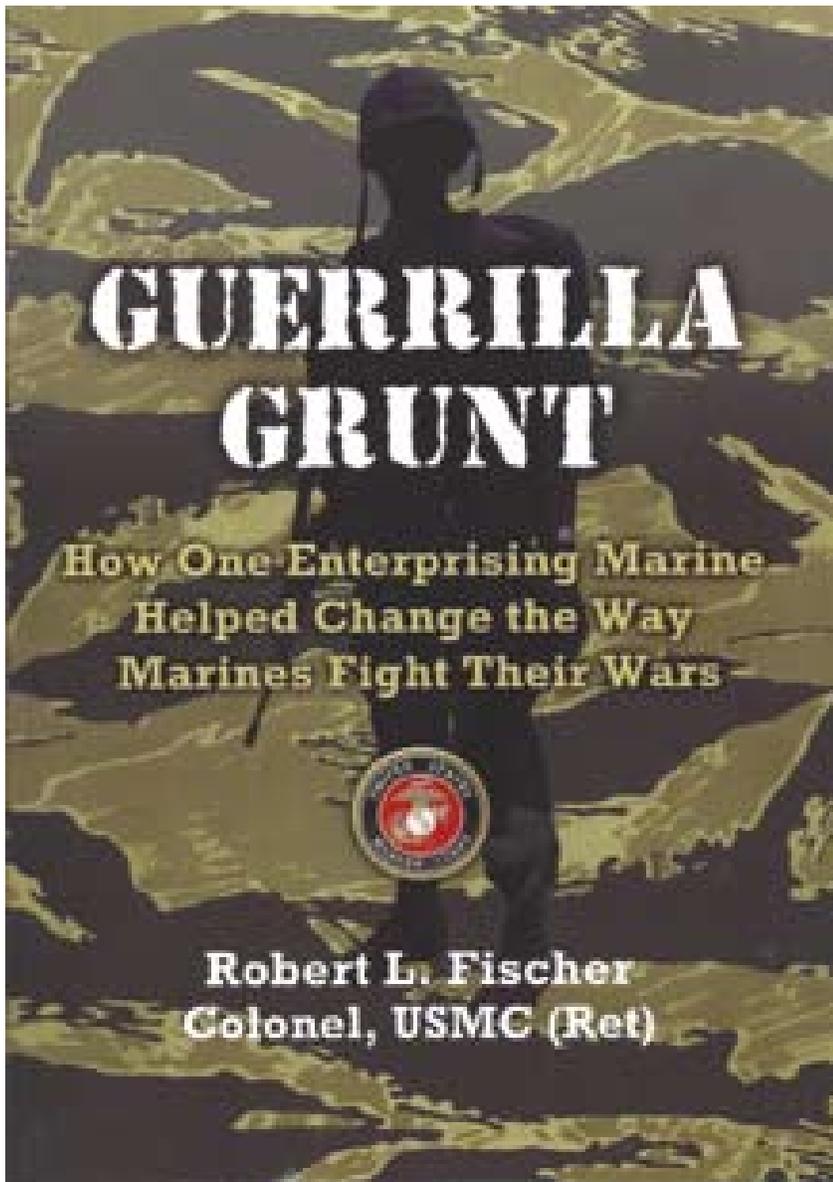


Vance Brand Cadets march in the Boulder County Fair Parade in Longmont, Colo.



The Vance Brand Cadet Squadron Color Guard leads the way during the unit's third parade, Frederick, Colo. Miner's Day Parade.

GUERRILLA GRUNT: How One Enterprising Marine Helped Change the Way Marines Fight Their Wars by Colonel Robert L. Fischer, USMC Ret., is an interesting read for anyone who has been in



combat or may find themselves on the battlefield in the near future. According to Col Fischer, “since World War I, America not only trained for the last war it fought, but also forgot or ignored the lessons of the past. We saw our enemy, attacked them, and then destroyed them. However this approach did not work in Vietnam, nor would it work in Iraq and Afghanistan where we didn’t recognize our enemy, who reverted to guerrilla or insurgent tactics and techniques. While they shifted gears of war, from conventional to unconventional and back, we still fought them the hard way and the wrong way.” Colonel Fischer and a few others did not forget and helped to change rigid tactical doctrine and used what they learned to fight that different enemy.

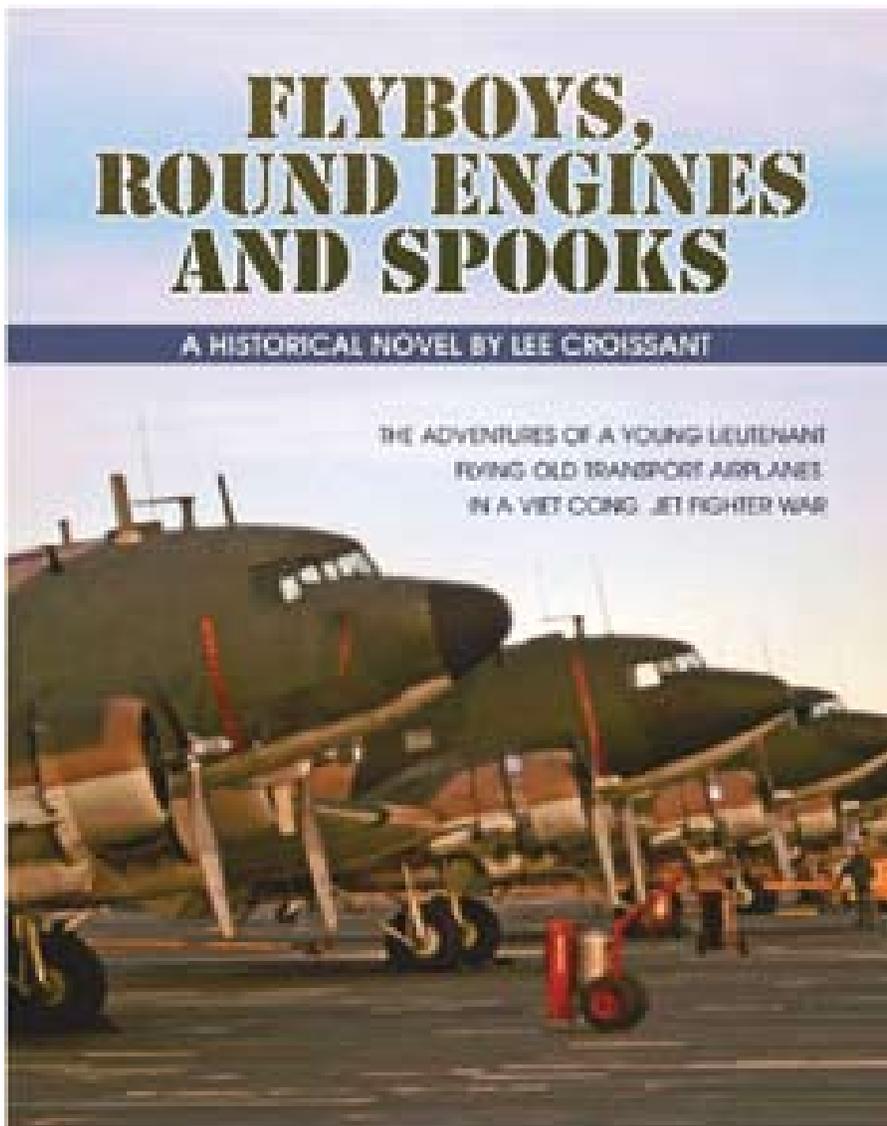
“GUERRILLA GRUNT is an incisive account of one Marine officer’s pioneering efforts to develop the 2nd Marine Division Counter-guerrilla Warfare Center (CGWC), and the only authentic Vietnam combat training center

in America, at Camp Lejeune, North Carolina, in 1965. It is the story of Colonel Robert L. Fischer’s foresight and determination to endure when confronted by ingrained, institutional leaders who were unable to change how we fight our wars at a critical time in our history.” Dan Guenther, former Captain, USMC, Vietnam veteran and author.

Colonel Bob Fischer is a 1955 U.S. Naval Academy graduate who commanded units from platoons to battalions. GUERRILLA GRUNT is the personal account of his struggle and success that led to the training of 20,000 Marines, SeaBee Battalions, Navy Seals and Army Special Forces teams.

GUERRILLA GRUNT is available in the Book Store at www.virtualbookwork.com and COWG CAP squadrons can schedule a visit from Colonel Fischer to discuss his book and the training he developed by contacting Lt. Col. Mike Daniels, COWG Director of Public Affairs.

FLYBOYS, ROUND ENGINES AND SPOOKS-An Historical Novel by Lee Croissant: The Adventures of a Young Lieutenant Flying Old Transport Airplanes in a Viet Cong Jet Fighter War.



“This is a must read for those too young to remember the Vietnamese war and for those who still don’t understand what happened. Fasten your seatbelts and join young Lieutenant Eddie Werner as he flies old World War II era transport aircraft in Southeast Asia during the Vietnam War. The mission? Fly all kinds of freight into South Vietnam. Join Eddie in the cockpit as he struggles to avoid enemy gunners and other unexpected war zone hazards. Along the way we discover international smuggling and illicit sex operations.

Eddie soon finds himself in the cockpit of Top Secret EC-47 aircraft, flying intelligence gathering missions for the CIA’s secret war. What secrets of this strange mercenary sideshow will Eddie reveal that still haven’t been admitted to the American public?

Try and keep up with Eddie’s off duty escapades and his efforts to find the legendary Asian Lady that isolated clues indicate may actually exist. Meet the handful of hardened women he encounters during his search.

The culture of the old freighter crews is authentic and the flying is depicted as it occurred. Only the names and the characters’ stories are fiction.”

To purchase a copy of FLYBOYS, ROUND ENGINES AND SPOOKS go to www.bookcrafters.net and visit their bookstore or go to www.amazon.com for the Kindle version. COWG CAP squadrons can schedule a visit with Lee Croissant to discuss his book and his experiences as a Transport pilot during the Vietnam War by contacting Lt. Col. Mike Daniels, COWG Director of Public Affairs.

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. Carl A. Spaatz Award

C/Col. Benjamin Hook, Air Academy Composite Squadron
C/Col. Benjamin Jakeman, Colorado Springs Cadet Squadron
SM Thomas Jessop, Colorado Springs Cadet Squadron
Capt Cody Draeger, Parker Cadet Squadron



Gen. Ira C. Eaker Award

C/Lt. Col. Skylar Caldwell, Thompson Valley Composite Squadron
C/Lt. Col. Michael Moran, Dakota Ridge Composite Squadron



Amelia Earhart Award

C/Capt. Kyle Fields, Banning Lewis Ranch Cadet Squadron
C/Capt. Stephanie Moffitt, Douglas Cadet Squadron
C/Capt. Kyle Germany, Broomfield Composite Squadron
C/Capt. Joshua Christian, Broomfield Composite Squadron
C/Capt. Everett Montano, Air Academy Cadet Squadron
C/Capt. Seth Thomas, Douglas Cadet Squadron
C/Capt. Travis Tomassi, Thompson Valley Composite Squadron
C/Capt. Levi Lockling, Foothills Cadet Squadron
C/Capt. Nicholas Essek, Mustang Cadet Squadron



Gen. Billy Mitchell Award

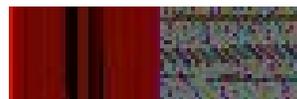
C/2nd Lt. Jozef Szabo, Thunder Mountain Composite Squadron
C/2nd Lt. Matthew LaJoy, Montrose Composite Squadron
C/2nd Lt. Mackenzie Stammler, Banning Lewis Ranch Cadet Squadron
C/2nd Lt. Lucia Stark, Banning Lewis Ranch Cadet Squadron
C/2nd Lt. Jordanne Stobbs-Vergara, Mile High Cadet Squadron
C/2nd Lt. Austin Bradshaw, Dakota Ridge Composite Squadron
C/2nd Lt. Justin Shaffer, Mesa Verde Cadet Squadron
C/2nd Lt. Brendan Todd, Mesa Verde Cadet Squadron
C/2nd Lt. Kaleb Todd, Mesa Verde Cadet Squadron
C/2nd Lt. Nathaniel Todd, Mesa Verde Cadet Squadron
C/2nd Lt. Jeremy Kearns, Adams County Cadet Squadron
C/2nd Lt. Darius Hines-Cross, Colorado Springs Cadet Squadron
C/2nd Lt. Chrstitina Archer, Mesa Verde Cadet Squadron
C/2nd Lt. Dalton Mendoza, Parker Cadet Squadron
C/2nd Lt. Josiah Stangoni, Broomfield Composite Squadron

C/2nd Lt. John Elliott, Vance Brand Cadet Squadron
C/2nd Lt. Jared Van Ness, Pueblo Eagles Composite Squadron
C/2nd Lt. Allie Jackson, Parker Cadet Squadron
C/2nd Lt. Ryan Weatherbee, Air Academy Cadet Squadron
C/2nd Lt. Daniel Perry, Dakota Ridge Composite Squadron
C/2nd Lt. David Higgins, Air Academy Cadet Squadron
C/2nd Lt. Nischay Murthy, Air Academy Cadet Squadron
C/2nd Lt. Sydney Dunnahoo, Thompson Valley Composite Squadron
C/2nd Lt. Quincy Prark, Mile High Cadet Squadron
C/2nd Lt. Kevin Graves, Colorado Springs Cadet Squadron
C/2nd Lt. Ryan Blay, Broomfield Composite Squadron
C/2nd Lt. William Silvis, Colorado Springs Cadet Squadron
C/2nd Lt. Chandler Knop, Air Academy Cadet Squadron
C/2nd Lt. Julia Bailey, Thompson Valley Composite Squadron
C/2nd Lt. Benjamin Bennett, Air Academy Cadet Squadron



Paul E. Garber Award

Maj. Debrah Archer, Mesa Verde Cadet Squadron



Grover Loening Award

Maj. Alan Garner, Mustang Cadet Squadron
Maj. Helen Gray, Mustang Cadet Squadron
Maj. Michael Linn, Jefferson County Senior Squadron
Maj. Kristen Nolan, Boulder Composite Squadron
Maj. Jeffrey Rogers, Air Academy Cadet Squadron
Maj. Eyal Sittenfeld, Black Sheep Senior Squadron
Capt. Dale Snavely, Air Academy Cadet Squadron

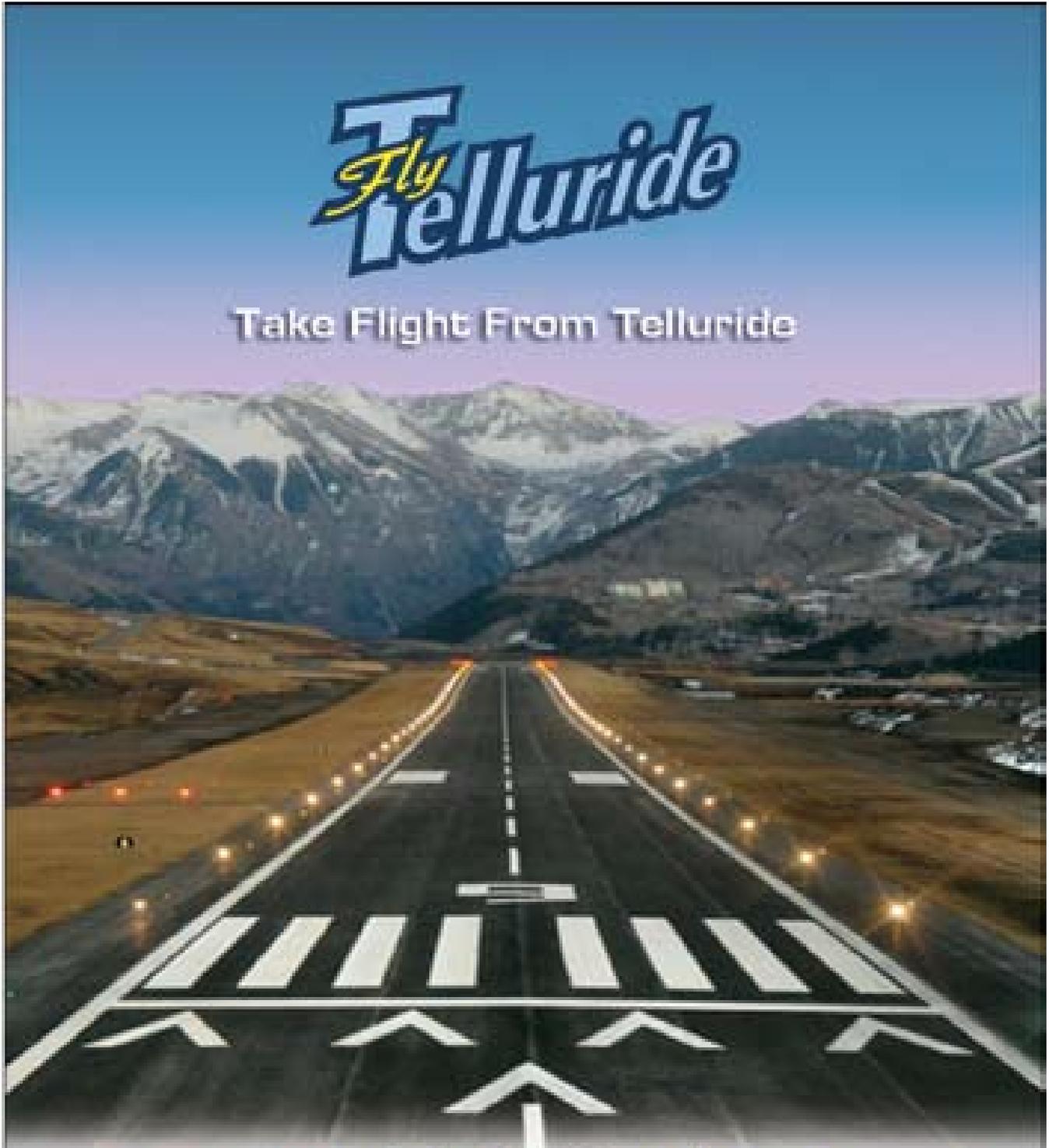
Specialty Track Master Rating

Maj. Debrah Archer, Mesa Verde Cadet Squadron
Capt. Tammy Mattics, Group 2 Headquarters
Maj. Gene Munson, Valkyrie Cadet Squadron
Capt. Norman Teltow, Mile High Cadet Squadron
Capt. Stephanie Hudgins, Colorado Wing Headquarters
Lt. Col. Michael McNeely, Colorado Springs Cadet Squadron
Capt. Bethany Lenell, Colorado Springs Cadet Squadron
Maj. Thomas Scheffel, Valkyrie Cadet Squadron
Maj. Sam Turner, Mile High Cadet Squadron
Capt. Bryant Dillard, Mile High Cadet Squadron
2nd Lt. Cynthia Smith, Colorado Wing Headquarters
Maj. Megan Graham, Dakota Ridge Composite Squadron
Lt. Col. Charles Sellers, Dakota Ridge Composite Squadron

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