

# Peaks and Planes

Official Magazine of the Colorado Wing, Civil Air Patrol



## Colorado WWII Members Receive Congressional Gold Medal



# Commander's Comments

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



*“May you live in interesting times.”* This expression is often misattributed as a Chinese curse, but in fact is an English expression that originated sometime around 1936. It seems to give a negative connotation to periods during which there is change.

The past couple of years has been an interesting time for CAP. Two years ago we started the most significant change in the makeup of our organization since the creation of the Board of Governors in 2001. The new governance structure was designed to streamline CAP operations at the National Level, and was initiated in 2012 by the National Commander, Maj. Gen. Carr. The new governance structure was rolled out in two parts. The first part redefined the roles of the region and wing commanders, eliminated the National Executive Committee and the National Board, replacing them with the Senior Advisory Group (made up of region commanders) and the Command Council (made up of region and wing commanders). The second (and last) piece of the new governance structure was put into place this last summer at the National Conference in Las Vegas by the new National Commander, Maj. Gen. Vazquez. Now, instead of having a paid staff and a volunteer staff at NHQ, there is one unified staff. Gone are the days of a paid staff member and a volunteer staff member duplicating the work of each other, and at times giving conflicting answers to questions and requests for guidance.

Although the new governance structure should be relatively transparent to most squadrons, it is giving rise to some new thinking that will probably be of benefit to most squadrons. NHQ is looking for ways to eliminate those procedures and practices that a lot of us have deemed “time wasters”. While a practice may have made sense way back when, such as in the days before computers and the internet hit the scene,

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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](mailto:lynparker.cap@gmail.com). Attach photos (in jpeg format) to your email and make certain to include full caption information for each photo at the end of your article.

**Article Submissions- Next Issue Submission Deadline:** November 2, 2015

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## On the Cover:

*Late 1940's era "On the Air Force Team" Civil Air Patrol poster (Top Center). WWII era photos of Maj. Paul Gilmore (Top Left), Maj. Wayne Field (Top Right), Sgt Marjorie Wahlstrom-Chapman (Bottom Left), Sgt Keith Clasby (Bottom Left Center), 1st Lt. Earl Hoagland (Bottom Center), 1st Lt. Ben Berger (Bottom Right Center) and Lt. Col. John Butler (Bottom Right)*

# Colorado WWII CAP Members Presented Congressional Gold Medal

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

On Friday, February 20th, at the Colorado State Capitol building, eleven Civil Air Patrol Congressional Gold Medals were presented to WWII Civil Air Patrol members by Colorado Congressman Ed Perlmutter, Colorado Adjutant General, Maj. Gen. Michael Edwards and Colorado Wing Commander, Col. Bill Aceves. Denver's ABC affiliate station, KMGH 7News, filmed the event and aired footage from the presentation on several broadcasts.

Recipients who were present to receive their medals included Col. James Cooksey, Maj. Wayne Field and Maj. Paul Gilmore.



Colorado's Adjutant General, Maj. Gen. Michael Edwards who oversees the Colorado Air National Guard and the Colorado Civil Air Patrol helped present the CAP Congressional Gold Medal to eleven WWII era CAP member recipients or their family members along with U.S. Rep Ed Perlmutter and Colorado Wing Commander, Col. William Aceves at the State Capitol building on Friday, 20FEB15.



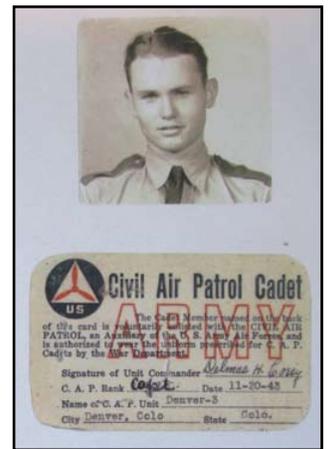
On Friday, 20FEB15 at the Colorado State Capitol Congressman Ed Perlmutter (left) presented the Civil Air Patrol Congressional Gold Medal that he co-sponsored to eleven recipients including Maj. Wayne Field, 88, of Colorado Springs, who after being a CAP cadet during WWII joined the Army and was wounded at the Battle of the Bulge. Field will add the CGM to his over 300 medals he's been awarded since age 55 as a competitive paraplegic swimmer. Photo of Maj. Field as a cadet.



Accepting the Congressional Gold medal from Congressman Perlmutter, Gen. Edwards and Col. Aceves for Lt. Col. John Kunsemiller of the Thompson Valley Composite Squadron were his widow, Clara and son John Kunsemiller. Photo of Lt. Col. John Kunsemiller in December 2004 accepting his Gil Robb Wilson award.



Ginny Butler accepted the Congressional Gold Medal for her late husband, Lt. Col. John Butler of the Jeffco Senior Sqdrn. Photos of Lt. Col. Butler as a Senior Member and as a CAP Cadet during WWII.



Capt. Ken Rotramel of the Thompson Valley Composite Squadron along with his father, David Rotramel also of TVCS accepted the Congressional Gold Medal for 1st. Lt. Arthur Rotramel from Congressman Perlmutter, Maj. Gen. Edwards and Col. Aceves.

U.S. Congressman Ed Perlmutter (left), COWG Cmdr Col. William Aceves (far left) and Colorado Adjutant General, Maj. Gen. Michael Edwards (right) presented Maj. Paul Gilmore of the Valkyrie Squadron with the CAP Congressional Gold Medal. Photo of Maj. Gilmore's as a cadet and his ID card during WWII.



Joni Friedman, niece of 1st. Lt. Ben Berger, accepted the Congressional Gold Medal on his behalf from Congressman Ed Perlmutter, Maj. Gen. Michael Edwards and Col. Bill Aceves at the Colorado State Capitol presentation ceremony.

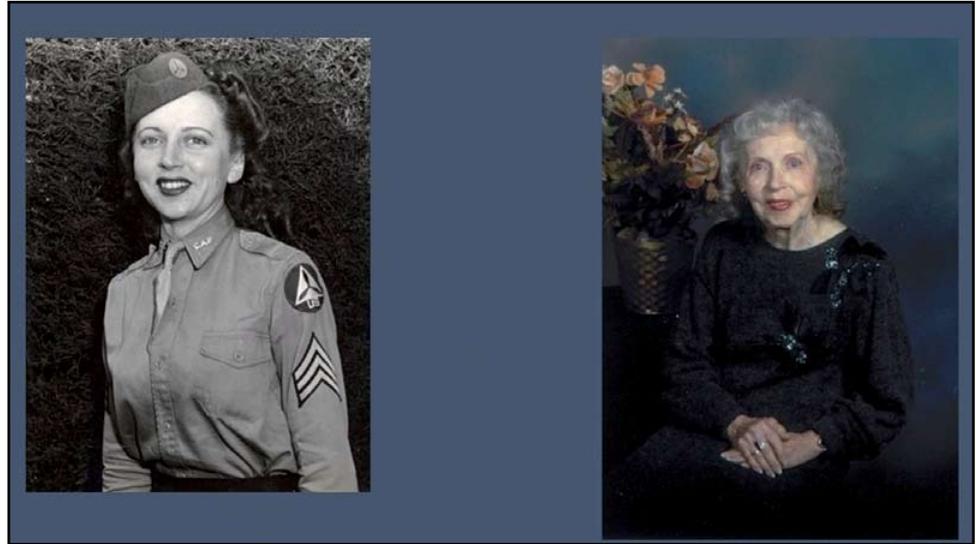
Col. James Cooksey was the only Colorado WWII recipient who was also able to attend the presentation at the U.S. Capitol in December and was the first of the recipients to receive his medal.

*Continued on page 11 . . .*

# Congressional Gold Medal Presented by Vance Brand Cadet Squadron to Former CAP Member

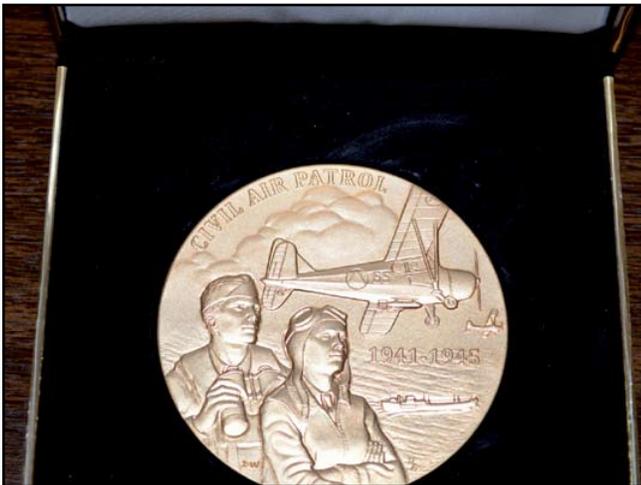
By 1st Lt. Lyn Parker, CAP  
Vance Brand Cadet Squadron, PAO

At the beginning of May 2015, Colorado Wing Commander, Col. Bill Aceves, was contacted by Stacy Laputz, the daughter of former CAP cadet, Marjorie Wahlstrom-Chapman. Col. Jon Stokes, California Wing Commander had previously contacted Ms. Laputz to alert her that her mother was eligible to be posthumously awarded the Civil Air Patrol Congressional Gold Medal. Stacy and her family live in Longmont, Colorado, so Col. Aceves immediately thought of the Longmont CAP unit. He asked the Vance Brand Cadet Squadron Commander, Maj. Loren Johnson, to present the medal to Ms.



Marjorie Wahlstrom-Chapman in her CAP uniform around 1944.

Laputz and her sister, Cindy Cossairt. On Monday, June 29th, Col. Aceves joined the VBCS in honoring Ms. Wahlstrom-Chapman's service in Civil



Congressional Gold Medal presented to Marjorie Wahlstrom-Chapman.



Col. Aceves presents the Congressional Gold Medal to Stacy Laputz and her sister, Cindy Cossairt.

Air Patrol during World War II. Several cadets spoke telling of the advantages, skills, and memories they have of Civil Air Patrol prior to the presentation. Both of Mrs. Wahlstrom-Chapman's daughters were impressed with the degree of professionalism displayed by the cadets, senior members and the cadets' parents. Chaplain (Lt. Col.) Jeff Williams provided the invocation, and Maj. Johnson served as emcee for the evening. The ceremony concluded and guests were fortunate to see some of the memorabilia Ms. Laputz brought of her mother's time in CAP.

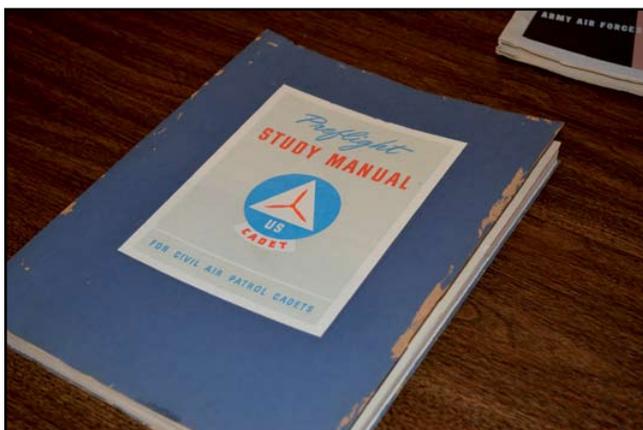
Ms. Laputz sent a "Thank you" email to the squadron in which she said, "I would like to express my heartfelt thanks for the lovely Congressional Gold Medal presentation program we experienced this past Monday night. We were very touched by the ceremony and we appreciate all the planning and care that went into making the evening so very memorable... To Col. Aceves, thank you for the long drive from Colorado Springs to join us in Longmont and for the meaningful words of appreciation you gave for our mother, as well as a whole generation of volunteers that helped launch the CAP at the start of WWII. I will forever cherish the memory of the moment when you handed that beautiful medal to me... To the cadets; thanks to each of you for your participation Monday evening. All of us enjoyed hearing your stories, memories, and/or CAP trivia you shared. Keep up your good work! To the chaplain (Chaplain Williams) thanks for your invocation and asking the Lord's blessing on our evening, it was a lovely prayer. Our mother



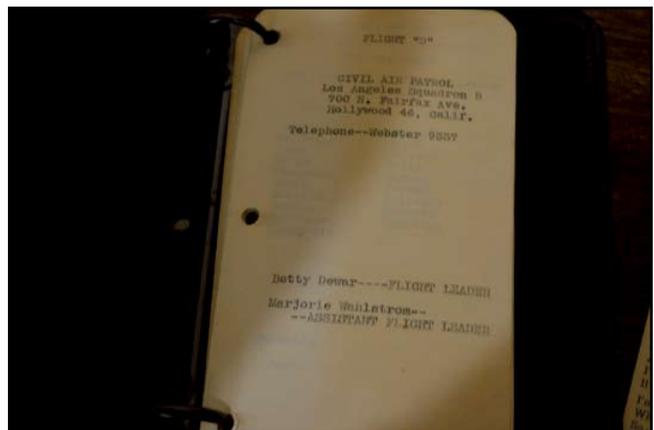
Stacy Laputz and Cindy Cossairt accept the CGM on behalf of their mother.

would have been so honored by this acknowledgment of her service in CAP."

Marjorie Wahlstrom-Chapman became a Civil Air Patrol member in 1943 as part of the California Wing Los Angeles Squadron 5. She possessed a restricted radiotelephone operator's permit and served as Assistant Flight Leader in Flight D of her squadron. Mrs. Wahlstrom-Chapman served in Civil Air Patrol until the end of the war. She later met and married her husband, Arnold, and they had three children, Robert, Stacy and Cindy. Her husband passed away in 1999 and Mrs. Wahlstrom-Chapman agreed to move to Colorado in January 2008, to be near her older daughter, Stacy. But the move took a toll on her health, and she suffered a minor then a major stroke. Mrs. Wahlstrom-Chapman passed away April 23, 2008 in Loveland, Colorado. 🇺🇸



CAP Pre-Flight Cadet study manual.



Flight D Log Book.

technology may have made those practices and procedures as obsolete as the proverbial buggy-whip. In April the Rocky Mountain Region commander, Col. Bost, tasked the wing commanders within Rocky Mountain Region for a list of items which ought to be done away with since at this point all they do is waste our volunteers' valuable time. We were more than happy to oblige, and just as you do, look forward to some, if not all, of our suggestions resulting in changes that would make our organization function more efficiently.

Early in this century, we saw a major shift in our Emergency Services mission. Technology was making aircraft getting lost harder and our finding them a lot easier. We all welcomed that. The amount of time and resources that was being used on these type missions was dropping.

Then came 9/11, and we accepted new missions that supported Homeland Security, as well as FEMA. Whereas once SAR was the mainstay of our ES purpose, our HLS and FEMA mission now command the bulk of our mission support, accounting for almost 75% of the missions.

Significant changes for the Cadet Program were announced this year. First, the much beloved and missed Cadet Competition is returning. Costs were a factor for the two year hiatus of this cadet tradition. NHQ realized that the competition was consuming a proportion of the Cadet

Program budget at NHQ and was benefiting only a relatively small number of cadets nationwide. The revamped Cadet Competition will cost less to administer, and open up the exciting activity to a greater population of cadets.

Another change which came into effect earlier this year was the announcement of the Curry Uniform Voucher system. This program replace the Free Cadet Uniform program which was expensive and not realizing its goals. There were also numerous complaints, such as the length of time it took for the uniforms to arrive, as well as problems with incorrect sizes being shipped. The Curry program is designed to get uniforms into the hands of new cadets sooner, and make correcting any size issues a lot easier. This month saw the announcement of the Cadet Encampment Assistance Program (CEAP). This program was a surprise to all wing commanders. The Air Force decided to fund a program that would address why cadets do not attend encampment. They realize that getting a cadet to encampment early in their CAP career is tied to the retention of cadets.

Right now one change is being worked that should be completed and in place by the end of this fiscal year. After the end of World War 2, CAP was made the auxiliary of the newly formed United State Air Force. Since then, supervisory responsibility within USAF for CAP has changed

hands a few times: in 1959 it was passed to the Continental Air Command. In 1968, we moved under Headquarters Command - USAF. We again moved in 1976 to the Air University, and then in 1993 to the Air Education and Training Command, where we are today. The decision has been made to again move CAP, and this time we will be serving under Air Combat Command. While the USAF will not be equipping us with guns, missiles, or bombs, the idea is that under ACC, the USAF will be able to better equip CAP with funding and additional missions. Additionally, the administrivia of our interaction with other non-USAF agencies will probably change as a result, cutting some of the red-tape and allowing us to conduct our missions more effectively.

*"May you live in interesting times."*

We do, and we welcome it! 



# First SAREX of 2015 A Hit With Cadets

By Maj. Eric Schwarm, CAP  
Thompson Valley Composite Squadron, Commander  
Photos by Maj. Eric Schwarm

“This is more fun than geocaching!” Cadet Chief Master Sergeant Jason Cuthbert thoroughly enjoyed his first Colorado Wing Search and Rescue exercise (SAREX) on Saturday, January 31st, 2015. A recent transplant from Oregon Wing, Cuthbert officially joined Thompson Valley Composite Squadron a mere 2 days before the SAREX. His introduction to emergency services in Colorado Wing was a positive experience.

Cuthbert deployed on a ground team along with Senior Flight Officer Alex Nuckols and Cadet Airman 1st Class Shane Lindsay. All are members of Thompson Valley Composite Squadron. Their assigned mission was to investigate a reported Emergency Locator Transmitter (ELT) signal, a radio beacon that activates if an airplane crashes or experiences

a hard landing. In this case it was a practice signal intended to simulate an emergency signal and provide realistic training.

Locating an ELT can be a challenge. In this case the search teams had little information to work with. The simulated report suggested the practice ELT was heard by an airplane flying north of Fort Collins, CO. Planners for the practice mission, led by Incident Commander Stefanie Hudgins, dispatched a ground team and one aircrew to investigate. Departing Fort Collins – Loveland Municipal Airport, the teams headed toward the initial search area.

The search teams listened to the practice ELT radio frequency as they travelled. Stopping several times, Cadets Cuthbert and Lindsay practiced their skills with the radio direction finding equipment. Initially there was no



Cadet Airman 1st Class Shane Lindsay uses direction finding equipment to locate a practice ELT.

hint of the signal. Undeterred, the teams continued toward their assigned search area.

The aircrew detected the practice ELT signal first. They tracked the signal using direction finding equipment installed in the airplane. They also radioed the ground team and instructed them to head toward Horsetooth Reservoir, west of Fort Collins. The aircrew continued their search as the ground team continued their journey.

As the ground team arrived in the newly refined search area, the aircrew narrowed the search to the top of a hill west of the reservoir.

*Continued . . .*



Cadet Chief Master Sgt. Jason Cuthbert uses direction finding equipment to locate a practice ELT.



Cadet Chief Master Sgt. Jason Cuthbert and Cadet Airman 1st Class Shane Lindsay next to the practice ELT they located.



Zia the crash survivor greets the search team.

Cadets Cuthbert and Lindsay took turns talking to the airplane on the radio. The plane's bird's eye view allowed them to direct the ground team through a maze of curving roads and switchbacks that blocked the signal from being heard on the ground. The ground team reached the hilltop shortly before the aircraft spotted an orange tarp on the ground, possibly representing a signal from a downed pilot.

The orange tarp wasn't visible from the road so the ground team used their radio direction finding equipment to lead them toward the practice ELT. The terrain appeared to be diffusing the signal, making precise tracking difficult. As they climbed toward the goal, Cadet Chief Master Sgt. Cuthbert remarked how much fun he was having. "This is more fun than GeoCaching!"

Moments later the ground team, led by Senior Flight Officer Nuckols, reached the practice ELT. It rested atop the orange tarp spotted earlier by the aircrew. Simulating unpredictable wreckage, a metal shield blocked the ELT signal to the south. That made the search crews work harder since their mission base was located south of the search area.

Joining them at the search area, an enthusiastic black lab named Zia added a little excitement to the find. The practice beacon was placed by a nearby resident, Von Campbell, who also happens to be a Major with Thompson Valley Composite Squadron. Now that the practice ELT was located, along with Zia the survivor, the

ground team radioed their findings to the Incident Command Post. They were instructed to deactivate the practice ELT and return to their mission base.

Cadet Airman 1st Class Shane Lindsay also enjoyed his first experience in CAP emergency services. Lindsay has been a member of Thompson Valley Composite Squadron for 10 months. According to Lindsay, "I was a little bit nervous to come to this actually, because I'd never been to a SAREX before. I was very pleasantly surprised to see how well organized, how well structured, and how exciting the SAREX was."

When asked what he thought of the day as a whole, Lindsay replied, "Last summer I competed in Houston in the Junior Olympics. This ranks up there with that." Lindsay also mentioned the SAREX was a very different experience than squadron meetings. "The Senior Members here did an excellent job of working with the cadets. It was so phenomenal...when you come to a SAREX everyone sees each other as equals."

When asked if he would recommend Emergency Services to other cadets, Lindsay responded enthusiastically, "Don't be afraid. All I had to do was put in a little work, and then I could come to this and have a ball for a Saturday." Cuthbert added, "Everyone is here to help you and here to guide you. It was funny, it was enjoyable, and it was very interesting. Come out here and try it out, it's a lot of fun." 

Deceased recipients who were represented by family to receive their medals posthumously were Col. Harold Smethills, Lt. Col. John Butler, Lt. Col. John Kunsemiller, Lt. Col. John Smethills, 1st Lt. Ben Berger, 1st Lt. Earl Hoagland, 1st Lt. Arthur Rotramel, 1st Lt. Nona Smethills and Sgt. Keith Clasby.

Interesting stories about some of the recipients' service were shared with the standing room only audience of over 100 attendees by several of the VIP speakers including Congressman Perlmutter, Maj. Gen. Edwards, State Senator and CAP Legislative Squadron Commander, Kent Lambert, CGM Event Emcee and radio personality, Rick Crandall and Col. Aceves. The Valkyrie Cadet Squadron Color Guard presented the colors and cadets also assisted with ushering attendees to their seats. Various displays with photos and info about several of the recipients as well as CAP uniforms and memorabilia from the era were set up around the room and in the hallway. At the conclusion of the presentation all were asked to join in singing the Civil Air Patrol's March as the words were found on the back of their programs and a reception followed the event. 



# Safety Stand Down: Through the Eyes of Black Sheep Senior Squadron

By 1st Lt. Sean Melody, CAP  
Black Sheep Senior Squadron, PAO

Photos by 2nd Lt. Ashley Garcia, Black Sheep, Asst. PAO

Annual Safety Stand Down Meeting! How many members cringe when they hear those words? Black Sheep Squadron traditionally holds theirs during the first few weeks of January. This year was no different. This year our Safety Officer, Captain John Mitchell, put together an outstanding agenda.



Capt. Matthew Flanders shows the damaged tubes to Black Sheep.

Second Lieutenant Johnathan Fletcher, Black Sheep Assistant Safety Officer, explained the process of entering and verifying your safety currency. He discussed several sources available for remaining current in addition to CAP courses. Linking your CAP member number to the FAA/AOPA (Federal Aviation Administration/Aircraft Owners and Pilots Association) courses is fairly simple. Once logged in to FAA Wings, under account

preferences, click the “Other” tab and you will see a box to enter your CAP ID. Take advantage of AOPA and FAA courses which are excellent and free.



Capt. John Mitchell provides a refresher on Operational Risk Management.

COWG Director of Aircraft Maintenance, Capt. Matthew Flanders reviewed the facts surrounding the Wing's 3 flat tire incidents. Investigations found that none were caused by actions of the pilots. All of the tubes had relatively low hours. The shops COWG utilizes do not use the brand of tube CAP had purchased and did not recommend the brand. National has switched to Michelin. COWG has decided to replace every non Michelin tube at cost to the Wing. Careful inspection of all tires prior to flight must occur.

Captain Dave Ayers, Black Sheep Check Pilot, reviewed the proper



2nd Lt. Johnathan Fletcher shares advice for navigating Eservices, relative to documenting your Safety Currency.

procedure for entering a pattern in a C182. He covered common mistakes and provided tips for improving. A stabilized approach is key on final. The pilot should not hesitate to execute a go-around if uncomfortable; another aircrew member or the tower advises a go around. As soon as you think a go-around may be a good idea, do it.

Tail Strike Avoidance was presented by Capt. Ray Wells, Black Sheep Check Pilot. He clarified how tail strikes occur on both takeoff and landing if you are not cautious. Capt. Wells talked the common causes of tail strikes, cross winds, soft taxiways/runways, FOD and over rotation during takeoff or landing. He reviewed the process for reporting an incident. (Wing Commander, Wing Safety

*Continued . . .*



Capt. Dave Ayers reviews a proper approach in a Cessna 182.

Officer, Squadron Commander) Capt. Wells reiterated Capt. Ayers advice on performing a go around without hesitation.

Captain Mitchell closed the evening with a presentation on Operational Risk Management (ORM). This cannot replace regulations. ORM is used to fill in gaps between real world conditions and scenarios not covered by regulations. Captain Mitchell illustrated how ORM is used to reduce and avoid mishaps. Civil Air Patrol takes



Capt. Ray Wells discusses Tail Strike Avoidance.

safety very seriously!

In our everyday lives we have the choice of being safe. Each of us can affect thousands of lives every day by choosing a safer approach as opposed to a risky approach. At a minimum it can mean creating unneeded stress for you or someone around you. The worst result could be you or someone around you dying.

Whether we are a cadet or senior member we have hazards around us all day, every day. Going to and from school or work it is crucial to be focused on the travel as opposed to a text or phone call.

**Peaks and Planes**

You may be walking, riding a bicycle or driving. All have their own hazards. Working around the house is one of our most precarious endeavors. Because we are home we feel standing on the top of the ladder, which clearly reads “NO STEP”, is a risk worth taking.

The Civil Air Patrol has the best safety record of any GA aircraft operator. CAP also operates the largest fleet of GA aircraft. How is it that CAP operates so many aircraft and can be so safe?

When was the last time you went flying with a non-CAP friend? When your friend is the Person in Charge (PIC), is he/she as crisp with procedures in and around the aircraft? Was the aircraft as well maintained? Who did they inform of where you were flying? Did they file a flight plan even if they were VFR (Visual Flight Rules) and staying in the vicinity of the airport?

CAP members have endless training available. To participate in CAP there are thousands of pages to read. Countless boxes to check on so many training records. Mentors assigned who ask you about your progress. Every team member receives training and testing to ensure you can perform your duty with complete awareness. In addition you receive training to understand the roll of your fellow member. You should have enough knowledge to judge if an action is safe. These are some of the most significant causes of CAP’s safety record. If you don’t feel it is safe, STOP everything! We all hold that responsibility. 🇺🇸

## New Wing Director of Finance



Major Kristen Nolan joins Wing staff as the new Director of Finance. She is a CPA with the Internal Revenue Service. She has been a CAP member for 15 years and was previously the finance officer for the Boulder Composite Squadron. Maj. Nolan is convinced she is the only Colorado native who doesn’t ski, but she does enjoy running on the trails near her house and recently discovered the Crossfit craze.

In the past, Maj. Nolan attended the University of Colorado. She also participated in disaster relief and other emergency services, but recently hasn’t been as involved as she would like to be.

Welcome, Maj. Nolan! 🇺🇸



**Summer 2015**

# 2015 Colorado Wing Conference at Keystone Resort

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

Members of the Colorado Wing as well as attendees and speakers from other CAP wings, FEMA, FAA, DMVA, Colorado Homeland Security and Emergency Management, American Red Cross and the U.S. Air Force converged at high altitude for the annual Colorado Wing Conference that was held at the Keystone Resort Conference Center on May 1st-3rd. The conference was well organized thanks to the efforts of Project Officer, Lt. Col. Andy Rajca and his team who ensured sessions were offered on a multitude of topics and programs. The keynote speaker at the awards banquet was Lt. Col. Mark Keener, Commander of the Rocky Mountain Liaison Region, Civil Air Patrol-United States Air Force. In addition to the Colorado Wing and Rocky Mountain Region "Of the Year" awards and Quality Cadet Unit Awards, many other awards were presented to members as well as a Fifty Year Service Award to COWG Inspector General, Lt. Col. Harvey Siegal.

Colorado Wing & Rocky Mountain Region "Of the Year" Awards were presented at the Wing Conference Awards Banquet on Saturday evening, May 2nd. Congratulations to the following COWG members who were selected for a Colorado Wing "Of the Year" Award:

- Lt Col William Waite - Incident Staff Member of the Year
- Lt Col Jeffrey Williams - Chaplain of the Year
- Maj William Blatchley - Brewer Category II (CAP Senior Member)
- Maj Karen Dale - Staff Member of the Year
- Maj Stefanie Hudgins - Safety Officer of the Year
- Maj Gene Munson - Senior Member of the Year
- Maj Robert Wray - Public Affairs Officer of the Year
- Maj Nathan Van Dam - Sorenson Cadet Programs Officer of the Year
- Capt David Ayers - William F. Hines Air Crew Award
- Capt Eva Hailbronner - Property Manager of the Year



COWG 2015 Cadet of the Year and Rocky Mountain Region Cadet of the Year, Cadet Col. Ben Jakeman (left) from the Colorado Springs Cadet Squadron who received his award from COWG Commander, Col. Bill Aceves at the Wing Conference Awards banquet was also selected as the CAP National Cadet of the Year! (Photo by Capt. Swasti Panigrahi, Jeffco Senior Squadron PAO.)

- Capt David Pershing - Aerospace Education Officer of the Year
- Capt Judy Pershing- Professional Development Officer of the Year
- Capt Robert Yusko - James G. Alsum Counter Drug Officer of the Year
- 1st Lt Alfred Anderson - Character Development Instructor of the Year
- 1st Lt Martin Anderson - Communicator of the Year
- C/Col Benjamin Jakeman - Cadet of the Year
- C/Col Stephanie Moffitt - Cadet Officer of the Year
- C/Lt Col Charles Blome - Brewer category I (CAP Cadet)
- C/2d Lt Bailey DeBerry - Drug Demand Reduction Officer of the Year
- C/CMSgt Kashawan Crump - Cadet Recruiter of the Year

C/SMSGT Camille Leonard - Cadet NCO of the Year

A number of Colorado Wing "Of the Year" award winners were also selected for a Rocky Mountain Region "Of the Year" Award. Congratulations to:  
Lt Col Jeffrey Williams - Squadron Chaplain of the Year

Maj William Blatchley - Brewer Category II (Senior Member)

Maj Robert Wray - Payton Public Affairs Officer of the Year

Maj Nathan Van Dam - Sorenson Cadet Programs Officer of the Year

Capt Eva Hailbronner - Property Manager of the Year

Capt Judy Pershing - Professional Development Officer of the Year

1st Lt Alred Anderson - Character Development Instructor of the Year

C/Col Benjamin Jakeman - Cadet of the Year

C/Lt Col Charles Blome - Brewer Category I (CAP Cadet)

The following Colorado Wing cadet squadrons were presented with Quality Cadet Unit Awards:

- Adams County Cadet Squadron
- Air Academy Cadet Squadron
- Boulder Composite Squadron
- Broomfield Composite Squadron
- Colorado Springs Cadet Squadron
- Dakota Ridge Composite Squadron
- Douglas Cadet Squadron
- Foothills Cadet Squadron
- Mesa Verde Cadet Squadron
- Mustang Cadet Squadron
- Valkyrie Cadet Squadron

Wing Commander, Col. William Aceves, announced that next year's Wing conference will be held in Grand Junction on the western slope. In addition, as this issue of Peaks and Planes was heading to press we learned that several COWG "Of the Year" award winners were selected for their respective category's National "Of the Year" award. Year after year, the Colorado Wing continues to be one of the Civil Air Patrol's shining stars! 

# Colorado Wing To Host Public Affairs Officer Academy



*November 21st –*

*South Metro Fire & Rescue HQ Bldg.*

The Colorado Wing will host its annual Public Affairs Officer Academy for all COWG and Rocky Mountain Region PAOs, Commanders and Recruitment and Retention Officers on Saturday, Nov 21, 2015 from 0900 to 1700.

The COWG Public Affairs Officer Academy has become known as one of the best in Civil Air Patrol and includes everything a PAO needs to know to successfully perform their role and meet training and unit requirements. Annual PAO training is a requirement of CAPR 190-1, is necessary for advancement in the PAO 201 Specialty Track and essential for SUI success. Recruitment and Retention are important for the Wing and CAP and as Public Affairs works toward recruitment of members, this is the first year that Recruitment and Retention Officers are invited to attend and there will be a special session on the subject. Complimentary Breakfast, Lunch and Prizes supplied!

## **Requirements When You Register**

- \* Current senior or cadet membership.
- \* Seniors must have completed Level 1 and cadets must have completed Lindbergh

## **When**

0900 to 1700 Saturday 21 November 2015

## **Where**

South Metro Fire and Rescue HQ Bldg.  
9195 E. Mineral Ave., Centennial, CO 80112  
Lower Level Mtg Rms 1 & 2

## **Registration Deadline**

17 NOV 2015.

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

mdaniels.cocap@gmail.com

# Leadership Lessons from Memorial Day and Veterans Day

*By 1st Lt. Al Andersen, CAP  
Character Development Instructor*

Memorial Day and Veterans Day are the holidays we have to honor our veterans each year, but because of all the commercialism, many of us have forgotten the meaning of them and why we have and honor these special days.

Memorial Day started after the American Civil War. On May 5, 1868, “Decoration Day”, was established as a time for the United States, to decorate the graves of soldiers following the American Civil War. The date chosen for Decoration Day was May 30th because that’s when flowers would be in peak bloom, making it possible to decorate the graves of the soldiers. After World War I, the holiday was expanded to honor those who died in all American wars. The day is specifically set aside to remember and honor military personal who died in the service for their country. Over time, it became known as Memorial Day.

It was declared a National Holiday in 1971 and made the last monday of May. In addition to the name being changed to Memorial Day, over time the custom has grown to decorate the graves of all departed loved ones. However in the last 40 years or so, the reason we celebrate this holiday has been lost. Seeing this shift, the U.S. Congress created “The National Moment of Remembrance” in 2000. This was to encourage all people to pause wherever they are at 3 pm. local time on Memorial Day for a moment of silence to remember and honor those who have died in service to the nation. “It’s a way we can all help put memorial back in Memorial Day.”

Here are five Leadership Lessons we can put into practice from Memorial Day.

1. Be intentional about your actions. It took from 1868 to 1971 to make Memorial Day a National Holiday. Don’t put off doing the things that matter in your life.
2. Understand why you do the things you do. What things in your life have you forgotten the initial reason you are doing them?
3. Legacy. Be thankful for the Legacy of those who died for what we have today.
4. Building on the Legacy of others. What are the legacies that you can help strengthen and fight for?
5. Be Honest with your discussions with others. Reading history books on people who have died for the service of our country is a great way to learn about the examples of how they were honest in the heat of the battle. Am I honest in my discussions with others? Am I honest with myself?

Veterans Day was originally called Armistice Days, and marks the armistice signed between the Allies of World War 1 and Germany for the cessation of hostilities on the Western Front. This Armistice was signed and is always observed on the 11th Day of the 11th Month at the 11th hour. It is a day celebrated in several countries, including Canada, England, New Zealand, and France. The concept for the celebration was for a day to be observed with parades, public meetings, and a brief suspension of business at 11 AM. In the U.S. Congress made it a legal holiday in 1938. Just before or after World War II, the name was changed to Veterans Day in the USA and Remembrance Day in some countries. While celebrated in several countries, there are some importance differences.

Outside of the USA, it is specifically for honoring those killed in action. In the USA, it is set aside to thank and honor all who served honorably in the military in wartime or peacetime, living or dead. The Uniform Holiday bill in 1968 was passed to make Washington’s BD, Memorial Day, Columbus Day, and Veterans

Day; all three day weekends. With this change, Veterans Day was celebrated on October 25, 1971 and created a lot of confusion. It was changed back to original date in 1975.

Like Memorial Day, there are also a set of Leadership Lessons we can also learn from Veterans Day.

1. Push for complete closure. Don't let things remain open. An armistice is a cease fire, not a complete closure. While the armistice worked in World War I, it hasn't completely resolved other conflicts; for example, North & South Korea signed an armistice in 1953 and there is still tension.
2. Don't over react and gloat in declaring a victory. The penalties placed on Germany after World War I, set the stage for World War II.
3. Be nice to your relatives. The kings of England, Germany, & Russia were all first cousins and yet they went to war against each other. So be nice to your sibling during family reunions and don't leave starting World War III
4. Understand the reasons behind the reason. Many Americans having emigrated from Germany didn't want to be in the war because they had immediate family over there.
5. Everyone has a Story. Take time to learn the stories of the Veterans around you.
6. Don't get out of control. What cost will you endure for your alliances and friendships? How far will you go? World War I started when Serbian nationalists assassinated Archduke Franz Ferdinand and his wife of the Austria-Hungary Empire. While this conflict could have been resolved between Austria-Hungary and Serbia; because of pride, alliances, etc., it went from the capture of the assassins to a world war that caused over 16 million deaths.

Comparing these holidays, we see:

|                                  | Memorial Day                     | Veterans Day              |
|----------------------------------|----------------------------------|---------------------------|
| Origin                           | Civil War                        | World War 1               |
| Initial Name                     | Decoration                       | Armistice                 |
| Honors                           | Died in War & others             | Living Veterans           |
| Expansion                        | After WWI                        | 1954                      |
| How Celebrated                   | Flowers on Graves                | Parades                   |
| Oddities                         | Cities fighting over birth place | Making it a 3 day weekend |
| Date Declared a National Holiday | 1971                             | 1938                      |
| Mentoring Moment                 | Their Legacy                     | Their Story               |
| The Moment                       | 3 PM                             | 11 AM                     |

When looking at these holidays as a group, here are some of the Leadership Lessons that stand out. Remember the reason we do things, don't go through life taking things for granted. Each one of us will leave a legacy, we have a story to tell now, and we can benefit from learning the life stories of others. Have a discussion on these holidays with your family and friends. Take time on these days to reflect on the true meaning of these special days and why they are set apart. 

*On February 19th , COWG Director of Public Affairs, Lt. Col. Mike Daniels, had the pleasure of speaking about the Civil Air Patrol to the members of Cooper’s Troopers and found himself among legends. It was the 70th anniversary of the Iwo Jima landing and there were nine Marine Iwo Jima veterans in the audience. Carron Barrella is a member of Cooper’s Troopers who authored a book about a few of these men and she shared her inspiration to tell their story.*

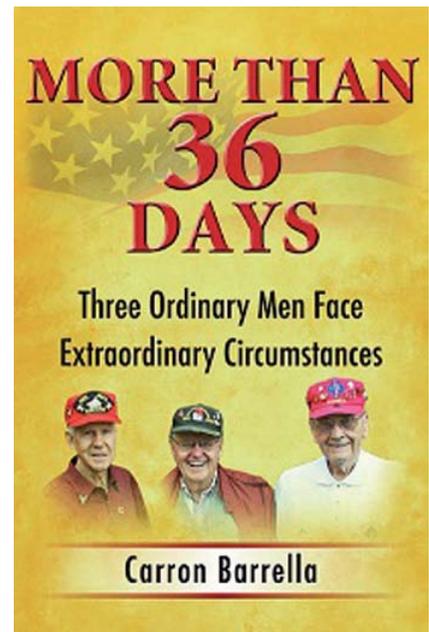
# **Iwo Jima Marines Recount Experience in More Than 36 Days**

**By Carron Barrella, Author**

The decision to write More Than 36 Days was more than a labor of love but an act of gratitude. These men aren’t just my veteran friends I share a cup of coffee with once a week, they are my mentors; my life’s teachers. I feel like I have a secret from the rest of the world and I am bursting at the seams to share it. I want to spread the love and share the wisdom, knowledge and experience. This unbalanced world of today needs to hear their voices. Although sadly fading and beginning to grow dim these once young and spirited Marines are slipping into the history books and one moment passing-by is one moment too many. Every day is a gift.

More Than 36 Days began as a discussion with a high school history teacher who was working on her lesson plan covering WWII in the Pacific. She knew I had served as a United States Marine and asked for my input. I mentioned I had some friends who served there and

*Continued*



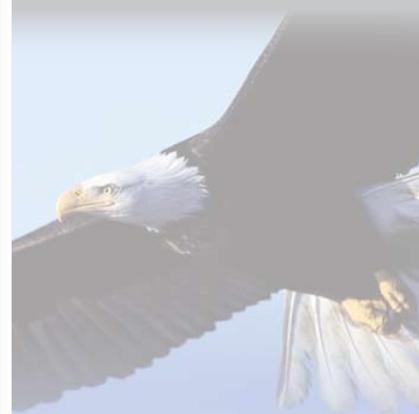
On February 19th, the 70th anniversary of the Iwo Jima landing, COWG Director of Public Affairs, Lt. Col. Mike Daniels, was scheduled to speak about the Civil Air Patrol at the monthly meeting of Cooper’s Troopers in Arvada and nine Iwo Jima Marine veterans were in the audience. From left to right: Robert White, Wally Hill, Jim Blane, Tom Ramm, Jack Thurman, Don Whipple, Al Jennings, Max Brown and Hiram Skeens. Photo by Lt. Col. Mike Daniels, COWG Director of Public Affairs.

she was excited to invite them to visit her classroom. It became a regularly scheduled event as part of her curriculum. I tagged along in the beginning to ensure the veterans arrived safely but honestly it was to ease my fear of ninety year old men being trampled to death in a high school hallway as a bell rings. One day I was sitting in the back of the class listening to them relay their stories when a melancholy thought occurred to me that this was the last generation that would be able to hear these stories from the men themselves. I suddenly found myself gripped by a slight panic attack. There had to be a way to preserve this precious experience. I looked around the classroom thinking - someone needs to be writing this down! Regrettably, no one was. I glanced down at my own lazy hands and thought, in true Marine Corps fashion, that if you recognize that something needs to be done, you simply do it! So when class ended I asked my friends if they wanted to write a book together and they all happily agreed.

The true inspiration to me is that seventy years ago they sacrificed themselves, their childhoods and their innocence for the betterment of all of us but the courage it takes to once again dredge up all the emotional pain and memories to help others by sharing their stories is the true definition of sacrifice and courage. They are refusing to let their experiences be in vain. They are generously affording us the opportunity to learn from them and we are fools not to listen. They served their duty in the 1940s thinking they were saving every generation from ever having to suffer the same fate only to watch us as a nation continually struggle. These men met with hurdles and hardships that are impossible to imagine except to other combat veterans. They did their part in turning an upside down world right again and we should be eternally grateful. Not only did these men answer the call but just about every day since they have waged a battle within themselves. We can all imagine the physical conditions of war; not enough sleep, food, water and supplies but nothing can measure the toll it takes on the human spirit. PTSD, survivor's guilt, are issues these men have had to struggle to try to come to terms with every single day of their lives since. Of course heroic war stories need to be told but so do the accounts of the average Marine's fortitude and perseverance in the trenches that made us the greatest military force in the world. *More Than 36 Days* is that story.

Carron Barrella became a Marine at the age of 18 and served as a Military Policeman. She is a member of the Women Marines Association and Cooper's Troopers and other veterans' groups. *More Than 36 Days* is available at [www.morethan36days.com](http://www.morethan36days.com) and you can reach Carron for a signed copy with a special Civil Air Patrol discount at [morethan36days@comcast.net](mailto:morethan36days@comcast.net). 

## *In Memoriam*



### ***Maj. Dailey Bugg***

*Maj. Dailey Bugg was a retired USAF Maj, and flew as a navigator with SAC during the Cold War.*

*He was a member of Pikes Peak Senior Squadron for many years and is fondly remembered and respected by the COWG pilot community.*

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### ***Rosalyn Cooksey***

*Ms. Cooksey was the wife of Col. James Cooksey, who himself recently was presented the CAP Congressional Gold Medal at the ceremonies in Washington, DC.*

# Squadron Hosts Dining Out for Unit Members

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



Col. Steve Lindsey presents Cadet Chief Master Sgt. Camille Leonard with the Air Force Association Citation.

Celebrating the achievements of cadets and honoring guests over the past year is nothing new to the members of Vance Brand Cadet Squadron. However, when three cadets earn the Billy Mitchell Award and one earns the Amelia Earhart Award, there is cause for celebration.



Former NASA astronaut (and now CAP Senior Member) Colonel Steve Lindsey, USAF retired guest speaker.



Vance Brand Cadet Squadron's newest officers: Cadet Capt. Elliott, Cadet 2nd Lt. Laxton, Cadet 2nd Lt. Parker, Cadet 2nd Lt. Dome.



Group 1 Commander Maj. Don Bessee presents Cadet 2nd Lt. Cody Laxton with his Billy Mitchell award as Lt. Col. Dave Ellis waits to assist in attaching the cadet's epaulets. Years earlier, Maj. Bessee presented Cadet Laxton with his Curry Award.

The members, their families and distinguished guests began the evening with the presentation of the Colors and reciting the Pledge of Allegiance. Cadet Chief Master Sgt. Camille Leonard read the POW



All the cadets who promoted at the VBCS Dining Out.

Table speech while Cadet 2nd Lt. Noah Parker displayed the items. The invocation was presented by Chaplain (Lt. Col.) Jeff Johnson, Wyoming Wing Chaplain.

At a special occasion such as this, it was important to give the cadets an opportunity to see

*Continued on page 33 . . .*

# The Blackbird Encampment - Colorado Wing 2015

By Cadet Lt. Col. Meghan Parsons, CAP  
PAO OIC  
Photos by Blackbird PAO Team

Colorado Springs, CO - The Colorado Wing 2015 Summer Encampment was said by many to be one of the best and the most professional Colorado Wing Encampments to date. The cadet staff was commended for their professionalism and servant leadership. The students should also be recognized for their teamwork and dedication to excellence. With the SR-71 Blackbird chosen as the Encampment mascot, the cadet students, staff and senior members lived up to the SR-71's reputation of performing under pressure and only getting better as speeds increased.

Before students even arrived, over forty experienced cadets and over two dozen senior members spent four days preparing for student arrival. Finalizing training schedules, practicing formations and getting training on the standards they and their students would be held to for the week long encampment. Work behind the scenes within the Force Support Squadron insured essentials like paper towels and bedding would be available for each participant upon arrival, and that the activities planned would meet training standards and prove to be exciting challenges for the students.

Student arrival began just after breakfast on 13 June. Over 140 students were checked into the encampment, dropped off their luggage, were inspected for



Cadets were able to march side by side with Air Force Academy Students while they toured the Academy.

uniform and grooming standards, met with their Training Officers and medical staff and said goodbye to their families in a record setting 87 minutes. The previous record of 90 minutes from the 2014 Encampment was broken, setting the bar high for next year's encampment.

After a brief welcome presentation by Lt. Col. Buddy McCormick, Encampment Commander and Cadet Maj. Nicholas Essek, Encampment Cadet Commander, the cadets began their training. Intensity throughout the first day signaled that they would have to work together to achieve the high standards set before them.

Within the first few hours, cadets were already working with their roommates to help get their barrack set up to standards, with some flights already using each member's skills to get the work finished



Colorado Wing Encampment Cadet Staff.

quickly and efficiently.

Beginning with mastering self-discipline through strict barracks standards, the cadets quickly learned how to be good team players. Bonding within the flights skyrocketed through drill training and morning PT. No longer was each cadet an individual. Now they were each an essential component of the larger team. Without any single member they could not complete Encampment. They became more than a team. Many flights became families.

One of the highlights of the cadet program is Character Development. Cadets learn how to deal with several moral or character issues that they might encounter within the cadet program or their lives. This year's character development topic covered the importance of communication. Chaplain Jeff Williams, the head chaplain for Encampment and the Golf Flight Training Officer, developed a class around the Star Trek episode Darmok, where the characters are faced with a communication barrier and must solve it in order to bring peace to the federation. The cadets were briefed on the issues of communication and that common ground is essential for everyone to understand the message. The episode both created a fun time for the cadets and also was a practical demonstration on the importance of communication.

The Colorado Wing Encampment is held on the Air Force Academy property with cadets lodging in the Prep School Barracks. This unique venue grants cadets some very exciting touring opportunities, including day trips to Fort Carson to participate in simulated Emergency Services training, using the rifle simulator range, visiting the Air Force Academy Ropes Course, and of course, getting a taste of daily life for students at the Air Force Academy.

At Fort Carson, cadets were given the unique opportunity to play a computer game simulation designed to simulate a ground team search. The computer game system is the same one used by the Army to help train soldiers on search and rescue and battle techniques. The simulation helped to teach teamwork and introduce cadets to ground team concepts such as line searches and attention to detail. Another activity at Fort Carson was the rifle simulator range. Cadets were able to use non-firing weapons equipped with laser sights to practice shooting techniques such as lying prone or kneeling. The cadets shot small rifles and some got the



Cadets were given the opportunity to attend services in the infamous Academy Chapel.

opportunity to use light machine guns.

The day at the Air Force Academy started with a tour of the library and a peek at the hundreds of antiques and pieces of history on display. From there, cadets were given the opportunity to visit the laser labs and learn more about laser technology. Cadets also toured the Air Force Academy Chapels and visited the Aerospace Labs with a visit to the massive wind tunnels used to test aircraft designs. Cadets toured the terrazzo learning more about the aircraft displayed and were given the opportunity to 'run the strips', a tradition of new students of the Air Force Academy. The cadets all stormed the hill together in Air Force Academy Tradition. The day ended with a visit to the Air Force Academy Memorial and watching the retrieval of the colors.

Encampment isn't just fun and games. The cadets learned life skills that will carry them through their entire lives. Knowing how to care for their uniforms and managing their personal time is essential at Encampment and will help them as they continue through life. Prior to encampment many cadets had no idea how to do laundry or clean bathrooms.

Encampment is an experience unlike any other. For many cadets it may be their first time away from home, or their first CAP activity. Encampment is designed to lay a foundation upon which cadets can build the rest of their cadet careers. While each student enters as an individual, each leaves with a better understanding of how they can fit into a larger team. This knowledge translates to their home units preparing them to take on greater responsibilities and to step up to greater challenges as they serve their community, state and nation. 🇺🇸

where their careers in Civil Air Patrol could take them. Thus, it was fitting that our guest speaker was former Space Shuttle pilot and commander Col. Steve Lindsey, United States Air Force retired and 2015 Astronaut Hall of Fame inductee.

Col. Lindsey spoke to those in attendance about his experiences as an Air Force officer and astronaut and ended his presentation with an exciting video highlighting his final flight into space. At the end of the evening, several cadets and their parents came to take pictures and ask for autographs from Col. Lindsey.

Our evening then turned toward recognizing the achievements of cadets. Three cadets promoted in airmen ranks, seven cadets promoted in NCO ranks and four cadets promoted to cadet officer ranks. In addition, Cadet Chief Master Sgt. Camille Leonard received the Air Force Association Citation. Cadet Leonard was later named Wing Cadet NCO of the Year.

Our evening was concluded by entertainment provided by Broadway Performing Company whose members sang the Civil Air Patrol Hymn and Boogie Woogie Bugle Boy. The final piece was TAPS played by Cadet Senior Airman Taylor Billings on the violin. 🇺🇸

## Three Generations of Civil Air Patrol

By Maj. Teri Spray, CAP  
Douglas Cadet Squadron, PAO

For the Sprays and the Motleys, CAP is a family affair. It was 1994 when Meredith Spray convinced her family to bring her to a Civil Air Patrol meeting in Franktown, Colorado. She loved the BDU uniforms, learning drills and emergency services. When the squadron planned a trip to Oshkosh, Wisconsin, her dad, Mike Spray stepped up and joined CAP “just to chaperone.” It wasn’t long before Capt. Mike Spray became the commander of the Douglas Composite Squadron. Meanwhile, his wife Teri Spray became the squadron Moral Leadership Officer (CDI) as well as the Public Affairs Officer.

Five years later, Cadet Meredith Spray emerged as a natural leader and served as Cadet Commander of the Douglas Composite Squadron. However, her cadet years ended abruptly when she and Cadet John Motley surprised the entire squadron with their wedding announcement.

John continued in Emergency Services to become a full-time firefighter. Meredith works as a teacher/trainer in a home education program owned by the Sprays. They now have two children, Jennifer and James David. Mike and Teri Spray have served on Wing Staff. Mike was Chief of Staff twice and Teri served as Wing Public Affairs Officer.

Fast Forward to 2014... The Douglas Composite Squadron is now called the Douglas Cadet Squadron. Capt. John Motley serves as the unit Squadron Commander, his wife, Lt. Meredith Motley is now the Administration Officer.

Lt. Col. Mike Spray is the squadron Finance Officer and current Aerospace Education Instructor while Maj. Teri Spray teaches Character Development and serves in Public Affairs.

Young Jennifer Motley is now serving in the cadet officer corps of the squadron. Her brother, James joined last December and is promoting through the cadet ranks as well. Three generations are all serving in the same squadron!

The Sprays say, “Civil Air Patrol has given our family an opportunity to serve as leaders and respected members of our community. We enjoy helping cadets to enjoy new experiences and achieve their goals. It’s especially rewarding when we can enjoy CAP as a family!” 🇺🇸



The Spray and Motley families with three generations of CAP members serving COWG.

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

# Chaplain's Corner



In April several members in the Rocky Mountain Region had the opportunity and pleasure of hearing the Chief of Chaplains, Chaplain Colonel Jay Hughes, speak at the joint North Central Region / Rocky Mountain Region Chaplain Corps Region Staff College. In the past, the Chiefs would report on the state of the Chaplain Corps, the number of members, and various regulation changes. However, Chaplain Hughes, both last year and this, laid out a vision for the Chaplain Corps, a future which bodes well for all of CAP.

His vision statement says, "The CAP Chaplain Corps will become a paradigm of excellence and effectiveness within the three missions of Civil Air Patrol." These few words have large implications, and have already produced fruit for all of CAP. These few words give us a view of leadership and mission which, sometimes, seems foreign. These few words give us a direction, a way of living our core values of integrity, volunteer service, excellence, and respect.

You may have noticed that CAP Regulation 265-1, "The Civil Air Patrol Chaplain Corps," was released April 3. The new regulation references CAPR 52-16 which says the only people who may conduct a Character Development session are chaplains, CDIs, or (in extreme cases) the squadron commander. This cannot be delegated. In addition, CAPR 265-1 specifically spells out using the materials approved by the Chief of Chaplains, which are found online. Expect to see some interesting changes in the approved materials and how we can access them.

The Chief of Chaplains has the goal that by January 1, 2016, squadron commanders will no longer be able to back-fill for CDIs or chaplains. To this end, the CDI requirements have been changed. Now a CDI needs to complete the Training Leaders of Cadets in-person class, and the Basic Instructors Course which is online. There are no additional educational requirements. These changes are driven by the Chaplain Corp's desire to tighten the reporting of Character Development sessions, thus improving the integrity of the cadet program.

If you are involved in data entry for the cadet promotion system, you have seen some changes recently. These changes, which still need some redesign by National, are driven by the requirements of CAPR 52-16 as overseen by the Chaplain Corps. In addition, the data entry for cadet promotions will also be used to do data entry for the CDI or chaplain who presented the session. We are trying to eliminate the need for multiple entry of the same information, thus making e-services more efficient.

Meanwhile, the Chaplain Corps is moving ahead on changes in Emergency Services, with Mission Chaplain 1, 2, and 3 ratings. We don't have a lot of information on these changes yet, but they are coming.

These are exciting times in CAP. The Chaplain Corps is taking the lead to help all our members succeed, to enhance our missions, and to continue to support the three missions. We look forward to your feedback, your ideas, and your suggestions. 

# Douglas Cadet Earns Spaatz Award

By Maj. Teri Spray, CAP  
Douglas Cadet Squadron, PAO



Cadet Colonel Stephanie Moffitt was officially presented with the General Carl A. Spaatz Award at the Douglas Cadet Squadron June 1st, 2015. Award #1985 was presented by Major General H. Michael Edwards, the Adjutant General of Colorado. Squadron Commander, Capt. John Motley said that this is the first Spaatz award in the history of the Douglas Composite as well as the Douglas Cadet squadron. Former Squadron Commander Lt. Col. Erin Ashby reported that there have been less than 1000 Spaatz achievements since she earned hers 21 years ago. Current statistics indicate that only two out of 1000 cadets have achieved the Spaatz Award in the Civil Air Patrol.

Captain Motley said that Cadet Col. Moffitt has been an excellent leader to their squadron. Cadet Moffitt explains, “I feel this is a great squadron because we love to promote our cadets and help them to meet their goals. I like how everyone in our squadron serves each other and helps cadets get as far as possible in CAP. At this squadron we know how to balance fun and work. We like to reach out to other squadrons and build relationships. For example, we recently held a mini-cadet competition and had a special event with a neighboring squadron.”



Cadet Col. Stephanie Moffitt



Major General H. Michael Edwards, the Adjutant General of Colorado presents the Spaatz Award to Cadet Col. Stephanie Moffitt.

Cadet Col. Moffitt is very grateful to her family for their support and encouragement since she started in CAP in 2010. She says, “Family is the most important part of any cadet’s life. Whether it is your squadron family or your nuclear family. This is because their commitment to help you to meet your goals is as important as your own motivation to reach them. My family has given me emotional support through the hard times such as when I failed my Mitchell exam. They helped me to try again and instilled the confidence I needed to pass the next time.”

Cadet Col. Moffitt has been awarded 2015 Cadet Officer of Year for the Colorado Wing, and has been selected to command the Kansas Wing Encampment in December of 2015. She would like to see many cadets achieve the Spaatz. She explains her success, “I believe you will succeed in Civil Air Patrol if you are willing to put your squadron first and everything else will fall into place. If you help others, you will succeed as well.” 



Thirty-five members participated in the Squadron Leadership School last March.

## Wing Squadron Leadership School Well Attended

*By 1st Lt. Roberta Dial, CAP  
Fremont Starfire Cadet Squadron, PAO  
Photos by Maj. Rogers, Colorado Springs Cadet Squadron*

When there are thirty nine students sitting in a class and all of them are paying attention you know it's not an ordinary high school or college class. Few students would sacrifice their Friday evening or sit in a classroom from 8:30 in the morning until 6:30 pm on a Saturday, with a scant scheduled 10 minute break for lunch, as did a group of CAP senior volunteers recently when they attended the 'Squadron Leadership School' held at Peterson Field Air Force Base in March. Not only did this group show high motivation to do something for which they did not get paid, but they also showed amazing intellectual stamina keeping their brains fully engaged for one and a half days, absorbing material that most people would find... well, boring. Topics discussed included "the role of the squadron," "foundation for leadership," "volunteer service," "professional development" and "the squadron staff officer." Amazingly, instead of glazed over eye balls or nodding heads, this group of seniors were raising hands, answering questions, making comments, and cheerfully contributing to group conversations.

On that particular Friday and Saturday in March, the students were not only neatly uniformed senior members, but they were seasoned professionals from every imaginable walk of life, intent on becoming better leaders of their squadrons. We had pilots (of course)- even one retired commercial pilot with 36,000 flight hours, a sheriff's deputy, a virologist who works for the CDC, a speech language pathologist, a retired Air Force First Sergeant, and a Chaplain, to name a few. The common response, when asked why they were there, was "I'm doing this for the kids." Some were parents, some were grandparents and some were people who had already seen their cadets successfully through the youth program. Most said they joined CAP because they loved to fly, yet

one senior member admitted that flying "made her sick" and it was definitely NOT her motivation for joining CAP, drawing a chuckle from the group. Quite a few of the seniors were military retirees, and unsurprisingly they seemed most at home with the material that was being taught.

Twelve multi-media learning sessions were presented by instructors who were also unpaid volunteers. Their professional backgrounds were as varied as the students', ranging from active and retired military to medical administrative, IT professional and business managers. Then there was the polished and articulate Maj. Wray who organized and orchestrated the learning event with seamless precision, and the competent and confident Col. McNeely, whose bearing and comportment belied his many years as an Air Force officer. He didn't have to teach leadership; he could simply personify it as he exuded the authority he was verbally defining and obviously felt comfortable with.

Many of the sessions had a discussion component, keeping the students actively participating and engaged. The most lively and engaging discussion of the day centered around the question "what is leadership?" Did despotism and dictatorship constitute leadership? Does a hockey coach who motivates his team through criticism and humiliation show leadership? Maybe it does... it gets results. On the other hand, perhaps we should qualify our definition and say "good" leadership needs to embody moral principles that inspire rather than denigrate. Finally, on one point, everyone agreed: within the ranks of CAP, good leadership meant setting an example that people want to emulate by choice. In a volunteer organization there is no room for coercion, after all. Not among the seniors and not among the

cadets. Choice means that “Excellence” will be present and evident.

The word excellence was used often, during the course of our day, not only when describing the values of the organization, but also as something each of us should strive for in everything we do. With the sustained effort of making excellence our goal in learning, ultimately we reach competence. Competence, one older and wiser student senior member offered, is the most necessary characteristic of a good leader.

Despite these serious discussions, there was much room for levity. One moment came when we were divided into groups and were given the task of role playing different styles of decision making and problem solving. There was the analytical approach, the creative approach, the negative approach and the emotional approach. It was suggested that we choose a style most unlike our own. This was fun to role play and fun to observe. Much laughter ensued when our group’s tough guy (whose day job is working as a prison guard) played the emotional problem solver and role played a hyper-sympathetic style. Our hypothetical “problem” was to get lazy and absentee senior members to come to squadron meetings. Our negative problem solver wanted to levy fines on the wayward seniors and our touchy feely tough guy expressed that such a harsh action would just about break his heart!

Another funny moment came at the very end when each of us went forward to receive a handshake and our certificate of completion. The Black Sheep Squadron members, who have a reputation for being the comics of the Colorado Wing, added an unexpected element to their fellow members’ reception of honors. Interrupting the solemn moment for the individual going forward, was the tiny sound of a bleating sheep coming from the back of the room where the Black Sheep group sat! Spontaneous laughter broke out from the class.

When all is said and done, the accomplishment of our Peterson Field SLS was a fun and interesting day of learning, with each participant bringing a valuable contribution to the experience. How proud we should be of the determination and dedication of our volunteer seniors who have everything to give and everything to gain from being part of an event where we all choose to share our knowledge and our strength of commitment! We sustain ourselves and we sustain each other by being examples of... what else? Excellence. 🏆

## In Honor of Lifetime Member

### *Lt. Col. Bruce Hulley*

**5/19/39-1/5/15**

*Story and photo by Maj. Ed O’Brien, CAP Ret*

Black Sheep Squadron and Colorado Wing Member, Lt. Col. Bruce Hulley, passed away from natural causes, as the New Year began.

As Bruce was not married nor had children - his life was marked through association with the Civil Air Patrol, the Colorado and US Pilot’s Association, Adam’s

County Democratic Party, Front Range Airport Board and numerous other altruistic efforts.

Bruce served in the Air Force and was a teacher in Aurora.

If the definition of Philanthropist is “Promoting the Welfare of Others,” then Bruce was—not by donation of money, but contribution of time, talent, and energy—a magnanimous benefactor.

In the Civil Air Patrol, Bruce was a major force in shaping higher safety standards, training, and compliance on a national level. He ably served the organization in a multitude of capacities for over 50 years and was the Black Sheep’s Emergency Services Training Officer as late as Sept. 2013. 🏆



Lt. Col. Bruce Hulley



Lt. Col. Hulley teaching CAP members.

# CAP Squadron and City Missions Compatibility

*By 1st Lt. Jen Knellinger, CAP  
Pikes Peak Senior Squadron, PAO & Deputy Commander*

The Waldo Canyon and Black Forest fires followed by seasonal heavy rain continues to impact the Pikes Peak Region. Working with Gordon Brenner from the Colorado Springs Emergency Services office, the Pikes Peak Senior Squadron has become a key partner by providing Aerial Photography support to identify problem areas.

Aerial photo missions provide incredible detail of the topography of the city and county terrain impacted by multiple natural disasters. Record rainfall during the month of May, 2015 provided a number of challenges to the current fragile infrastructure still in a fragile healing process. During the latest mission over 1000 photos were taken and covered Waldo and Williams Canyon burn scars, Douglas Creek Drainage, Camp Creek, Eagle Lake, Rampart Reservoir, drainages into Green Mountain Falls, Queen's Canyon, Dorothy Falls, Flying W Ranch and Glen Eyrie, the national headquarters of the Navigators. Additional photos covered areas east of I-25 leading into the USAFA from the Flying Horse community.

Photos are loaded into a special program allowing Emergency Management's Gordon Brenner and his team to spot changes in the drainage collection points, debris dams and basins. They are looking for damaging trail washouts, changes in pipelines and breaks in the specially created catchment areas used to capture and slow debris in order to protect homes, businesses, roads and public safety.

Many of these reservoir, park and trail areas are important to the region's tourism appeal; including Garden of the God's Park, Palmer, Stanley, Northfield and Rampart reservoirs and hundreds of popular hiking trails. Other areas are key drainage points including Blodgett Peak's Devil's Kitchen, Cascade drainage, as well as Wellington, Sand, Fitch and Fern Gulches. Careful preparation and coordination offer an efficient mission; Mr. Brenner brings detailed Google earth maps with specific points of concern and suggested patterns of aerial



The most recent mission in May included coordination with Mission Pilot, Maj. Morris Hall, Observer 1st Lt. Larry Gilliam and Aerial Photographer, Capt. Jon Bucher. Mission staff included Capt. Loren Lancaster and Maj. Paul Schoen with Mr. Brenner.

photography. The aircrew studies, reviews and discusses the most safe and effective flight path in order to capture the requests of our customer.

Not only are photos taken for the city's benefit; the photos are shared with a myriad of other regional entities; allowing all to monitor terrain conditions and detect changes. Photos are shared with El Paso County, the US Forest Service, CDOT, the Navigators, the Flying W Foundation (rebuilding the popular western site), and local Fire Department Assessment teams, Rocky Mountain Field Institute (rebuilding trails), Colorado Springs Utilities, Black Forest Together and the Coalition for the Upper South Platte. Photos can be found in the Pikes Peak Library District's special collections.

Working closely with the community to offer cost effective assistance to Emergency Management services is an integral part of the Civil Air Patrol mission. The local community provides over \$77,000 dollars of volunteer service providing the region with critical information to protect the public and rebuild our region for a safe and prosperous Colorado. 

# AVOIDING LOSS OF CONTROL



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

*“Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut.”*

— *First handbook issued with the Curtis-Wright flyer.*

Loss of control while in flight is the leading cause of fatal aviation mishaps. According to the NTSB, during the first decade of the 21st Century, more than 40 percent of fixed wing general aviation accidents happened because pilots lost control of their airplanes. Maneuvering, approach to landing, and climb were the deadliest stages of flight for loss of control mishaps. Civil Air Patrol aircrews, by the nature missions they fly, can be more at risk for losing control than the average general aviation pilot. In August 2007, the Wyoming Wing tragically lost an entire crew of three during a search for a missing hiker in the Big Horn Mountains when their airplane lost control along the lee side of a ridge within an area of forecast moderate turbulence. In similar manner, a pilot and two passengers died in December 2013 near Collbran, CO while looking for cattle, when their Piper Comanche entered an inadvertent spin while maneuvering at low altitude.

What single factor causes an airplane to stall? Pilots know that a wing will stall when the angle of attack exceeds the critical angle of attack, about 17° in light airplanes with wing flaps up. What scenarios might cause a pilot to induce a stall? Let’s consider power-off first.

- Raising the nose or reducing power when turning base to final
- Trying to stretch a glide
- Flaring too high
- A wind shear from a headwind to tailwind turning base or final
- Engine failure after takeoff

Note that all of these scenarios are most likely to happen when you are close to the ground where there



Photo credit: From NTSB 2015 Most Wanted Transportation Safety Improvement: Prevent loss of control in flight in general aviation.

is little or no time for recovery. Consequently, an important reason for practicing power-off stalls is to recognize the indications of an approaching stall by sight, sound, and feel, so they will be avoided. If the angle of attack is slowly increased while power is off, the airplane does not pitch down in the classic stall sequence; rather, it may steeply descend with little or no pitch change, or it may “buck” as it loses altitude. There has been more than one well-known accident where the pilot did not recognize the fact that the airplane had stalled; e.g., the February 2009 Colgan Air crash in Buffalo NY and the crash of Air France Flight 447 into the Atlantic Ocean in June of that year.

To perform a power-off stall, the pilot reduces power while making clearing turns, establishes a stabilized descent in landing configuration, reduces the power further to idle, slowly increases the pitch attitude to one that will induce a stall (not much above the horizon), and then recovers following the stall by

adding power and reducing the angle of attack. Flaps are only raised after go-around power is applied.

What about power-on stall scenarios?

- Go-around
- Clearing an obstacle during takeoff
- Trim stall
- Lee side sink when approaching a ridge

These scenarios also are most likely to occur too close to the ground to allow recovery. Power-on stalls are usually more apparent to the pilot because of the relatively high pitch attitude. Even so, practice (as well as demonstration during CAPF 5 flight evaluations) is necessary in order to maintain proficiency in recognizing indications of a stall, as well as recovering from one. To perform a power-on stall, the pilot reduces power while making clearing turns to an airspeed below VY, configures the airplane for takeoff (or as specified by the IP/CP), sets the power to no less than 65 percent power (e.g., 2400 rpm and 20 inches in a C-182R – 22 inches in a T182T), transitions smoothly to a pitch attitude that will induce a stall, recognizes and recovers promptly after a fully developed stall occurs, and accelerates to VY before final flap retraction.

“Recovering promptly” means first lowering the pitch attitude to decrease the angle of attack, then applying maximum available power to increase airspeed and further reduce the angle of attack. However, recovery should also be practiced with little or no increase in power in order to simulate a stall at high density altitude where density altitude often restricts engine power to 65 percent or less – a common condition in Colorado.

A fully developed stall that is coupled with one or more forces of rotation can quickly lead to a spin. Necessary rotation forces can be supplied by rudder inputs, unequal induced drag at high angles of attack, and P-factor. All of these are tied to improper rudder application. If a wing drops at the beginning of a stall, opposite rudder must be applied to keep the nose from yawing towards the low wing. Once a spin has occurred, recovery follows the acronym PARE: Power to idle, neutralize the ailerons, apply full opposite rudder followed immediately by applying a positive and brisk forward movement of the elevator. After spin rotation stops, neutralize the elevator and start applying back-elevator pressure to recover from the resultant dive.

Sadly, nearly all inadvertent spin entries happen during the same low-altitude stall scenarios described above, which means there will be no opportunity to recover before hitting the ground. Since an airplane cannot enter a spin unless it has been stalled, imminent stall recognition and recovery remain critical skills that pilots should regularly practice.

Advances in modern aircraft design have helped make wings more stall resistant, or at least make them more predictable and stable. Wings are designed so that the angle of incidence is greater at the wing roots and decreases across the span, becoming lowest at the wing tip, providing the aircraft with continued aileron control and some resistance to spinning as a stall is approached. Stall strips also ensure that the inner wing stalls before the outer wing. Vortex generators allow the airflow to remain attached to the wing past the ailerons, helping them stay effective at high angles of attack. Modern wing shapes provide for a measured airflow separation, starting from the trailing edge, to provide a more gradual loss of lift and allowing the pilot a better opportunity to recover. Some new airplane models offer a ballistic airframe parachute that allows the aircraft to safely float to earth – if the system is activated at a high enough altitude and low enough airspeed.

Perhaps the most promising aid to stall prevention at this time is the angle of attack (AOA) indicator. One avionics manufacturer has developed an integrated AOA indicator that derives inputs from the attitude-heading reference system, air data computer, and GPS to compute an AOA that can be shown on the aircraft primary flight display. Such a system requires only software upgrades; no hardware is needed. Other manufacturers will likely soon market their own systems. The FAA believes that the widespread use of AOA indicators in general aviation could reduce loss-of-control accidents caused by inadvertent stalls. The agency issued a bulletin last July that supports the voluntary installation of AOA indicators on light airplanes.

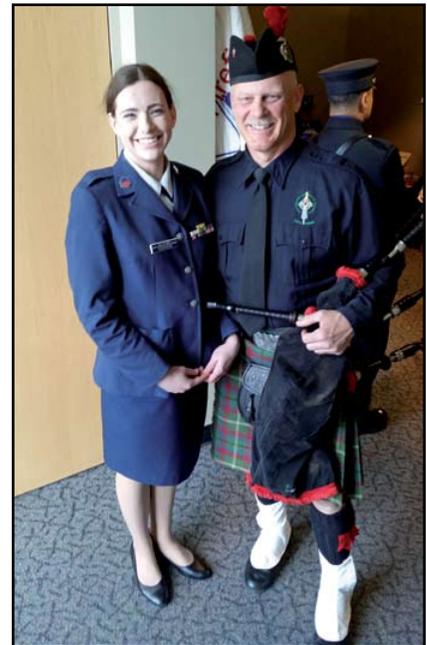
In the meantime, let’s continue to practice power-on and power-off stall recognition and recovery. Know the FAA practical test standards for stalls. Keep the PARE acronym for spin recovery in mind when flying; in fact, it never hurts to rent a spin-capable airplane with an instructor, and go practice spin entry and recovery. You may even find them fun! 🏆

# Evergreen Composite Squadron Assists in Fallen Firefighter's Memorial Ceremony

Story and photos by Capt. Dan Bower, CAP  
Evergreen Composite Squadron

Evergreen Composite Squadron provided support for the Colorado Fallen Firefighter's annual memorial ceremony on May 9, 2015. Cadets and seniors handed out programs, provided traffic control, and served food and drinks to all participants. The squadron has supported this event for over 10 years and look forward to the opportunity each year. The event took place near the location of the Fallen Firefighters Monument in Lakewood, CO. This description of the monument is copied from the Colorado Fallen Firefighters Foundation website: "A bronze life-sized memorial on pillars of Colorado rose granite will forever mark the ultimate sacrifice these men and women made. Situated in Lakewood town center in Lakewood, Colorado, the memorial is engraved with more than 100 names of Colorado's fallen firefighters. The fallen firefighters memorial will represent their deeds in dignity for all time."

One of our senior members, 2nd Lt. Burke Benton, is a firefighter and played the bagpipes during the annual memorial ceremony. 



Cadet Master Sgt. Sondra Robinson (left) and 2nd Lt. Burke Benton (right) both members of Evergreen Composite Squadron.

BELOW L-R: Cadet Airman 1st Class Ryker Fish, Cadet Staff Sgt. Andrew Montesi, Cadet Airman 1st Class Colin Szuch, Corey Rose Anchor 9NEWS, Cadet 2nd Lt. Jeffrey Ditlevson, Cadet Senior Airman Dalton Peck, Cadet Master Sgt. Sondra Robinson, all cadets are members of Evergreen Composite Squadron.



# **“Watch Your Six” Safety Column Driving to Die**



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

Recently on Facebook I saw a video of a driver in a sedan vehicle who tried to squeeze over into the fast lane in front of a pickup truck to avoid having to slow down and wait for a semi-truck in the middle lane. What resulted from this effort? The driver of the pickup truck sped up in an attempt to not let the car in. The car became trapped between the pick-up and the semi. The car driver tried to speed up to get out of the trap, ended up in front of the pick-up and skidded a while, etc.... the end result, damage to both vehicles. In this case, luckily nobody was physically injured, just in their wallets and driving record.

There are many videos on the internet of situations like the one I just described. Now we all know there are some crazy drivers out there with sheer stupidity that we all must watch out for, but for this safety article I want to address a different aspect of driving. I call it driving arrogance.

Imagine for a moment what the outcome would have been if the driver of the car had taken into consideration safety instead of trying to get a better position in the flow of traffic. Imagine the outcome had the driver of the pick-up truck didn't take on an

“Oh no you don't get in front of me!” attitude and not sped up. Both would have had the same result, no accident.

One form of driving arrogance is when someone tries to “Own the road” and thinks everyone else has to cater to them. Best example of this is when someone is on an entrance ramp coming into traffic and instead of obeying traffic rules of merging traffic yields to the flow of traffic, the driver pushes their way onto the highway without any regard for the safety and lives of others. The other type is the “I'll show you” attitude in which a person feels it is their right and obligation to teach the other driver a lesson and becomes stubborn and un-yielding, as is the case of the pick-up driver I talked about earlier. The “Get off my Tail!” Brake-checking is a common practice as well, in that a driver who is being followed too closely will suddenly slam on their brakes in an effort to scare the too-close driver into backing off.

How many times have you seen (or even done it) a driver speeds to get someplace quicker? How about cutting someone off because they wanted a better spot in the line, ran a red light, only did a rolling stop, changed lanes without really checking for other

vehicles? This may not seem like arrogance but it is a form of selfishness which is a part of arrogance.

My big question for you is: Does it really matter to you if you consider your safety and the safety of others when you drive? I know you are answering “Yes” right now, but really think about it. Do you ALWAYS slow down to let someone in? Do you ALWAYS come to a complete stop? Do you ALWAYS check twice, and REALLY look before changing lanes?

How much is it worth to get there five minutes earlier? How much is it worth to have that pole position? How much is it really worth? Is it worth your life or the life of others?

I challenge you this time, to practice the situational awareness I wrote about in the last Peaks & Planes and evaluate your true driving habits. Are there things you can do to make your driving safer for everyone? This week take the time to evaluate and then the rest of the month work on changing a few habits and see how much stress is reduced in your travels. It might mean leaving the house five or ten minutes earlier, but aren't those few minutes worth a life? 

# Cadet Lily Jansen Receives Appointment to Merchant Marine Academy



United States  
Merchant Marine  
Academy seal.

*By Maj. Gene Munson, CAP*

*Valkyrie Cadet Squadron*

*Photos by Capt. Trevor Munson, Valkyrie Cadet Squadron*

Valkyrie Cadet Squadron Cadet Lily Jansen received an appointment to the U.S. Merchant Marine Academy (USMMA) which accepts about 250 new students per year. The USMMA requires an elected representative's Nomination Letter; Congressional Representative Mike Coffman nominated Cadet Jansen for this appointment. She is the current Cadet Deputy Commander for the squadron and graduated from Machebeuf High School in Denver, Colorado.

The USMMA Kings Point campus is located at Kings Point, Long Island within sight of New York City. The Maritime Administration is the agency within the Department of Transportation that is in charge of the USMMA. It is the only service academy where midshipmen can wait until graduation to make a decision about how to fulfill their service obligation. Graduates are US Coast Guard licensed Commissioned Naval Reserve Officers. No other federal service academy offers the career options. Choices include maritime officer at sea, ashore and intermodal transportation field, or as an active duty officer in one of the Armed Forces. Many that choose the Armed Forces become pilots.

For those who wish to follow in Cadet Jansen's footsteps and secure a Congressional appointment to a service academy should consider as 10th graders 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. 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 also important considerations. Known for its rigorous academic program, USMMA requires more credit hours for a baccalaureate degree than any other Federal service academy. This plus a



Cadet Lily Jansen

USCG license, graduates are highly sought after as officers in the military and merchant marine.

For more detailed information about a successful Service Academy application attend a Colorado Academy Information Day, usually during April/May every year. The U.S. Senators and U.S. Representatives Liaisons who provide nominations for all of the academies will be present to provide information. Representatives from all five Service Academies are available to answer questions. It is not uncommon for 13-year olds to attend so they can begin preparing for this highly competitive process. For more information, the Colorado USMMA Admissions Field Representative contact is [COUSMMA@Comcast.net](mailto:COUSMMA@Comcast.net). 

# Service Academy Appointments

**Cadet Chief Master Sgt. Bailey Celeste DeBerry, Dakota Ridge Composite Squadron**



She recently and quietly celebrated her eighteenth birthday, but in contrast, it was with great excitement that she informed us on Monday night, March 23rd, that she received confirmation of her acceptance to the U.S. Air Force Academy. She has been an outstanding student and participant with CAP and is currently assigned as our CAC representative. She has enthusiastically, cheerfully and very capably accepted all of her duty assignments as a Cadet First Sergeant and Flight Commander, and was the Cadet NCOIC for our cadet DDR Team for nearly two years. Cadet DeBerry is the home-schooled daughter of a recently retired U.S. Army Major, who is now employed by Lockheed Martin. Her academic achievements are well above the norm with her continuous maintenance of a 4.0 GPA. Her dedication, professionalism and aptitude for the Cadet Programs included in Civil Air Patrol has earned her the respect and admiration of all who know her and regard her as an outstanding person and team player. She'll be reporting to the USAFA on June 26th to begin her journey towards becoming an outstanding cadet and officer of the U.S. Air Force. That's great news for her, but

it's sad that we'll be saying farewell to one of our finest cadets.

**Cadet 2nd Lt. Camille Leonard Vance Brand Cadet Squadron**



Cadet Second Lieutenant Leonard is a strong leader within her squadron. She participates in Color Guard, was an alternate on the Cadet Advisory Council, participated in CyberPatriot, won the Ace of Aces Award for the most 100% scores on her leadership and aerospace tests, and served as 1st Sergeant for the unit.

She has a 4.3 GPA and graduated in May. She set her goal of attending USAFA high, but was never afraid she wouldn't reach it. When she reports to the Academy on June 25th she will begin her journey to being an Air Force Pilot.

Leonard was notified via email following our regular Monday night meeting that she had received an appointment to the Air Force Academy in the presence of her mother, squadron commander, deputy commander and several of her cadet friends.

**Cadet 2nd Lt. Lily Jansen Valkyrie Cadet Squadron**



Valkyrie Cadet Squadron Cadet Lily Jansen received an appointment to the U.S. Merchant Marine Academy (USMMA) which accepts about 250 new students per year. The USMMA requires an elected representative's Nomination Letter; Congressional Representative Mike Coffman nominated Cadet Jansen for this appointment. She is the current Cadet Deputy Commander for the squadron and graduated from Machebeuf High School in Denver, Colorado.

**Quincy A. Prack Mile Hi Cadet Squadron**



Former Mile Hi Squadron (CO-143) cadet Quincy A. Prack was accepted for admission to the Air Force Academy and starts in June. He joined the unit in Dec 2010, served as an element leader, 1st Sgt, and finally as Mile Hi's Deputy Cadet Commander as a C/1st Lt. He earned the Community Service ribbon for serving over 240 hours with the Food Bank of the Rockies, tutoring middle school students at the Excel Academy, service with the Key Club at Catholic Care homes, and helped raise funds for those impacted by the Hayman wildfire. 🇺🇸

# 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 Stephanie Moffitt, Douglas Cadet Squadron



## Gen. Ira C. Eaker Award

C/Lt Col Anna Gilmer, Broomfield Composite Squadron  
C/Lt Col Stephanie Moffitt, Douglas Cadet Squadron  
C/Lt Col Michael Cecil, Colorado Springs Cadet Squadron



## Amelia Earhart Award

C/Capt Chad Lewis, Mustang Cadet Squadron  
C/Capt Austin Hazlehurst, Douglas Cadet Squadron  
C/Capt Victoria Schmidt, Mustang Cadet Squadron  
C/Capt Matthew LaJoy, Montrose Composite Squadron  
C/Capt Jacob Olson, Dakota Ridge Composite Squadron



## Gen. Billy Mitchell Award

C/2<sup>nd</sup> Lt Javan Yeager Thunder Mountain Composite Squadron  
C/2<sup>nd</sup> Lt Kyle Vestecka, Valkyrie Cadet Squadron  
C/2<sup>nd</sup> Lt Camille Leonard, Vance Brand Cadet Squadron  
C/2<sup>nd</sup> Lt Austin Coe, Vance Brand Cadet Squadron  
C/2<sup>nd</sup> Lt Michael Melton, Valkyrie Cadet Squadron  
C/2<sup>nd</sup> Lt Bailey DeBerry, Dakota Ridge Composite Squadron  
C/2<sup>nd</sup> Lt Anna Rosko, Air Academy Cadet Squadron  
C/2<sup>nd</sup> Lt Alexander Haynie, Colorado Springs Cadet Squadron  
C/2<sup>nd</sup> Lt Joel Cathey, Broomfield Composite Squadron  
C/2<sup>nd</sup> Lt Matthew West, Fremont Starfire Cadet Squadron  
C/2<sup>nd</sup> Lt Lily Jansen, Valkyrie Cadet Squadron  
C/2<sup>nd</sup> Lt Cody Laxton, Vance Brand Cadet Squadron  
C/2<sup>nd</sup> Lt Dalton Dome, Vance Brand Cadet Squadron  
C/2<sup>nd</sup> Lt Jon Williamson, Mustang Cadet Squadron  
C/2<sup>nd</sup> Lt Ashley Shuler, Broomfield Composite Squadron  
C/2<sup>nd</sup> Lt Megan Laubhan, Broomfield Composite Squadron  
C/2<sup>nd</sup> Lt Gregory West, Mustang Cadet Squadron  
C/2<sup>nd</sup> Lt Taylor Coffey, Colorado Springs Cadet Squadron  
C/2<sup>nd</sup> Lt Jennifer Motley, Douglas Cadet Squadron

C/2<sup>nd</sup> Lt Christina Jensen, Air Academy Cadet Squadron  
C/2<sup>nd</sup> Lt Mark Crittenden-Belongie, 27J School Dist Cadet Squadron  
C/2<sup>nd</sup> Lt Brandon Shaffer, 27J School Dist Cadet Squadron  
C/2<sup>nd</sup> Lt Jeffrey Ditlevson, Evergreen Composite Squadron  
C/2<sup>nd</sup> Lt Samuel Tschappler, Colorado Springs Cadet Squadron  
C/2<sup>nd</sup> Lt Ian Engebrecht, Colorado Springs Cadet Squadron  
C/2<sup>nd</sup> Lt Payton Devience, 27 J School Dist Cadet Squadron



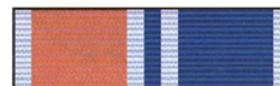
## Paul E. Garber Award

Maj Jeffrey Rogers, Air Academy Cadet Squadron



## Grover Loening Award

Capt Jeff Caldwell, Valkyrie Cadet Squadron  
Maj Matthew Flanders, Colorado Wing HQ  
Capt Sandra Harris, Cortez Senior Squadron  
Capt Mark Hohle, Cortez Senior Squadron  
Capt Christopher OShell, Valkyrie Cadet Squadron  
Capt Marybeth Ottesen, Pikes Peak Senior Squadron



## Gill Robb Wilson Award

Lt Col William Waite, Colorado Wing HQ



## Specialty Track Master Rating

Maj Teri Spray, Public Affairs, Douglas Cadet Squadron  
Maj Steven Wadle, Historian, Mile Hi Cadet Squadron  
SM Kyle Fields, Health Services, Banning Lewis Ranch Cadet Sq  
Maj Andrew Archer, Health Services, Mesa Verde Cadet Squadron  
Capt Norman Teltow, Aerospace Education, Mile Hi Cadet Squadron  
Capt Cathy Laliberte, Safety, Cadet Programs, Administration,  
27J School Dist Cadet Squadron  
Col David Simmons, Legal, Colorado Wing HQ 

# Honoring World War II Veterans at the Colorado Freedom Memorial

By Maj. Gene Munson, CAP  
Valkyrie Cadet Squadron

Photos by Capt. Trevor Munson, Valkyrie Cadet Squadron

Every Memorial Day, Veterans, their families, and military supporters around Colorado gather at The Colorado Freedom Memorial to pay respects to the fallen and to remember the cost of freedom. This year's event focused on honoring Colorado's WWII Veterans with regards to the 70th anniversary of World War II. Remaining Veterans from the war received applause and recognition for their sacrifices, including a fly over by vintage WWII planes. A dynamic military re-enactment of a WWII camp was set-up near the Freedom Memorial to exhibit Colorado's World War II Veterans experiences by displaying military vehicles, equipment, and uniformed personnel. Denver-based Furniture Row Company NASCAR Racing Team dedicated the Hood of the No. 78 Race Car during their participation in the Coca-Cola 600 Memorial Day Race to the Colorado Freedom Memorial as a special tribute.

The United States Air Force (USAF) Honor Guard Drill Team from Washington D.C., performed the presentation of the colors, spectacular maneuvers for the memorial audience, and a 21-gun salute. They received the All-Services recognition for winning the title of best service honor guard and drill team of 2015.

The 6th District Congressional Representative Mike Coffman spoke to the attendees about the needs that Veterans have and how we must make them available. Colorado's Adjutant General, Major



WWII Veterans (with Cadets).

General Michael Edwards brought forth the sincere thanks from the National Guard for the community support for Colorado Veterans. Aurora Mayor Steve Hogan emphasized the need to continue honoring our Veterans. The Valkyrie Cadet Squadron color guard unit folded the Colorado State flag that flew over the Colorado Freedom Memorial and presented it to Mayor Hogan to fly over Aurora City Hall.

The evening event included an outdoor concert fashioned after the National Memorial Day concert held in Washington D.C. The concert featured the sounds of the Denver Brass playing World War II patriotic music. Radio personality Rick Crandall was the Master of Ceremonies for the concert which also



Valkyrie cadets folding the Colorado Flag.



USAF Honor Guard Drill Team.



Hood of Race car displaying dedication to Colorado Freedom Memorial.

featured the Sound of the Rockies Men’s Chorus, the USAF Honor Guard and emotional stories about fallen Colorado comrades.

Valkyrie Cadet Squadron cadets and senior members assisted with the day-long event by escorting Veterans and families of fallen Veterans, presentation duties, and provided various support actions for event staff throughout the Memorial Day celebration. Their actions were commended and appreciated by the Veterans and families from their demonstration of *Service before Self*. 



Master of Ceremonies Radio personality Rick Crandall.

**Peaks and Planes**

# 2015 Colorado Wing Cadet Competition

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



Cadet Competition participants during indoor posting of the Colors.

CONGRATULATIONS to the 2015 COWG Cadet Competition Teams who demonstrated their skills on May 30th at Peterson AFB. Here are the results:

- 1) MUSTANG CADET SQUADRON
  - 2) Colorado Springs Cadet Squadron  
(These top two teams will advance now to the Rocky Mountain Region Competition.)
  - 3) Broomfield Composite Squadron
- 2015 COWG Cadet Competition Outstanding Cadet: Cadet Senior Airman Noah Morgan - Mustang Cadet Squadron 



All participating cadets and senior members received a royal blue embroidered polo shirt to commemorate and promote the event courtesy of the Colorado Wing.



Cadet Competition participants retrieve the Colors during the outdoor portion.

**Summer 2015**



The CSCS CyberPatriot team ready for competition in front of the banner sign noting the team's CyberPatriot IV win. L-R: Cadet Chief Master Sgt. Victor Griswold, Cadet 2nd Lt. Taylor Coffey, Cadet Capt. Carlin Idle, Cadet Chief Master Sgt. Noah Bowe



Cadet Capt. Carlin Idle with his CyberPatriot Excellence in Cyber Security Award.

## Colorado Springs Cadet Squadron Earns Trip to Washington, D.C. for CyberPatriot Competition



By Maj. Bill Blatchley, CAP

The Colorado Springs Cadet Squadron CyberPatriot team recently went to Washington, DC for the National Finals competition. This was the 5th consecutive year that the CSCS team traveled to the in-person competition. Year after year, the competition becomes more difficult and this year was no exception. There were three CAP teams among the 13 teams competing in the All Service Division. Team coach, Maj. Bill Blatchley was also the mentor to CAP team from Iowa.

Cadet Capt. Carlin Idle was honored for being a four time national competitor. Reaching the National Finals one time is a great accomplishment. Being able to attend each year of your high school career is a very rare accomplishment. Only 3 other individuals have achieved this honor.

Cadet Chief Master Sgt. Victor Griswold was making his third appearance at the national finals competition while Cadet 2nd Lt. Taylor Coffey and Cadet Chief Master Sgt. Noah Bowe were making their first trip to the finals.

The competition started with the digital crime scene where the team had to locate digital evidence to prove a company employee was sending confidential information to a competitor. Unfortunately, the team missed a key piece of evidence that would have allowed them to unlock the encrypted file.

Next, the team had to secure 8 computers while a professional red team attacked their systems. The red team shutdown their email server, web server, database, and firewalls while the team tried to figure out how they were gaining access. While this was happening, the team also had to decrypt and decode hidden messages to gain points. They also had to perform computer administration tasks such as adding new users when directed by the white team.

The last part of the competition was a one hour Cisco networking test. During that hour, they had to take an online test, configure a stack of Cisco networking equipment, and secure a large network of routers and switches using a Cisco training tool.

After the competition, the team spent a few extra days in the Norfolk, VA area seeing the facilities at the NASA Langley Research Center. They also toured the aircraft carrier George H.W Bush and a nuclear attack submarine.

It is time for teams to begin forming for CyberPatriot VIII. Only three Colorado CAP teams are currently registered. If potential team coaches need assistance in getting a team started, they can contact Maj. Blatchley for help. 🇺🇸