

Fall / Winter 2012

Peaks a d Planes

Official Magazine of the Colorado Wing, Civil Air Patrol



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Colorado Wing Commander

Col. Earl Sherwin, CAP

Colorado Wing Public Affairs Officer/Editor

Lt. Col. Mike Daniels, CAP

Colorado Wing Asst. Public Affairs Officer/Editor

Maj. Denise Thompson, CAP

Article submissions are always welcome. Please send them in Microsoft Word format to COWG Asst. PAO/Editor Maj. Denise Thompson at denise.thompson@q.com. Attach photos (in jpeg format) to your email and make certain to include full caption information for each one.

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Headquarters
Colorado Wing, Civil Air Patrol
179 E. Hamilton Ave.
Peterson AFB, CO 80914-3103
Phone: 719-556-8280
Fax: 719-556-6186

On the Cover:

BACKGROUND- COWG mission aircrews being briefed and inspecting the Cessna 182 and GA-8 aircraft that they would be flying for the first morning sorties during a Group 2 SAREX at Rocky Mountain Metropolitan Airport in Broomfield, CO. Photo by Lt. Col. Mike Daniels.

INSET- Cadets and senior members take a break from their disaster relief efforts near Eagle Lake Camps. Photo by Cadet Senior Master Sgt. Shannon Cornuke.

Commander's Comments

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

The word "Professional" has a special ring to it. It promises something that is always a step ahead. It denotes a standard of excellence to be pursued for its own sake. For years I have seen men and women put their lives on the line, not only for their country, but for their own pride as well. A true professional is a seeker – a leader. One of my favorite quotes is: "But earnestly desire the higher gifts and I will show you a more excellent way."



We are "Volunteer Professionals", we don't receive a paycheck every month for our hard work; we give of our time, our money, and sometimes our lives, in support of the three missions of CAP. You have every right to be proud of your achievements so far in CAP. However, I caution you not to tarry too long at this place. Remember, a Civil Air Patrol career is a "Movement" not a "Condition", a "Voyage" and not a "Harbor".

We all set goals for ourselves and you may be tempted to say, "Hey this is it: I'm taking it easy for a while." Remember, "Desire the higher gifts and I will show you a more excellent way."

Your continuing Loyalty to Civil Air Patrol is an absolute essential.

Grant Teaff was the head coach of Baylor University from 1972 to 1992 and was inducted into the College Football Hall of Fame in 2001. He spoke of his ability to inspire loyalty from his players and coaches. He said, "When I first took the job at Baylor I had a call from a very outstanding high school coach in the state of Texas who said he wanted to go to work for me. I asked if he realized Baylor had won three games in three years. He said, I believe in you and I think you can get

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Disaster Relief Day at Eagle Lake Camps

By Cadet SMSgt. Shannon Cornuke, CAP
Air Academy Composite Squadron

Civil Air Patrol members from several squadrons in Colorado had an exciting and very hard-working day at Eagle Lake Camps September 22, 2012. Cadets and senior members provided disaster relief for the camp located outside Colorado Springs.

The Waldo Canyon Fire in June 2012 destroyed a significant portion of land in central Colorado, the Rocky Mountains and Pike National Forest. Thankfully, the fires didn't burn Eagle Lake Camps, but they did burn all around it, almost making a complete circle around the camp. Since there were no more healthy



Civil Air Patrol members from throughout Colorado gathered after a day of disaster relief near Eagle Lake Camps. Photo by Cadet Senior Master Sergeant Shannon Cornuke.



Cadets and senior members from Colorado work on a fire-damaged area near Eagle Lake Camps. Photo by Cadet SMSgt. Shannon Cornuke.

trees to stop flooding around the area, cadets and senior members took down burned trees on difficult terrain, hammered tarps over the trees, then shoveled dirt onto the tarps.

It was a long and physically tiring day for everyone involved, they had their faces covered in ash by the end of the day. It was an experience that taught all the cadets the core value of volunteer service, and the value of getting “down and dirty” to get the job done. 🛡️

A Rocky Mountain Remembrance

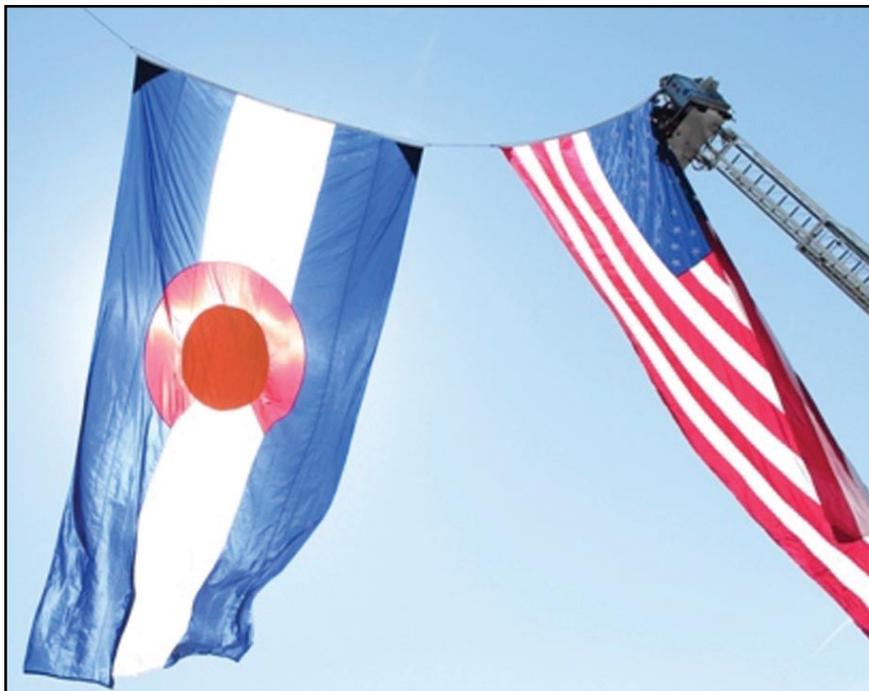
*By Maj. Thomas Scheffel, CAP, and Maj. Gene Munson, CAP, Valkyrie Cadet Squadron
Pictures by 1st Lt. Trevor Munson*

The morning of September 11th, 2012 began with a natural Rocky Mountain flavor of crispness as dawn rose above the horizon. Our squadron van was ready for boarding by cadets and senior members eager to assist with the day's activities honoring the brave men and women from one of our nation's most difficult catastrophes. The governor's request for Civil Air Patrol presence was indeed an honor and we were grateful to serve.

Arriving at Civic Center Park in downtown Denver, Colorado it was apparent that the day would be filled with feelings of gratitude, sorrow, and pride. Our camaraderie was illustrated



Governor Hickenlooper thanks cadets for service.



US-CO flags.

as three other squadrons from Group 1 joined our ranks in the park. Our Commander endeared the expectations for the day and shared the mood that would be encompassing our actions; how we would demonstrate our professionalism on this solemn field of remembrance. He also expressed the thanks from Governor John Hickenlooper and Colorado Adjutant General, Major General Michael Edwards for our willingness to support and perform our duties.

To begin the process of remembrance, a truck and trailer arrived with the tribute piece from the World Trade Center tower. Then,



Cadets guarding World Trade Center remnant.

an Army color guard solemnly unfolded our nation's flag and placed it over the huge twisted metal remnant as a sign that our country will not forget the tragedy of September 11th. Two large cranes towered up above the speaker's stage where everyone within the vicinity of the park could observe Old Glory and the Colorado State Flag in tandem.

We had the honor to serve with law enforcement, fire department units, and military honor guards by guarding the semi-trailer with the large metal remain from one of the World Trade Center buildings and Fire Engine No. 4 (its crew lost while helping others exit the buildings). Throughout

Peaks and Planes

the day we would exchange duties to allow each CAP member to experience this honor. Cadets outlined the procession of several hundred law enforcement, firefighters, U.S. military, and Veteran-related organizations, including Gold Star Mothers, Wounded Warriors, and Purple Heart recipients, to name a few.

During the Colorado Remembrance for the World Trade victims and families, Gov. Hickenlooper, Denver Mayor Michael Hancock, Denver Broncos General Manager, John Elway, and The CELL owner and event sponsor, Larry Mizel, each spoke about the tragedies and triumphs that have evolved from

the acts of 9-11-2001, especially those heroic acts of the first responders. The speakers also recognized those in attendance and induced a continuance of pride and support for our men and women first responders, domestically, and our military in foreign lands. Each speaker encouraged the attendees to never forget the brave and courageous firefighters, law enforcement officers, and our sons, daughters, fathers, and mothers serving in our U.S. military to maintain a free and safe nation for its citizens.

With the completion of our escort duties, crowd support, guard duties, and flag folding duties, among the many other tasks requested from event staff; the Governor paid special homage to each Civil Air Patrol member for their service during the event. Many positive comments were given to the cadets on their conduct. The four squadrons that participated in this annual event were: Valkyrie Cadet, Mustang Cadet, Dakota Ridge Composite, Mile High Cadet; Group 1 senior members from the Denver metro area were also present.

Semper Vigilance! 



it done. I hired the man, whose name is Bill Young. He's my offensive coordinator now. I think he's the greatest offensive line coach in America."

Grant Teaff cited an example of this loyalty. He admitted he was the most discouraged coach in America when his first Baylor team went 2 and 9 and failed to win a conference game. He said in the middle of the winter Bill Young came to his office, reminded him that he hadn't had a day off in 19 months and said the staff was worried about his health. After an extended argument Young convinced Teaff that he would benefit greatly from a day in the outdoors, maybe on a brief hunting trip. Teaff recalled that when he had first arrived at Baylor a rancher near Meridian, Texas, had issued an open invitation to him to hunt on his spread. So the two coaches drove out into the country the next day, pulled up to the house, to seek the rancher's permission. He met an enthusiastic greeting. "Coach, you can come here any time you want to, the rancher said. I know you've had a tough year but you're going to win. I believe in you and your program. But could I ask you one favor? That old mule over there by the barn is sick, old and diseased. He's been with me 25 years and I love him like a member of my family. But he's suffering and must be destroyed. Would you shoot that mule for me?" I didn't really want to do it, Teaff recalled. But he had been so gracious I said I would. When I walked back to the car where Bill Young was waiting, a strange impulse came over me. I set my jaw and let my lower lip quiver just a bit and I squinted my eyes as I opened the car door. Bill asked me what the matter was. I said that old man won't let us hunt. Bill, he said some things I can't believe. He said I was the sorriest football coach in the nation and that our offensive line couldn't pop a paper sack. He said Baylor University was the sorriest school in the country, academically. Well I'm sick of that kind of talk and of all the abuse we've been taking. You see that old mule over there. I reached down and pulled up the rifle and slapped a slug in it. Bill just turned ashen. I took careful aim and dropped that old mule with one shot. I couldn't bear to look at Bill; I knew he

was in a state of shock. Just about the time I finally got my face straight and was ready to turn around and face him I heard two shots. Bam! Bam! Bill yelled, I got two of his cows. Now let's get the hell out of here. That's Loyalty. I don't expect anyone to go out and shoot cows or mules to show loyalty, but I do expect each and every one of us to be loyal to the Colorado Wing and Civil Air Patrol.

On the subject of money, we are under the continuing resolution which means the budget has not been approved therefore, funds for training, orientation rides, glider operations, and consolidated maintenance will be coming in a little at a time. In October 2012 we received \$1,912.00 for glider operations, \$5,799.00 for training, \$3,812.00 for orientation rides, and \$1,656.00 for consolidated maintenance. I expect we will receive funds at or below our FY12 limit. It is important we use the funds as effectively as possible.

Now that we are entering the winter months I encourage you to be conscious of your surroundings and prepare for the snow, ice, and cold temperatures. 🇺🇸



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

Chaplain's Corner



Last time I promised I would begin to explore the core values of CAP. Using the acronym that Ch Lieutenant Colonel Jeff Johnson, presently the Wyoming Wing Chaplain, teaches, the discussion should be about IVER: Integrity, Volunteer Service, Excellence, and Respect. However, this discussion will be put on hold for this issue. Several practices have come to light which should be addressed.

As you dust off your copy of CAPR 52-16, Cadet Program Management, you are well aware that the Character Development portion of the program is one of five pillars upon which the Cadet Program stands. It is not optional. It must be managed with high standards as regards participation, leadership, and materials.

Let's start with participation. Each time a cadet promotes, the squadron commander or his / her representative certifies that said cadet has attended at least one Character Development session. Without this session, the cadet cannot promote. In several squadrons, cadet staff use the Character Development time for a staff meeting. This not only means they are not participating and helping guide the less senior cadets, it sends a bad leadership message that Character Development doesn't matter once you are in command. Also, many squadrons will populate E-Services with Character Development participation using the weekly attendance sheet, thus giving credit for a session which, in fact, the staff did not attend. This is an integrity issue.

This brings up leadership, both on the cadet and senior side. As mentioned above, all cadets need to be at the session, staff included. On the senior side, there are three people who may facilitate the Character Development session, a chaplain, a Character Development Instructor, and the Squadron Commander. There is no provision in CAP 52-16 for anyone else to facilitate. If the squadron commander does delegate this responsibility, we can question the promotion of cadets in the squadron, for the squadron is not following CAPR 52-16.

Finally comes the materials. I've seen outstanding work done at the unit level by concerned senior members who are not a CDI, chaplain, or squadron commander. They have drawn in movies, magazine articles, and other resources. Unfortunately, CAPR 52-16 is clear, we can only use the materials listed at <http://www.capmembers.com/character>. The only Character Development session which does not use the resources from this site are the sessions taught at the Cadet Encampment.

In summary, every cadet who is present for a meeting should be present at the CD session. Only a chaplain, CDI, or squadron commander should facilitate, though for certain cadet promotions a cadet may need to lead a session. Finally, only materials from <http://www.capmembers.com/character> should be used. In meeting these requirements, we can promote our cadets with integrity and excellence. 

Cadets advance their education and training

By Cadet Col. Caitie Graham, CAP

“I pledge to serve faithfully in the Civil Air Patrol Cadet Program and that I will attend meetings regularly, participate actively in unit activities, obey my officers, wear my uniform properly and advance my education and training rapidly to prepare myself to be of service to my community, state and nation.”

Cadets say this cadet oath on a regular basis during their cadet career. On Saturday, September 8th cadets from groups 1, 2, & 3 fulfilled a portion of this oath by participating in the Group 1 Cadet Conference.

The Group 1 Cadet Conference was an idea birthed during the planning of the Colorado Wing Conference in April of this year. Cadets expressed the desire to have a conference dedicated solely to them—put on by cadets, for cadets. Cadet Colonel Caitie Graham volunteered to plan the activity, and presented a plan to the Group 1 Commander, Lieutenant Colonel Bill Aceves, to receive approval. It was approved, and Cadet Colonel Graham worked diligently over the next few months to plan the Group 1 Cadet Conference.



Cadet Senior Master Sergeant Nicholas Timpe, Cadet Master Sergeant Daniel Perry, and Cadet Second Lieutenant Andrew Martin participate in the Mile Run for the Cadet Physical Fitness Competition during the conference.



Chaplain Jeffrey Williams teaches cadets during the Cadet Conference.

During the conference, cadets got to participate in many activities. There were great hands-on activities like the Physical Training Competition; where cadets get the opportunity to do their very best in push-up, curl-ups, sit-and-reach, shuttle run, and the mile run. The competition was fierce and the cadets had loads of fun. Colorado Wing Chaplain, Lieutenant Colonel Jeffrey Williams, gave a session to help cadets and

Continued . . .



Compliments of a Friend



Supporting Civil Air Patrol!

Cadets advance their education and training, cont.



Cadet Captain Collin Clarry, Cadet Second Lieutenant Wyatt Starc, Cadet Master Sergeant Aaron Van Zweden, and Cadet Staff Sergeant Alexis Clements have fun working on a sample resume during the Resume & Application session.

seniors communicate with one another better. There was discussion about how language evolves and how experience shapes the way we communicate, which helped cadets to understand better ways to communicate with each other and their seniors. Members also had a great time getting a hands on look at the Civil Air Patrol Model Rocketry program and the Honor Guard Program. Cadets finished off the day with a session in Advanced Customs and Courtesies, where they learned about the proper way to do customs and courtesies and the meaning and significance behind them—the Spirit of Customs and

Courtesies, as it were.

The cadets gave willingly of their time to advance their education and training. Everyone that participated in the activity learned a lot and had fun. The staff would like to give a special thank you to the cadets that helped make this conference possible; Cadet Lt. Col. Travis Graham, Cadet Maj. Chase Peters, Cadet Maj. Matt Ten Eyck, Cadet Capt. Cody Draeger, and Cadet Capt. Haelie Compton. Without your willingness and time commitment, this conference would not have been as successful. Thank you! 🇺🇸

Colorado Wing Cadet Wins Drug Demand Reduction Speech Contest

*By Capt. Glen Peters, CAP
Parker Cadet Squadron Commander*

Parker Cadet Squadron Cadet Major Chase Peters was recognized at the Civil Air Patrol National Conference in Baltimore MD, for first place in the Drug Demand Reduction (DDR) national speech competition. The Drug Demand Reduction program includes education and training, school programs and community outreach activities designed to assist its members in making a difference in this world by helping communities understand the effects drugs can have in their lives and community.

The contest is the first of its kind for the DDR program, the speech given by this young man has set the standard of what this program will come to expect in years to come. Colorado Wing DDR Officer First Lieutenant John Conelly stated the speech was compelling, attention getting and was written in a way to keep the attention of both cadets and seniors alike. Representing the Rocky Mountain Region, Cadet Maj. Peters gave the winning speech at the Civil Air Patrol National Conference. The DDR team that evaluated the speeches for the competition commented, "That out of a possible 300 points, the winning speech received a 299". The speech needed to be three to five minutes long and cover some aspects of drugs or addictions and incorporate the DDR program and Civil Air Patrol. A DVD and written submission were required. The speech was graded on content, delivery, appearance, memorization along with its content reflecting on Civil Air Patrol. The message given in this speech was found to be beneficial to all members of Civil Air Patrol and those considering joining Civil Air Patrol.

The National DDR staff will be adding this speech to the national web site and making it available to all squadrons to aide in the training and recruitment both of new members and current members to



understand the role of DDR in all CAP units. Cadet Major Chase Peters commitment to Civil Air Patrol and his desire to spread the message of **“Just Saying No To Drugs Isn’t Enough”**, speaks highly of the Rocky Mountain Region, Group 1 and the Parker Cadet Squadron. We hope to see other strong entries next year coming from the Rocky Mountain Region. **CONGRATULATIONS to Cadet Maj. Chase Peters on a job well done.** 🇺🇸



SAYING NO TO DRUGS IS NOT THE SOLUTION!

*By Cadet Capt. Chase Peters, CAP
Parker Cadet Squadron*

How many of you have seen this symbol before? **(Just say no to drugs)** Have you ever said no to drugs? Have you ever been asked again? Here in the lies the problem!

Saying no to drugs is not the solution! Yes, you heard me correctly. Saying no to drugs is not the solution! **It is a passive response to a question that requires action.**

What exactly do I mean by this? My dad has a saying that he uses quite regularly and it goes something like this, "There are three frogs on a log, one decides to get off, how many are left?" Let's repeat that one more time. "There are three frogs on a log, one decides to get off, and how many are left?" If you answered two, that is incorrect. The correct answer is three. You see, one decided to get off, but deciding something and doing something are two separate things. Once something is decided, action must then be taken on it, or nothing is gained. That is exactly why just saying no to drugs, in and of itself does not and will not work. It simply shifts the problem someplace else. That is why most people who are offered drugs, have been offered drugs more than once. The passive response of just saying no, only delays the need to say no again. So, what exactly does this mean? It means that you cannot only just say no to drugs. You must find an active way to project that message. Otherwise the drugs don't go away. They shift to someone not strong enough to say no. Let me give you an example of an incident that happened in my life. Drugs are very prevalent in my school and kids are frequently asked if they want drugs. The first time I was asked, I just said no. They just went and asked someone else. When asked again I not only said no, I explained to them if I saw them asking anyone else I would turn them in for dealing drugs. I have not seen them asking around me anymore. Now they understand that I will not be passive. I will take an active involvement in

standing up for the no I represent. The answer to this problem lies in the very fabric of what are country is founded on. "UNITED WE STAND DIVIDED WE FALL". The early colonials knew that they were being oppressed and they knew that individually they would be picked off. But, united under one cause, they would not fall. There are numerous actions one might choose to take in order to unite against a problem so wide spread as drugs. One of the actions that I found is in the Civil Air Patrol. The Civil Air Patrol is tasked with four primary missions, these are; Aerospace education, Cadet Programs, Emergency Services and Homeland Security. It is easy to see how two of these missions directly involve saving lives. However, under cadet programs, there is a program called DDR "Drug, Demand, Reduction program". "This program is chartered with the responsibility to make CAP a drug free environment that promotes and supports education, community involvement, social responsibility and respect for individuals". This program also saves lives. It is a message from a group of people who have united to fight off those who would through the use of drugs attack our friends, family, classmates. It is an active stance through the use of DDR materials that teach about drug use, smoking and drinking, that not only teaches others to say no, but empowers them to share the information and actively pursue a solution rather than just saying no. These men and woman in Civil Air Patrol, who utilizes this material and actively shares the message save lives everyday, without even knowing. The chains of addiction in drugs, alcohol and smoking can not only be broken through your active participation in the DDR program, but might just save the life of the one you least expect. So, don't just say no to drugs, become part of the solution and not part of the problem. Join Civil Air Patrol and support the Drug Demand Reduction program and save a life. 

Ending With a Bang

*By Cadet Tech. Sgt. Emma Hanley, CAP
Mustang Cadet Squadron*

A looming cloud of black smoke greeted us as Squadron 2 walked out of Mitchell Hall. The wind was blowing so strongly that hats were blowing off and of course, I was the one to sprint after them. The day was June 26, 2012 and I was at the 2012 Colorado Wing Summer Encampment which takes place at the prep school for the Air Force Academy.

As most of you know the encampment was evacuated because of the Waldo Canyon Fire, that is why there was a cloud of black smoke. The fire had been on all of the staffs' minds since Saturday. As Squadron 2 was loaded into the buses everyone had the sickening feeling that we were going to be evacuated. When the bus arrived at the prep school there were both a fire truck and an ambulance pulling away. The sky was orange and black. We stepped off the bus and were told that one minute was all we had to gather anything that we could not live without. Most of the staff and cadets who were injured were loaded into the private cars and smaller CAP vans. My battle buddy and I were shoved into a car because she had asthma. As we drove through the city the column of smoke seemed to get bigger and then smaller. We arrived at the Colorado Wing headquarters at Peterson Air Force Base to find that Squadron 3 had already arrived but Squadron 1 had not. There were many cadets who were having trouble breathing because of the smoke and some were worried about family that lived in the Colorado Springs area.

Cell phones flew from person to person as cadets checked in on their families. Many of the staff became temporary medics to help those with anxiety or asthma attacks. I remember one cadet having a serious stomachache and being so scared that his family had been evacuated. Sitting with him I had to practically force him to drink Gatorade. We were loaded into the buses once again, going to the build-



Smoke from the Waldo Canyon Fire, which pushed into Colorado Springs June 26, can be seen from the Air Force Academy just prior to this year's encampment evacuation. Photo by Cadet Staff Sergeant Alyssa Letts.

ing where the Colorado Springs Cadet Squadron meets at Peterson Air Force base. The entire wing then fell into formation so that there was 100% accountability of all cadets and senior members.

As night fell the sky turned orange to the south as parts of Colorado Springs burned. One parent brought McDonald's mini burgers to the staff while we waited for instructions. I have to say that was perhaps the best burger I have ever had in my life. The announcement was made that encampment was over. As the squadron and flight staff made their last speeches I was reminded of why I had come to encampment again. To see basics learn what it is to be a cadet and to watch and help them to become a team. There is one picture that was posted on the wing website that sums the night up, a group of blurred cadets celebrating that they had passed encampment. There were many people that I talked to a few weeks later that said that the basic cadets did not have enough time to learn what they were supposed to and they did not deserve to graduate. But what I saw that night most certainly justifies it. It also made me proud to be a CAP cadet and proud that I was able help in some way, to train those cadets and to help them to be proud of what they had done even if it was only a four day encampment which ended with a bang. 🇺🇸

Mile High Cadet Squadron Receives Flight Simulator

Mile High Cadet Squadron accepted a commercial grade flight simulator donated by the Colorado Air National Guard Aug. 21, 2012. 



Those in the picture standing (left to right)

Cadet Senior Airman Jordanne Stobbs-Vargara, Cadet Airman Michael Andrews, 2nd Lt. Jeff Poland, Cadet Senior Airman Courtney Standley, Cadet Senior Master Sergeant McCade Clark, Captain Sam Turner.

Those sitting: center: Cadet Senior Airman Ryan Herringshaw, SMSgt. David Davis, CO ANG, TSgt. Tina Perez, CO ANG.

Adams County Cadet Squadron Holds Awards Ceremony

*By MSgt. Cynthia Smith, CAP, RMR-CO-001
Director of Professional Development
Asst IG/SUI Coordinator*

Adams County Cadet Squadron held its first ever awards ceremony on October 30, 2012 at the Brighton Heritage Academy in Brighton, Colorado. The unit was chartered November 4, 2011. A full house of cadets, family, friends and guests were in attendance. Colorado Wing Commander, Colonel Earl Sherwin, presided over a change of command ceremony appointing Cadet Captain Chad LaLiberte as the new Cadet Commander. LaLiberte identified his Deputy Commander as Cadet Technical Sergeant Dylan Sena and his First Sergeant as Cadet Technical Sergeant Dillon Hartley. Hartley was also named Cadet of the Year. Second Lieutenant Debbie Sena was named Senior Member of the Year.

Promotions included twelve General J. F. Curry recipients, two Mary Feik awards, eight Wright Brothers awards and three Eddie Rickenbacker awards.

Two senior members were promoted to Second Lieutenant: Senior Member Becky Riley and Senior Member James Vigesaa. Two senior members were promoted to Captain: First Lieutenant Ryan Kassik, a pilot and Certified Flight Instructor, and First Lieutenant Cathy LaLiberte for her year as commander of the squadron. Guests included members of School District 27J and members of Group 2 and Colorado Wing staff. 



Cadet Technical Sergeant Dillon Hartly receives the Eddie Rickenbacker award from Colorado Wing Commander Col. Earl Sherwin.

Pueblo Eagles Reunite Families at Colorado State Fair

By Capt. Shad Brown, CAP
Pueblo Eagles Composite Squadron PAO

Pueblo, Colorado—Nothing can be more frightening to a small child than losing a parent in a large crowd, and the Colorado State Fair hosts some of the largest crowds in southern Colorado. Fortunately for families visiting the state fair, the Pueblo Eagles Composite Squadron is also in the crowd, helping to reunite children with their parents.

For the past ten years, squadron members have donated thousands of hours of their time to operate the Lost Child Center at the Colorado State Fairgrounds. In partnership with the State Fair Security Office, the Pueblo Eagles operate a base station in the center of the fairgrounds, where members handle radio and phone calls from security and law enforcement personnel who are contacted about missing children (or parents!). Then the squadron search teams spring into action, flooding the last known area with orange shirts and hats, cadets and senior members, conducting a hasty search for the



Part of the Pueblo Eagles Composite Squadron team responsible for operating the Lost Child Center during the 140th Colorado State Fair in Pueblo. Photo by Senior Member Dennis Mattoon.

missing party. The teams are highly effective at locating missing children or parents, and reuniting these families with only a few tears shed by all parties. Teams have also helped locate missing at-risk adults and persons with developmental disabilities as part of their duties.



Captain Richard Zordel (left) dispatches a cadet search team to look for a missing person during the 140th Annual Colorado State Fair in Pueblo on August 24th. Photo by Captain Shad Brown.

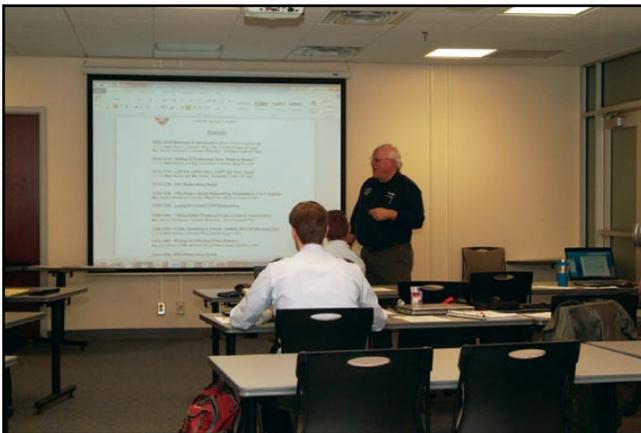
The partnership frees up law enforcement personnel and security employees to perform their primary duties, while giving members of the squadron a great way to help their community and practice search and rescue skills in a unique environment. Perhaps the greatest tribute to the squadron's searchers can be heard as parents walk past the "orange shirts" with their children, and tell them, "Now, if you get lost, you look for someone wearing these shirts and hats! They will come save you!" 

2012 Public Affairs Seminar

*By Maj. Denise Thompson, CAP
Colorado Wing Assistant PAO*

Colorado Springs—The 2012 public affairs seminar was held Saturday, October 20 at the US Air Force Academy. Seventeen Civil Air Patrol members were in attendance including four cadets. All four groups had at least one representative. Led by Colorado Wing Public Affairs Officer (PAO) Lieutenant Colonel Michael Daniels, the seminar covered all aspects; writing, photography and participating at a mission.

Major Ed O'Brien, PAO for Black Sheep Senior Squadron, gave pointers for good writing habits. Major O'Brien has been writing since he was twelve and has enjoyed seeing many articles published over the years. Later in the afternoon he led a session on writing press releases during a mission and the role of the Public Information Officer (PIO).



Maj. Ed O'Brien shares his ideas for good writing habits.

Lt. Col. Daniels and Maj. O'Brien led a session on writing and submitting articles. They discussed who would be interested- local news papers, high school papers, etc. and how to submit an article. There are five principles in writing- who, what, how, when and why. Each area was discussed in detail.

Major Denise Thompson, Assistant Colorado Wing PAO and Co Editor for Peaks and Planes magazine coordinated a flight to Colorado Springs from Grand Junction in a CAP aircraft that was par-



Lt. Col. Mike Daniels, Colorado Wing PAO, discusses the role of the PAO.

participating in a Group 3 SAREX so she could present a few important sessions. One presentation covered CAP Public Affairs Regulations (CAPR-190-1) and discussed the Public Affairs 201 Specialty Track including what's required to earn the Technician rating. The next session covered social networking. With today's technology driven world, CAP has begun to embrace social networking as a tool for community outreach. She presented many ideas for squadrons to utilize Face Book, Twitter and how to develop a squadron web site. Internet safety was discussed in detail, many questions were asked by attendees.

Major Thompson next discussed submissions to Peaks & Planes. She led this session with a slide show detailing photography. She has extensive experience in this field having spent more than ten years as a professional photographer.

Colorado Wing Assistant PAO, Captain Joseph Nuvolini led the final session- posting photos and videos to the web.

Attendees were able to meet their colleagues and put faces to names. The annual PA seminar was a great way for everyone to network and build a more cohesive Wing public affairs team. A complimentary lunch was provided and CAP promotional gifts were given to participants which made for a fun, informative and successful event. The Colorado Wing Public Affairs Staff wishes to thank all who attended. Look for Group seminars in the coming year. 

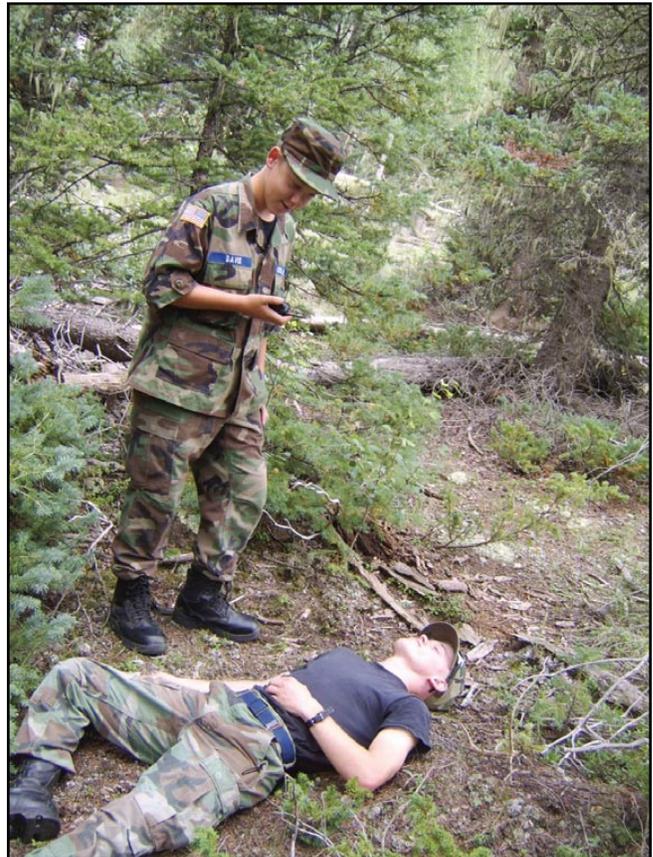
Civil Air Patrol Cadets Train at Bivouac

By SM Ruth Lewis, CAP
Heart of the Rockies Composite Squadron PAO

Alamosa, CO—Civil Air Patrol (CAP) has three missions, Cadet Programs, Aerospace Education and Emergency Services. Training for a real life event is essential for a rapid, controlled, and organized response. The weekend of August 10-11, 2012 the Heart of the Rockies Composite Squadron, based in the San Luis Valley, had six cadets and five senior members roaming the woods. The scenario was a downed airplane. They were tasked to find victims, perform first aid, and navigate other rescuers to the “crash site”.

They learned how to use compasses and Quadrangle maps in a search for victims when given coordinates from other rescuers. They trained extensively in giving compass coordinates to the second wave of rescuers. The cadets received hands on training with emergency frequency radios and how to set up a safe area for helicopter flight for an air lift.

They practiced initial first aid for victims of a plane crash that included amnesia, broken legs, and how to work with a diabetic in a high stress situation. The Senior Members worked closely with the cadets in teaching skills and support them through the activities. 🇺🇸



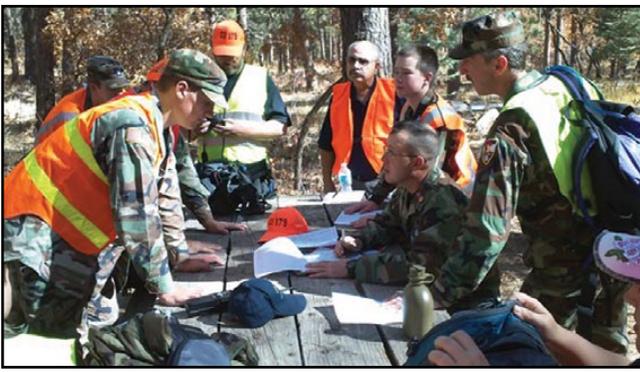
Cadet Nicholas Davis radios to mission base that they found another victim.



Cadets Sage Gentry, Luke Bright and Brooke Cisneros use the radio and take compass bearings .



Major Patricia Robertson shows Cadets how to use maps.



Group 3 Vice-Commander Major David Atwood (center) briefs ground team members on a hasty search to locate a simulated missing hiker during Group 3 emergency services training held October 20th at Pueblo Mountain Park in Beulah, Colorado.



Ground team members from Air Academy Composite Squadron and Pueblo Eagles Composite Squadron attempt to signal a circling Civil Air Patrol aircraft during Group 3 Emergency Services training held on October 20th at Pueblo Mountain park in Beulah, Colorado.

Group 3 Practices Ground Team / Air Team Coordination

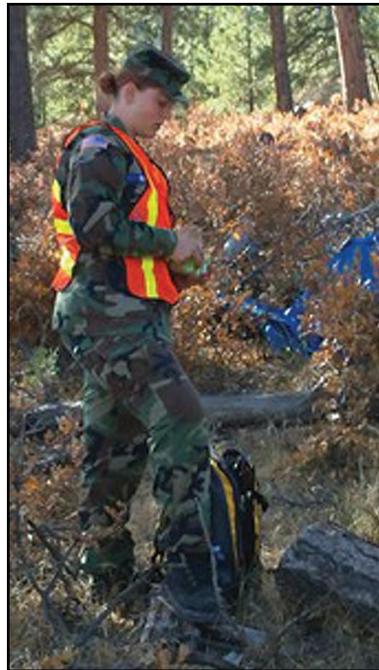
*By Capt. Shad Brown, CAP
Pueblo Eagles Composite Squadron PAO*

Beulah, Colorado—Ground team members from Air Academy Composite Squadron, Colorado Springs Cadet Squadron, and the Pueblo Eagles Composite Squadron, converged on Pueblo Mountain Park on October 20th for emergency services training. The training was designed to simulate a search for a lost hiker, and allow ground teams to practice communication and coordination with air crews tasked to the exercise.

Both ground teams and air crews benefited from the training. Captain Loren Lancaster, one of the mission pilots assigned to the exercise, said that the air crews benefitted from interesting terrain, good mirror work by the ground teams, and good ground to air communications. “The crew that found the person was very excited when they returned to base and was very proud of their accomplishment. It helped us all feel more confident in our ability to find a missing person,” said Lancaster. Captain Kelly Bosley, the emergency services officer for the Pueblo Eagles Composite Squadron, indicated that the work to find the missing hiker was “extremely realistic”, and that the ground team trainees “got a good dose of what it’s really about.”

Air Academy Composite Squadron Senior Member Michelle Idle portrayed the missing hiker in the scenario, and provided outstanding feedback to both air and ground crews from her perspective. Idle

reminded the ground teams that they need to call out for the victim more frequently, and to communicate to a person who may not be immediately reachable that the team is there but trying to find a way to assist them. Air crews were reminded that a little “waggle”



Cadet Airman Sierra Burke takes a break after locating clues during Group 3 Emergency Services training held on October 20th at Pueblo Mountain Park in Beulah, Colorado.

of the wings would reassure a lost hiker that they had been spotted from the air, and that the aircrew should be sure to fly a pattern that would allow a victim to use their signal mirror to contact the aircraft.

Group 3 Emergency Services Officer Stefanie Hudgins organized the training exercise, and has set up an aggressive monthly training schedule to assist the squadrons in meeting their emergency services goals. 🇺🇸

Dual Change of Command for Pueblo Eagles

*By Capt. Shad Brown, CAP
Pueblo Eagles Composite Squadron PAO*

Pueblo, Colorado – On a bittersweet Thursday evening July 5, 2012, the Pueblo Eagles Composite Squadron bid farewell to its squadron commander and cadet commander, while welcoming their successors.

Captain Joseph Thorn transferred the squadron flag to incoming commander Captain Mark Sutton during the traditional change-of-command ceremony, which was presided over by Colorado Wing Commander Colonel Earl Sherwin. Also during the ceremony, outgoing cadet commander Steven Mohan bid farewell as he turned the cadet flight over to Cadet Captain Haelie Compton.



The ceremonial passing of the flag.

Both Cadet Capt. Compton and Capt. Sutton are experienced squadron members and have demonstrated their commitment to the Civil Air Patrol above the squadron level. Capt. Sutton has previ-

ously served as the Colorado Wing Health Services Officer. Cadet Capt. Compton has been a flight sergeant for the Colorado Wing Encampment, and both a command chief master sergeant and cadet commander for the Kansas Wing Encampment.



Colorado Wing Commander Col. Earl Sherwin speaks at the Change of Command ceremony.

Outgoing squadron commander Thorn is a retired Escondido firefighter, who resigned as squadron commander to pursue his lifelong dream of living on a houseboat in Washington and putting his search and rescue skills to work in pursuing salmon. Cadet First Lieutenant Mohan has begun his freshman year at the Colorado School of Mines, where he is studying engineering. Visit our squadron on the World Wide Web! media.puebloeagles.us 🇺🇸

Encampment:

A Cadet's Most Valuable Training

*By Cadet MSgt. Victoria Schmidt, CAP
Mustang Cadet Squadron*

With the Colorado Wing Summer Encampment a few months ago, and the Kansas Wing Winter Encampment coming up, the word “encampment” is around a lot. But what is an “encampment”? What do you do there? Why should cadets go? These are questions that cadets, especially newer cadets, think about.

Basically, encampment is a cadet's most valuable training experience in Civil Air Patrol (CAP). At encampment, cadets learn teamwork, excellence, time management, and basic CAP drill and ceremonies, and customs and courtesies. The skills learned at encampment help a cadet throughout his or her cadet career.

At encampment, not only do cadets get to experience the basic activities at encampment such as barracks, meal time, and a dining-in or a dining-out, they also get to participate in many things some people can only dream of doing. Some of these things include using a flight simulator, riding in a Blackhawk, attending a service at the cadet chapel at the US Air Force Academy and shooting a weapon at a shooting range.

I believe cadets should go for many reasons, but here are my top three reasons:

1. Cadets become better people. At encampment, cadets learn qualities about themselves that they did not even know they had. Cadets also learn about how much stress they can handle. In addition, cadets also learn people skills and leadership skills. As a flight, cadets need to not only work together, they also need to help one another.

2. Cadets can attend other CAP activities once they attend encampment. A couple of these events include GSAR School and all NCSAs (age permitting).

3. Cadets can come back as staff. As staff, the cadets are the ones training the basics. From being staff, cadets develop their leadership, communication, and drill skills. Unlike basic encampment, where cadets learn how to work with fellow followers, staff learns how to work with fellow leaders. This skill learned as cadet staff can help a cadet throughout their entire life.

Although I only listed three reasons, there are many more. Ask any cadet who has attended an encampment and they will all have their own reasons why cadets should go. However, I believe it is safe to say that the top reason is that encampment is a cadet's most valuable training experience in CAP.

I encourage all of you who have not attended an encampment to seriously consider attending the KSWG encampment this winter or the COWG encampment this summer. 



CAN A PINTO FLY?

By Cadet SMSgt. Daniel Turner, CAP
Fremont Starfire Cadet Squadron
Photos by Doug Duncan

Have you ever dreamed of making your family sedan fly? Or maybe you dreamed of being the first to invent a flying car. What many people don't realize, is that the dream is, and always was, a reality.

It is imagined that a flying car is a new concept, but actually they have existed ever since the Wright brothers invented the airplane. The first record of a flying car was around 1904 when a rival of the Wright brothers, Glenn Curtiss, designed a large, three-winged car that never flew- just hopped.

The first successful car flight was on March 21, 1937, when Waldo Waterman's "Arrowbile" proved to the world that a car could actually fly. It wasn't a short flight either, with the "Arrowbile" achieving a top speed of 112 mph!

From 1937 to 1990, over 19 different models were experimented with and some flew and some didn't. Of all the flying cars that have been built, my favorite is the one pictured above, the flying Ford Pinto.

It all began in 1970, when Henry Smolinski, engineer and president of Advanced Vehicle Engineers Company (AVE), presented his idea to the world. He believed that a car could fly, and not just one variety, but many different varieties of cars. Smolinski stated, "We intend to use the wings, the rear (pusher) engine mount, the twin tail booms and the control



Peaks and Planes



surfaces of a Cessna Skymaster," he said, "and fit them to a dozen modern cars."

Although AVE will always be known for the "flying Pinto", Smolinski's original plan was to use a Pontiac Firebird for the prototype, but that never materialized.

By 1973, Smolinski was ready to show his final product to the public. The people were surprised to find, however, at the unveiling a plain, white and brown Pinto and not the sleek Firebird that was originally mentioned.

News reporter Mike Bird was quoted in his interview with vice president Hal Blake, "It's fortunate that Henry Ford got around to putting a selfstarter on his automobile. I wouldn't want to have to climb out at 5,000 feet altitude and crank."

The AVE Mizar, as it was to be called, could be driven from your garage to the airport and attached to the airframe in 45 seconds or 2 minutes if you are a slow person. "Our plan," Smolinski stated, "is to make the operation so simple that a woman can easily put the two systems together - or separate them - without help." When the Pinto was backed up to the airframe, a self-aligning track guides it into a locking position. The automobile and airframe are mated by four self-locking pins in the support connections. The flight controls and instruments are united by an umbilical type connection.

The engine used was a 235 horsepower Avco Lycoming 540 series similar to that used in the Cessna Skymaster. It was available in 260 and 300 horsepower versions as well. AVE claimed the Mizar should be able to cruise at 130 mph with a max speed of 170 mph. It was equipped with a 93 gallon fuel tank and fuel consumption was estimated at 13 gallons per hour. The 4,700 lb. aircraft was a mere 8.5 feet tall and had a wingspan of 38 feet and a total wing area of 202 square feet. It had a total length of 28.5 feet. It had a passenger load factor of 1400 lbs. and the cargo load factor was 360 lbs. The Mizar had a service ceiling of 16,000 feet.



The airplane engine was enough to get the aircraft off the ground, but it was recommended that the car's engine was used as well to shorten the takeoff distance. In the air, the car's engine would be turned off. Once the vehicle was ready to land, the pilot would touchdown on the rear wheels as gently as possible then the four-wheel disc brakes would stop it in around 525 feet.

Of course, not just anybody could use the AVE Mizar- they would need a driver's license plus a pilot's license.

When the Mizar's \$1 million dollar development was finished, 34 people put in an order for their own model with the starting price at \$18,300 or a fully optioned model at \$28,900. That was expensive back then, considering that a fully equipped Pinto was just under \$4000 !

At first glance, the Pinto's interior looked just like the day it came out of the factory, but take a closer look and you will see two rudder pedals on the floor.

Peaks and Planes

Don't worry, they fold down when you're ready to drive the car. Then you will notice the customized dash with an air speed indicator, rate of climb indicator, altimeter, directional gyro, fuel pressure gauge, throttle in the center console, flap switch, trim tab, and radio.



Several flights were made over a three month period and it was FAA approved. The AVE Mizar was actually a driving, flying Ford Pinto! Plans were made to produce 475 Mizar's. Sadly, the dream was not to last. Henry Smolinsky and vice-president Hal Blake, both 40 years old, were taking off from an airport in Oxnard, California on September 11, 1973, when the right wing strut collapsed, causing the wing to collapse as well. The airplane hit the top of a tree then hit a truck parked on the street. When the aircraft hit the pickup, it burst into flames, and the owner of the truck was nearly involved in the accident. Both of the pilots were killed in the crash.

Today, the only memory left of the AVE Mizar is one Ford Pinto that had been customized, but never had the wings attached to it. That Pinto is now privately owned.

Is that all there is to the flying car story? Certainly not. Back in 2006, Terrafugia designed an airplane that has folding wings and is street legal. It can be purchased from their website for \$279,000! In April of 2012, the International Flying Car Association was established to be the "central resource center for information and communication between the flying car industry, news, networks, governments, and those seeking further information worldwide. "

Someday flying cars might become as popular as automobiles are today. Who knows? That day might not be far away. 🏆

Quality Cadet Squadron Awards

Below is the criteria for earning the Quality Cadet Squadron award:

Unit has at least 3 Training Leaders of Cadets graduates on its roster;

Unit earned the Aerospace Excellence Award (AEX) during the school year;

40% of cadets on roster have attained the Wright Brothers Award;

20% of cadets on roster have completed Drug Demand Reduction;

50% of cadets on roster have completed encampment;

Unit has at least 35 cadets listed on its roster;

Unit's cadet roster increased by 10%, or 10 cadets from 1 September 2011 through 31 August 2012;

60% of cadets on roster have participated in at least 1 flight;

Unit retained 40% of first year cadets (cadets that joined from 1 September 2010 through 31 August 2011).

The Colorado Wing is pleased to recognize the following units for being designated a Civil Air Patrol 2011-12 Quality Cadet Squadron for commendable cadet programs performance from 1 September 2011 through 31 August 2012.

CO-022 - Vance Brand Cadet Squadron

CO-030 - Colorado Springs Cadet Squadron

CO-072 - Boulder Composite Squadron

CO-147 - Thompson Valley Composite Squadron

CO-148 - Mustang Cadet Squadron

CO-159 - Air Academy Composite Squadron

CO-173 - Parker Cadet Squadron

CO-186 - Dakota Ridge Composite Squadron 



Civil Air Patrol at the Rocky Mountain Airshow

*By 1st Lt. Mary Cast, CAP
Foothills Cadet Squadron, CO-031*

Civil Air Patrol (CAP) cadets and senior members participated in the Rocky Mountain Airshow August 24-26, 2012, held at the Rocky Mountain Regional Airport in Broomfield County. Although the majority of CAP cadets and senior members came from Groups 1 and 2 squadrons, all Groups throughout Colorado helped with this community outreach. Unlike past years, CAP did not perform crowd control duties or help with clean-up. This year, the three dozen CAP volunteers focused on interacting with attendees at the Adventure Zone and Space Pavilion (AZ&SP). The AZ&SP hangar was packed full with all sorts of interesting aerospace-

related exhibits and activities from organizations, businesses, and schools.

In early spring, planning started to create exciting and informative displays. By summer, plans were completed, personnel allocated, and details were ironed out. When “show time” came, CAP volunteers came to the show ready to go to work. Lieutenant Colonel Dave “Mick” Micheletti, Colorado Wing Director of Aerospace Education (DAE), led a team of Aerospace Education Officers, senior members, and cadets throughout the entire process. Lt. Col. Micheletti worked closely with the management



Cadets help visitors build a safe home for the egg drop.

of the AZ&SP to ensure our displays and activities met their requirements. On the cadet side, Cadet Staff Sergeant Derek Lantis was very active in recruiting and organizing cadets. Several activities were displays and hands-on activities included a remote control (R/C) flight simulator, Microsoft's Flight Simulator, a Fit-For- Flight display, and "Parachuting Eggs," aka "The Egg Drop."

Ah – the Egg Drop -- fun for everyone except the egg! This exercise kept cadets and participants busy. Take one unsuspecting egg and some cotton batting and put both in a plastic cup. Carefully arrange cotton batting all around the egg as a cushion. Attach a parachute (lightweight plastic shopping bag) to the cup with some string, fluff up the parachute and "Let 'er drop!" - from a height of about 15 feet. Take a peek inside the cotton batting cushion and see if Humpty Dumpty survived.

Cadets first demonstrated how to construct the egg-saving device, and then participants built their own. With cameras rolling and enthusiastic children cheering for their egg, the excitement and entertaining activity drew crowds all day long. Not all eggs survived their parachute ride; however, several participants vowed to try again at home. Many children wanted to keep their egg, regardless of condition. Fortunately parents were unanimous in letting us dispose of the broken eggs and keep the "survivors" so we could use them again and again.

Besides the egg-drop station, cadets staffed CAP's hands-on flight simulator stations. Participants were given a quick demonstration on operating the simulators, and then took over. The realism and challenge of flying radio controlled aircraft or a piloted aircraft were brought to life for everyone who tried their hand at the controls. There was never a shortage of future pilots wanting to experience the thrill of flying. The "Fit for Flight" display drew a great deal of attention from older youth and adults. CAP members explained "Fit-for-Flight" as much more than a slogan. The Fit for Flight presentation showed how diet and exercise coupled with a healthy lifestyle and education contribute to building a person that can be a success in the aerospace field.

A few CAP cadets specifically recruited potential members. They distributed balsa wood gliders and



Cadets help future aviators at the flight simulators.

paper airplanes, helped some youngsters build their gliders, and talked extensively with potential CAP recruits and parents. Other cadets assisted with the Wings Over the Rockies Museum activities, helped staff nearby booths, or helped at the front gate. While senior members were present to offer expert advice and coordinate with other organizations for necessary resources, cadets took the lead on most activities and recruiting efforts. CAP members, especially the cadets, received praise from attendees and volunteer coordinators for their enthusiasm, professionalism, and motivation to positively influence youth to seek careers in aviation and aerospace

It was not "all work and no play." Some cadets had an opportunity during a lunch break to relax, watch the airshow demonstrations, or view other displays. Within the AZ&SP hangar, cadets were able to visit with representatives from Lockheed Martin, Boeing, Redstone College, Federal Aviation Administration, watch the USAF Academy rocket displays, and even talk to future employers. Airshow performers visited the AZ&SP; the F-22 Raptor pilot and support crew made a special effort to talk with CAP cadets. As the AZ&SP closed down a bit after 2 PM, some volunteers spent the remainder of the afternoon enjoying the airshow. Special thanks to all the volunteers who made this year's partnership with the Adventure Zone and Space Pavilion a huge success. Here's looking to next year! 🇺🇸

Solo Cadets

By Maj. Bryce Nelson, CAP
Commander, Fremont Starfire Cadet Squadron

Cadet Chief Master Sergeant Matthew Angelo, left and Cadet Captain Jack Nordell, right display their shirt tails that were cut off immediately after they each soloed a Cessna 172 this past July. Their flight instructors autographed their shirt tails with a personal detail about their solo experience. Cadet Angelo soloed at the Virginia Wing Powered Flight Activity at Ft. Pickett, VA and Cadet Nordell soloed at the Oklahoma Wing Powered Flight Activity at Shawnee, OK.



Early airplanes had tandem cockpits where the student flew from the front cockpit and the instructor was in the rear cockpit. Communication was difficult in the early airplanes and the instructor would tug on the student's shirt tail to get the student's attention. The cutting of the shirt tail is a long standing tradition that signifies that the flight instructor no longer needs to guide the student in basic flight training.

Fremont Starfire Cadet Squadron was chartered in 1981, the third squadron to exist in Canon City, Colorado since the 1950's. The squadron has a membership of 9 senior members and 16 cadets. The squadron is active in Emergency Services, Aerospace Education and the CAP orientation flight program. Cadets fly a syllabus of five flights that present the process of achieving the FAA private pilot rating using Colorado Wing Cessna 182's. Twice a year the Colorado Wing Glider crew brings

two ASK-21 gliders to the local airport so cadets in the area squadrons can also receive their glider orientation flights.

The squadron is in the process of setting up a large modular building at the local airport that will serve as the squadron home base, a resource for community aviation activities and provide Colorado Wing with a base of operations in Southern Colorado for search and rescue, disaster relief and training missions.

CAP has the world's largest fleet of Cessna aircraft which are used nationwide for these missions and cadet flight training. The squadron meets at GOAL Academy, 115 S. 5th Street in Canon City, Colorado. For more information about Fremont Starfire Cadet Squadron and CAP cadet programs, call Bryce Nelson at 719-269-8040. 

Colorado Wing Members Awarded Disaster Relief Ribbon

The Disaster Relief Ribbon may be awarded with a Silver “V” device to any CAP member who participates as a CAP member in a disaster relief effort for a Presidential declared disaster.

This past summer’s wild fires were declared Presidential disaster #4067. We are honored to recognize the following Civil Air Patrol members who volunteered their time, skills and efforts in support of Colorado Wing’s response to the devastating fires:

Earl Sherwin, Lt. Col.	Mark Timpe, 2Lt.	Nate Duehr, Capt.	Matthew T. Barden, C/TSgt.
Robert Beabout, Lt. Col.	Dawn M. Barden, SM	Angela D. Fein, Capt.	Sydney Dunnahoo, C/TSgt.
Hap Burnum, Lt. Col.	Mac Grove, SM	Megan Graham, Capt.	Dillon Hartley, C/TSgt.
Peter Dunn, Lt. Col.	Alexander Johnson, SM	Mark Haynes, Capt.	Marissa Lopez-Audet, C/TSgt.
Jose Hernandez, Lt. Col.	Alex Nuckols, SM	Stefanie Hudgins, Capt.	Dylan Sena, C/TSgt.
Harold Hyde, Lt. Col.	Charles Blome, C/Maj.	David King, Capt.	Kenny R. Baum, C/SSgt.
Jim Jenkins, Lt. Col.	Chase Peters, C/Maj.	Cathy Laliberte, Capt.	Evonma L. Clayton, C/SSgt.
Mike McDonald, Lt. Col.	Matthew Ten Eyck, C/Maj.	Milt Moores, Capt.	Alexis Clements, C/SSgt.
Rick Maher, Lt. Col.	Collin Clarry, C/Capt.	John Owen, Capt.	Dominic Cuoco, C/SSgt.
Floyd McCormick, Lt. Col.	Jordan Fisher, C/Capt.	James Schinnerer, Capt.	Dustin Hartley, C/SSgt.
Bruce Pennington, Lt. Col.	John Harhai, C/Capt.	Jennifer Short, Capt.	Tyler Kauffman, C/SSgt.
Dale Short, Lt. Col.	Chad Laliberte, C/Capt.	Jeremy Sing, Capt.	Nathanial Kinder, C/SSgt.
Harvey Siegal, Lt. Col.	Callum Schneider, C/Capt.	William Waite, Capt.	Samuel Larkins, C/SSgt.
Elizabeth Caldwell, Maj.	Elizabeth Bratton, C/1Lt.	Robert Watson, Capt.	William Steiner, C/SSgt.
Von Campbell, Maj.	Jonah Moss, C/1Lt.	John Breeding, 1Lt.	Emma Brown, C/SrA.
Ian Carman, Maj.	Nick Snyder, C/1Lt.	Mary Cast, 1Lt.	Alec J. East, C/SrA.
Bruce Hertelendy, Maj.	Kyle Dietz, C/2Lt.	Paul Cussen, 1Lt.	Jarod Hartley, C/SrA.
Daniel Johanson, Maj.	Rebekah King, C/2Lt.	Leonard Ginther, 1Lt.	Kiana Higgins, C/SrA.
Mary Beth King, Maj.	Trace Kreutzer, C/2Lt.	Dean Harder, 1Lt.	Moriah Higgins, C/SrA.
Rick Koon, Maj.	Andrew Martin, C/2Lt.	John Howe, 1Lt.	Alex Johnson, C/SrA.
Bruno Krioussis, Maj.	Jensyn Reece, C/2Lt.	Pamela Jacobs, 1Lt.	Nico LeBlanc, C/SrA.
Ed O’Brien, Maj.	Caleb Ware, C/2Lt.	Kathrine Mickevich, 1Lt.	Olivia G. Loehr, C/SrA.
John Owens, Maj.	Julia Bailey, C/CMSgt.	Kathryn Mummert, 1Lt.	Connor Roth, C/SrA.
William O’Conner, Maj.	Joshua Cramer, C/CMSgt.	Rob Pehkonen, 1Lt.	Caleb Strand, C/SrA.
Ron Pearce, Maj.	David C. Higgins, C/CMSgt.	Gene Schermerhorn, 1Lt.	Thomas Vigesaa, C/SrA.
Randy Robida, Maj.	Thomas R. Mitchell, C/CMSgt.	Mark Sheets, 1Lt.	Navana Britto, C/A1C.
Paul Schoen, Maj.	Daniel Strom, C/CMSgt.	Daniel Smith, 1Lt.	Colton Lanford, C/A1C.
Eric Schwarm, Maj.	Connor J. Cornuke, C/SMSgt.	Dale A. Snavely, 1Lt.	Jesse McCrackin, C/A1C.
Eyal Sittenfeld, Maj.	Shannon J. Cornuke, C/SMSgt.	Elizabeth Youtsey, 1Lt.	Jordan R. Peterson, C/A1C.
Terry Thompson, Maj.	Conner A. Devan, C/SMSgt.	Rob Yusko, 1Lt.	Sabrina Piburn, C/A1C. 
Sam Turner, Maj.	Treyce Larson, C/SMSgt.	Mike Brunstein, 2Lt.	
Jon Bucher, Capt.	Alex C. Privette, C/A1C.	Alan Clark, 2Lt.	
Paul Carter, Capt.	Jacob L. Arneson, C/Amn.	Brent Mason, C/SMSgt.	
Scott Fein, 2Lt.	Brynne Florence, C/Amn.	Adam Nelson, C/SMSgt.	
Jerry Kauffman, 2Lt.	Elijah Karan, C/Amn.	JD Stagoni, C/SMSgt.	
Jennifer Knellinger, 2Lt.	Kenneth Klotzsche, C/Amn.	Nicholas Timpe, C/SMSgt.	
Deb Mcallister, 2Lt.	Dante Martinez, C/Amn.	Ryan Zech, C/SMSgt.	
Mark Ryan, 2Lt.	Wayne W. Nieto, C/Amn.	Tyler Fein, C/MSgt.	
Chris Schmidt, 2Lt.	Anastasia Roybal, C/Amn.	Mackenzie R. Stammler, C/MSgt.	
Stephen Shrum, 2Lt.	Lukas A. Stark, C/Amn.	Randall C. Anderson, C/TSgt.	

Thunder Mountain Composite Squadron Volunteers at Grand Junction Air Show

*By Maj. Denise Thompson, CAP
Colorado Wing Assistant PAO*

The bi annual Grand Junction Air Show was held September 21-23, 2012 at the Grand Junction Regional Airport. Thunder Mountain Composite Squadron was asked to staff the inflatable's area which included a space shuttle and an aircraft carrier. Thunder Mountain senior members volunteered to sit by one of Civil Air Patrol's newest aircraft- a Cessna G1000 glass cockpit. The two day show drew over 30,000 spectators.

The squadron helped before the show by building a temporary boundary fence used for parking. Several cadets and senior members arrived at 6:00 AM Saturday morning to place perimeter fencing near the terminal after a FedEx plane was in the air.

One of the spotlights in the show was the demonstration put on by the local Grand Junction Modeleers- a radio control aircraft club. The planes were flown with awe inspiring skills. They were a crowd pleaser!!

Both days included dazzling parachute shows, aerial races, static displays of vintage and military aircraft and a turbine powered school bus! The versatile Osprey showed her prowess with an aerial maneuvers which was followed by an incredible display by an F-15. A favorite with the cadets was the Navy's



Major Eric Thompson hands out assignments for the day.
Photo by Maj. Denise Thompson

yellow, blue and white C-130, affectionately known as Fat Albert. She is part of the Blue Angels team.

Front and center were the Navy Blue Angels. It is the show everyone waited for! They did not disappoint with a 30 minute display showcasing intricate maneuvers, inverted flying, rolls, high speed passes and the Diamond pattern. 



Navy Blue Angels. Photo by Maj. Eric Thompson



Major Ed Behen, left, Group IV Safety Officer, explains the Cessna G1000 to a spectator. Photo by Major Denise Thompson.

Disaster Relief Day in Mountain Shadows

*By Lt. Col. Bruce Pennington, CAP
Commander, Air Academy Composite Squadron*

Members from CAP squadrons throughout Colorado volunteered to provide disaster relief to a Colorado Springs neighborhood that sustained damage by the Waldo Canyon Fire in June.

Cadets and senior members participated in “Sandbag Saturday Disaster Relief” in early September that involved flooding prevention efforts for residents of the Mountain Shadows neighborhood. There were 23 members volunteering the event, including five from Pueblo, Fremont, Boulder and Mile High squadrons.

The effort involved filling sandbags for the residents, who used them to protect their homes and property from potential flooding and mudslides caused by the destruction of trees during the Waldo Canyon Fire in June. For residents who were physically unable to move the heavy sandbags, the cadets and senior members carried the sandbags to their homes for them. The members also put many of those sandbags into place around the residents’ homes.



Cadets from Colorado squadrons help fill sandbags during disaster relief efforts in the Mountain Shadows neighborhood. Photo by Lieutenant Colonel Bruce Pennington.

According to a participating senior member, “This was humbling work as we worked around homes that had been burned to the ground. It was a sight we will never forget, but we were all thankful for the opportunity to help those in need.” 🇺🇸



Major Kyle Zablocki (foreground) with Air Academy Composite Squadron works with cadets to fill a truck with sandbags for transport to Mountain Shadow residents. Photo by Lt. Col. Bruce Pennington.



Cadets from Colorado squadrons help move sandbags during disaster relief efforts in Colorado Springs. Photo by Lt. Col. Bruce Pennington.

Western Slope Squadron Enjoys Busy Summer

*By Maj. Denise Thompson, CAP
Commander-Thunder Mountain Composite Squadron
Colorado Wing Assistant PAO*

Grand Junction, CO—Thunder Mountain Composite Squadron, based at Grand Junction Regional Airport, enjoyed a busy summer beginning with the National Cadet Competition (NCC) in Dayton, Ohio June 20-23, 2012. This area is steeped in aviation history. The Wright Brothers founded a cycle company and went on to build, patent and fly the first successful airplane. The National Cash Register Company, founded in 1884, still exists today. Dayton is home to Wright-Patterson Air Force Base and the US Air Force Museum. Thunder Mountain color guard, along with Thompson Valley Drill team, represented the Rocky Mountain Region at NCC. The four member team competed in the mile run, quiz bowl, indoor and outdoor presentation of the flag and a written test. Training since last October, they placed sixth overall.

The squadron went on several hikes in preparation for a Pikes Peak 14ner hike in July. The first;



Thunder Mountain color guard during the releasing of the doves prior to leading the first lap of Relay For Life. Photo by Major Eric Thompson.



Thunder Mountain color guard performing the Outdoor Presentation at the Nation Cadet Competition in Dayton, Ohio. Photo by Margo Gates.

Mt. Garfield, is a strenuous hike; good training for a 14ner. Another was the Ribbon Trail, a rigorous seven mile hike located just outside Grand Junction. The Pikes Peak hike was the weekend of July 27-29, everyone that went made it to the top.

June was by far the busiest month. Not only did Thunder Mountain send cadets to the abbreviated Summer Encampment and NCC, the squadron volunteered during the local Relay for Life walk. Grand Junction Regional Airport

held its first ever Airport 5K run. Second Lieutenant Kirk Gustfason placed the squadron airplane on the runway cross-over where a water station was manned by the color guard cadets. This was a wonderful way for the public to see Civil Air Patrol.

Senior members participated in the Air Force search & rescue evaluation of the Colorado Wing in June. They also lent a hand either on the radios or in the air with two search and rescue training exercises throughout the summer. The valuable training exercises are designed to imitate real life situations to further knowledge and capability and squadron readiness.

July 13-15 found Thunder Mountain and Montrose Composite Squadron volunteering at the Rifle Air Show held at the Garfield Regional Airport in Rifle, Colorado. Led by First Lieutenant Tammy Mattics, Group IV O Flight coordinator, and First Lieutenant Rene Jones, several cadets earned service hours manning the inflatable's.

In August Thunder Mountain was invited by the Palisade Lions Club to help at their annual Pancake Breakfast.

This breakfast coincides with the Palisade Peach Festival and parade. They served over 1,000 hungry people! The squadron helped set up, serve food and refreshments, sliced peaches and take it all down at the end.

Close to the end of summer Thunder Mountain held an annual Field Training Exercise. The weekend of September 8 & 9 found the squadron atop the Colorado National Monument, outside Grand Junction. Proper radio use, Orienteering and astronomy were the main topics for 2012. Fifteen cadets and five senior members participated. Major Denise Thompson led the cadets on a six-mile hike through Monument Canyon. Starting at the Coke Oven trailhead, this takes the hiker down to the canyon floor, past two iconic formations, The Kissing Couple and Independence Monument. After the hike



At the base of Independence Monument during the FTX. Photo by Major Denise Thompson.

an Air Force Reservist presented an Orienteering class. She explained what a topographic map is, how to pin point your location on the map using natural formations in the environment.

The cadets thoroughly enjoyed first hand astronomy with Major Rick Peterson, Group IV Commander. He brought an 8" telescope and pointed out many things in the night sky. The evening was beautifully clear. The Milky Way was visible, Saturn, a Red Dwarf star, many satellites and a few shooting stars.

This busy summer was a testament to Civil Air Patrol core values- volunteer service, excellence, respect and integrity. Each and every member of the squadron, throughout each event, upheld each value to its fullest extent. That is all any commander could ask for. 🇺🇸

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/Lt. Col. Kathryn S. Pennington
Air Academy Cadet Sq.



Gen. Ira C. Eaker Award
C/Maj. Charles R. Blome
Foothills Cadet Sq.
C/Lt. Col. Hunter L. Ashburn
Mustang Cadet Sq.
C/Lt. Col. Kathryn Pennington
Air Academy Cadet Sq.



Amelia Earhart Award
C/1st Lt. Tyler G. Garrod
North Valley Comp. Sq.
C/1st Lt. Kelan S. Rooney
Evergreen Comp. Sq.
C/Capt. Michael E. Moran
Dakota Ridge Comp. Sq.
C/Capt. Daniel P. Rodgers
Thompson Valley Comp. Sq.
C/1st Lt. Kristina R. Stefaniuk
Evergreen Comp. Sq.
C/Capt. Grayson L. Horn
Foothills Cadet Sq.
C/Capt. Collin N. Clarry
Dakota Ridge Comp. Sq.
C/Capt. Haelie N. Compton
Pueblo Eagles Comp. Sq.
C/Capt. George D. Beals
Mustang Cadet Sq.



Gen. Billy Mitchell Award
C/2nd Lt. Miguel S. Molas
Colorado Springs Cadet Sq.
C/Chief Master Sgt. Aiden P. Ascio
Colorado Springs Cadet Sq.
C/Chief Master Sgt. Kyle K. Fields
Colorado Springs Cadet Sq.
C/Chief Master Sgt. Michael D. McGrady
Colorado Springs Cadet Sq.
C/Chief Master Sgt. Tate C. Dupon
Thompson Valley Comp. Sq.
C/Chief Master Sgt. Rishab C. Gangopadhyay
Boulder Comp. Sq.
C/2nd Lt. Robert S. Toro
Parker Cadet Sq.
C/2nd Lt. Hunter D. Tran
Mustang Cadet Sq.
C/2nd Lt. Thomas J. Jacobs
Mustand Cadet Sq.
C/2nd Lt. Natalie K. McGuffin
Mustang Cadet Sq.
C/Chief Master Sgt. Alex B. Young
Boulder Comp. Sq.
C/Chief Master Sgt. Kyal R. Lanum
Colorado Springs Cadet Sq.
C/2nd Lt. Aidan B. Gibbs
Steamboat Springs Comp. Sq.
C/Chief Master Sgt. Kyle R. Germany
Broomfield Comp. Sq.
C/2nd Lt. Jonathan T. Alcorn
Air Academy Cadet Sq.
C/2nd Lt. Donald E. Crowder
Broomfield Comp. Sq.
C/2nd Lt. Juston S. Swindall
Dakota Ridge Comp. Sq.
C/2nd Lt. Wyatt D. Starc
Dakota Ridge Comp. Sq.
C/2nd Lt. Caleb M. Ware
Air Academy Cadet Sq.
C/Chief Master Sgt. Abigail M. Votava
Colorado Springs Cadet Sq.
C/2nd Lt. Conner N. Wilburn
Air Academy Cadet Sq.



Gen. Billy Mitchell Award
C/2nd Lt. Bryan A. Fisher
Valkyrie Cadet Sq.
C/2nd Lt. Christian J.N. Ezeonu
Broomfield Comp. Sq.



Paul E. Garber Award
Maj. Ian C. Carman
Colorado Wing
Maj. Donald S Johnson
Black Sheep Sr. Sq.
Maj. William Waite
Colorado Wing



Grover Loening Award
Maj. David C. Bratton
Boulder Comp Sq.
Capt. Paul A Carter
Jefferson Co. Sr. Sq.
Capt. Judith B. Huff
Mile High Cadet Sq.
Maj. Richard A. Lawson
Thunder Mountain Comp. Sq.
Lt. Col. Bruce Pennington
Air Academy Cadet Sq.
Capt. Glen A. Peters
Parker Cadet Sq.
Capt. Stephen J. Schneider
Valkyrie Cadet Sq.
1st Lt. James R. Spear
Valkyrie Cadet Sq.
Capt. Steven J. Wadle
Mile High Cadet Sq.
1st Lt. Joanne L. Waite
Boulder Comp. Sq. 



Date: July 20, 2013 – August 7, 2013
 Location: Washington, DC
 Cost: \$500.00



ARE YOU READY FOR A CHALLENGE?

Each summer, hundreds of cadets from eighteen nations come together to broaden their understanding of aviation and foreign cultures through the International Air Cadet Exchange (IACE).

Civil Air Patrol has been the United States representative to the Exchange for more than 60 years. CAP cadets selected for the Exchange have a reputation as being the best of the best; possessing great integrity and leadership ability; a keen interest in aviation and foreign culture; and the desire to share their experiences with their fellow cadets, family, and community.

Selection to the International Air Cadet Exchange makes a cadet one of CAP’s... and America’s ambassadors to the world. Would you care to take up the challenge?



From left to right on back row, COWG IACE Escort Lieutenant Colonel Jose J. Hernandez and third from left Cadet Captain Jarret McGuness, from Indiana Wing. Photo taken at closing ceremony of their 2012 IACE tour of South Korea. Other cadets pictured are from France, Canada, The Netherlands, England, and Israel along with their South Korean hosts.

WOULD YOU LIKE TO HAVE THE EXPERIENCE OF A LIFETIME?

The International Air Cadet Exchange is a life-shaping experience. You will meet people from around the world who share the Exchange’s goal of promoting goodwill and fellowship through the common interest of aviation. You will receive special access to factories, airports, engineering laboratories, and government agencies; learning about how your host country contributes to the aviation community.

One day you may find yourself in the latest fighter simulator, the next day meeting high government officials at an official banquet, and hiking through pristine wilderness on yet another day. You will be joined not only by your fellow CAP cadets assigned to the country, but also by aviation cadets from a variety of countries representing five continents.

Cadet Ambassadors Requirements

1. Possess the Earhart at the time of application
2. At least 17 years old by 1 July 2013
3. Not 21 years old by 7 August 2013
4. Have not previously attended IACE
5. Hold, or be eligible to apply for a US Passport*
6. Be able to undertake all of the activities of a cadet ambassador **

4. Hold, or be eligible to apply for a US Passport*
5. Be able to undertake all of the activities of an escort ambassador **

(First time escorts are preferred.)

Needed Skill Sets of an Escort

Role of the IACE Escort

Application Procedures

Apply through the NCSA Main Menu in eServices. You will also need to complete the 2013 Supplemental Questionnaire.

Deadline for applications for IACE 2013 is 31DEC12. 🇺🇸

Escort Ambassadors Requirements

1. At least 25 years old by 1 July 2013
2. Have earned at least a senior rating in the Cadet Programs Specialty Track
3. Have not attended IACE as an escort or cadet in the previous five years