

Spring 2013

Peaks and Planes



Official Magazine of the Colorado Wing, Civil Air Patrol



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Commander's Corner

Lt. Col. David Novotny, CAP

Vice Commander, Colorado Wing

What do sequestration, unmanned aerial vehicles, grounding, and heart valves have in common? These (and more) played key roles in my life between mid January and mid March. In case you missed the by line, this column is not being written by your Wing Commander, Col. Earl Sherwin, but by your Vice Commander. On January 13, 2013, Col. Sherwin announced that he was going into the hospital for a heart valve replacement and asked that I take over as wing commander. National Headquarters issued orders promoting me wing commander effective January 15.

In less than a week, Colorado Wing was grounded from all flying operations for safety issues. Our Operations Team headed by Major Bill Waite took on the task of developing the plan to get the wing ungrounded. By the time you read this, the wing will be flying again, thanks to Maj. Waite and his team. So much for a "easing into" the job of wing commander.

About the same time, we were asked by the CAP National Operations Center (NOC) if we could support the US Army's 4th Infantry Division 2nd Brigade Combat Team's effort to fly their Shadow Unmanned Aerial Vehicle (UAV) in the Pinon Canyon Maneuver Site near Trinidad, CO. UAV's are prohibited from flying in the National Airspace without special FAA authorization. Part of this authorization requires the Army to have "eyes on" this vehicle at all times. Major Bill O'Connor accepted the challenge of organizing COWG's support of this mission which required aircrews to deploy to Trinidad for up to a week at a time and fly precision flight paths to join up and shadow the UAV. Initial feedback from the Army is that they are extremely satisfied with CAP's ability to perform this mission. Look for more information on this mission in future editions of Peaks and Planes. In the mean time, congratulations to Maj. O'Connor and his team for a job extremely well done.

One of the duties of a wing commander is to represent Colorado Wing at the annual CAP Legislative Day and Command Council meetings in Washington, DC. Command Council is the new body of wing commanders who advise the National Commander. During Legislative Day, Colonel Gary Tobey, COWG's Government Relations Advisor and I met with the Legislative Assistants for both of Colorado's Senators and all seven of Colorado's Representatives. During

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Colorado Wing Commander

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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.

Article Submissions- Next Issue Submission

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On the cover: *The Colorado Wing's newest aircraft, a turbo Cessna 182 equipped with G1000 avionics, piloted by Black Sheep Senior Squadron members Maj. Sim Coleman and Lt. Col. Bob Beabout, lifts off from Centennial Airport.*

Achievements

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



Gen. Ira C. Eaker Award

C/Lt. Col. Benjamin Hook
Air Academy Cadet Sq.
C/Lt. Col. Chase A. Peters
Parker Cadet Sq.



Amelia Earhart Award

C/Capt. Jonah R. Moss
Thompson Valley Comp. Sq.



Gen. Billy Mitchell Award

C/2nd Lt. Joshua C. Heald
Steamboat Springs Comp. Sq.
C/2nd Lt. Zachary T. Lodge
Foothills Cadet Sq.
C/2nd Lt. Kyle R. Germany
Broomfield Comp. Sq.
C/2nd Lt. Derek M. Spomer
Vance Brand Cadet Sq.
C/2nd Lt. Paul M. Costello
Air Academy Cadet Sq.
C/2nd Lt. Hunter M. Klein
Arvada Comp. Sq.
C/2nd Lt. Collin J. Parsons
Arvada Comp. Sq.
C/2nd Lt. Conrad K. Schaefer
Greeley Comp. Sq.
C/2nd Lt. Nicholas A. Alm
Greeley Comp. Sq.



Gill Robb Wilson Award

Lt. Col. Michael J. Hower
Colorado Springs Cadet Sq.
Lt. Col. Michael T. McNeely
Colorado Springs Cadet Sq.
Maj. R.V. Sabatini
Jefferson County Senior Sq.



Paul E. Garber Award

Lt. Col. David L. Ellis
Vance Brand Cadet Sq.
Lt. Col. Donald L. Henderson
Pueblo Eagles Comp. Sq.



Grover Loening Award

Maj. Robert P. Delvalle
Steamboat Springs Comp Sq.
Maj. Michael E. Peterson
Group IV HQ
Maj. Stephen J. Schneider
Thompson Valley Comp. Sq. 

Hurricane Sandy

A Personal Perspective

By Maj. Susie Wickman, CAP

The devastation after Hurricane Sandy was so much worse than Katrina, I was moved to respond to the American Red Cross request for volunteers. Hurricane Katrina was a category 5, Super Storm Sandy was a category 7.

I was deployed for two weeks as a Client Services representative or a caseworker. My first assignment was to visit victims who had initially been evacuated into shelters, then into temporary housing when the shelters closed. We were able to interview them in the temporary housing, which happened to be hotels and YMCA's, and ensure their basic needs of food and transportation were met. My second assignment was to go door-to-door on Staten Island and find those victims that still had unmet needs.

At a month out from the actual incident there were not a lot of people around and many of those were workers hired to repair homes. It was an eerie experience to drive around a neighborhood and see many homes that had no apparent damage, yet to knock on the door and see the entire interior gutted. One gentleman was in his home with fans blowing and an air quality monitor running, the entire inside of the house gutted to the outside walls, with only a toilet remaining (and his plumbing had just been hooked up again).

Red Cross worked with health agencies to give homeowners correct information to ensure the cleaning of home interiors that included steps to mitigate mold and mildew before refurnishing the house. Our team of 12 broke into two-man teams of a case worker and a mental health person or nurse. My team also was assigned a spiritual advisor for several days. Our group met daily at McDonald's to get our assignments, as it was the only public restroom working that we were aware of in the neighborhood. We made contact with clients there or at local feeding stations where we were able to listen and offer comfort when victims told their stories of being caught in moving water with their children; rescued by someone in a top story of a house when caught in a tree; feeling the foundation of the house



Maj. Wickman at the Red Cross Headquarters in New York.

give way when they thought they were far enough inland and high enough to be safe; or caught in an apartment with flood waters up to the neck until it subsided seven hours later.

It was very rewarding to know how appreciated the Red Cross is. Everywhere we went, people told us how grateful they were to see the Red Cross. If I could give comfort by wearing the vest, I was grateful for the opportunity to do it. It was quite an education to see the logistics of what it took to manage the hundreds of Red Cross volunteers that were there from around the county, Canada and Mexico, taking care of them and utilizing them efficiently. The hardest part was not being able to do more, knowing that even if you emptied your pockets to help someone, there were hundreds more in need. What is the best way to help? Financial assistance is the best as it allows the funds to be funneled to where they are most needed and leverages purchasing power. Donate to charitable organizations responding to the disaster. If you want to donate to the American Red Cross go to www.redcross.org/donate and specify Hurricane Sandy victims or for a generic donation text REDCROSS to 90999 from your cell phone. If you wish to deploy for disaster relief with the Red Cross, contact your local chapter for information on training requirements. 🇺🇸

Colorado Wing Winter Emergency Services School

By Cadet 1st Lt. Kosette Zablocki, CAP

The Colorado Wing conducted a Winter Emergency Services School where over twenty-five cadets and senior members would learn and instruct the basics of how to operate on a Search and Rescue team. Some would finish their requirements to qualify as a Ground Team Leader (GTL).

The school was developed and organized by Captain Stefanie Hudgins. It was held in the small mountain town of Empire, Colorado. This location was ideal for the type of winter training that is vital for search and rescue teams during winter.

Each day began with a hearty breakfast; from there each team of cadets and senior members would head to their perspective classes for the day. The classes covered the required needs for Ground Team Member (GTM) 1,2,3 and Leader. Then there would be hands-on field training called sorties, which included searching for beacons, lost hikers in the mountainous terrain, and a downed airplane with pilot and passenger.

The starting point for a trainee who wants to begin Emergency Services training is the GTM 3, which has multiple tasks that must be completed and tested for each trainee. The tasks include basic communications, basic first aid, search tactics, identify natural hazards, complete a vehicle inspection, and an inspection of the 24-hour pack, which should sustain an individual for 24 hours. Once these trainees have completed all the required tasks for GTM 3, they are certified to be on a team if the call for a search ever comes.

The next achievement is the GTM 2 where the trainee will study land navigation. The tasks include knowing how to read a map and its terrain features, navigate passed an obstacle, and learn how to build a shelter. Once they complete all the required tasks they are certified to not only be on a team, but they are also beginning to learn how to lead others. The next achievement is the GTM 1, which at this point



Cadet 1st Lt. Kosette Zablocki, left, uses a direction finding unit under the close supervision of Capt. Terry Brookham.

trainees are past the half waypoint to becoming a GTL.

The GTM 1 trainees are now at the point where they will be leading teams in searches, and conduct sight surveillance. These trainees are preparing to operate as a team leader along with finishing their advanced training, which can include working with aircrafts and dog teams. After this, the trainees are fully ready to operate on long-term searches, and can be relied on to carry out whatever needs to be done. The final

Continued on page . . .

achievement is completing the tasks needed to become a leader of a search team.

GTL trainees are required to have participated in two missions whether in training or in real life, and must be 18-years-old. During this training, they are required to inspect their teams, navigate the search route, carry out the orders, move from point-to-point using maps, and overall lead their team in any search and rescue efforts in order to complete the certification. Not only has a certified GTL trainee completed all previous certification mentioned, but they also have worked with other professionals in the field of search and rescue, and can now lead a team into a training exercise or an actual mission. Even after being certified, the training cannot stop there; all certified cadets and senior members are expected to keep current on their training throughout their volunteer service with the Civil Air Patrol.

This year's Winter Emergency Services School was a complete success. All cadets and senior members met their goals and now Colorado has over twenty-five more rescuers that are qualified and a few more team leaders who can lead. Our hats go off to those Emergency Services Volunteers who have sacrificed their time and efforts to serve and help others in dire need. 

the meetings, we briefed the assistants on COWG's important activities during the last year and encouraged them to support CAP to their fullest extent. Ironically, on that Thursday, the votes on sequestration took place.

Speaking of sequestration, the exact affects of budget cuts on CAP aren't yet known. We were briefed on some possible scenarios, none of which look good. We can expect to possibly experience staffing cuts at NHQ, reduction in training funds, and no new vehicles and aircraft.

There is also a positive side of the Wing Commander position. Visiting squadrons ranks among the top of the list. I've had the opportunity to visit several squadrons since January 15 and I'm really excited about the great programs I've seen, both Seniors and Cadets. I've also testified at the State Senate in favor of the CAP Distinctive vehicle license plate. It looks like that you'll be able to get a CAP license plate for your car in the near future.

In the next edition of Peaks and Planes, the authorship of this column returns to Col. Sherwin. He has made a great recovery from his surgery, looks great, and is eager to get back in command of Colorado Wing. Wing Command has been transferred back to him. It has been an honor and a growing experience to be your wing commander for the last two months. Semper Vigilans. 

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

Chaplain's Corner



The Civil Air Patrol is in a unique position as regards its relationship to the Air Force and the Department of Defense (DoD). Depending on the mission, we may be acting as the Auxiliary of the USAF, or we may be acting as a Federally chartered corporation. However, even if we do not fall under direct DoD jurisdiction, some of the instructions they have developed make good sense for CAP.

Consider the question of religious accommodation. CAP Regulation 265-1, paragraph 2a says, "The free exercise of religion is a constitutional right of all US citizens. Civil Air Patrol provides opportunities for CAP members to exercise this right through the Chaplain Corps and by allocating required resources to accomplish the Chaplain Corps mission." The primary goal of the Chaplain Corps is to product the First Amendment rights of our members. This includes the right to attend worship services without being penalized as regards training and participation in CAP events.

How is this accomplished? For guidance, let's look at DoD Instruction 1300.17. "The U.S. Constitution proscribes Congress from enacting any law prohibiting the free exercise of religion. The Department of Defense places a high value on the rights of members of the Military Services to observe the tenets of their respective religions. It is DoD policy that requests for accommodation of religious practices should be approved by commanders when accommodation will not have an adverse impact on mission accomplishment, military readiness, unit cohesion, standards, or discipline."

The key here is the phrase "adverse impact on mission accomplishment." For CAP, that means we may ask members to forgo their religious freedom during an actual mission if they are needed for air or ground crew. The mission chaplain should accommodate those crew members who desire to exercise this freedom by scheduling multiple opportunities for worship. Certainly the mission chaplain will locate appropriate congregations for those members which he or she cannot directly serve.

Our emergency services missions do not happen at planned, convenient occasions. Other activities, however are planned well in advance. Therefore the planning staff should avail themselves of the services of a chaplain long before the activity takes place. The chaplain can determine what religious resources need to be provided and make the necessary arrangements.

Weekend activities will impact the ability of CAP members to both participate and exercise their Constitutional right. Typically the Chaplain Corps meets during the Wing Conference for training and updates. However, we have several members for whom Saturday is the Sabbath, thus they are precluded from attending these sessions. This year we are going to have a weekday evening session using Skype and other electronic media so to accommodate their needs.

As a Federally chartered corporation, even if not acting as the USAF Auxiliary, we have the duty to uphold the Constitution. This means we take seriously the published Wing policy which calls for a chaplain to be consulted for all weekend activities. To ignore this requirement is to act without integrity towards the Constitution and without respect for all CAP members.

Wide Area Search Course

By Capt. Stefanie Hudgins, CAP

On November 29, 2012, nine Colorado Wing members drove to southeastern Colorado to participate in a three day training event to increase their skills and knowledge in order to better support Civil Air Patrol's Emergency Services mission. The Wide Area Search Course is a new course offered through the Federal Emergency Management Agency (FEMA); the course was taught by instructors from the Texas A&M Engineering Extension Service and sponsored by the Department of Homeland Security (DHS) and the Southeast All Hazards Region. Course topics included: Preparedness, Search Management and Planning, Mapping, Search Strategies and Skills, Communication and Team

Management. The curriculum of the course is based on lessons learned from search operations in support of the Space Shuttle Columbia recovery, Hurricanes Katrina, Rita, Dolly, Ike and other wide area search incidents.

The course was an excellent opportunity to learn about search methods and to interact with other organizations that participate in search and rescue operations. Participants learned practical search methods and skills to enable them to perform systematic searches over a large affected area. The course concluded with a table top exercise that required participants to utilize the previous two days of instruction.



Cadet Col. Caitie Graham from Dakota Ridge Cadet Squadron and Cadet Maj. Cody Draeger from Parker Cadet Squadron participate in the Wide Area Search Class with members from local county agencies

Risk Management-Safety Stand-down Prepares Cadets

*Article prepared by Maj. Gene Munson, CAP
Photographs by 1st Lt. Trevor Munson*

Valkyrie Cadet Squadron was prepared for an evening of safety education; the cadets received that and more. Safety is very important for Civil Air Patrol. The activities began with a faux fainting in formation and a real one, which the Safety Officer and medical doctor, Capt. Philip Neff dealt with immediately and professionally. The fire alarm drill went off everyone was accounted for. Capt. Neff gathered the cadets and discussed the two safety drills with other actions that could be experienced in other venues. He invited our evening visitor, former cadet, and Mid Shipman Alex Miller of U.S. Merchant Marine Academy (USMMA) to share some of his Operational Risk Management (ORM) experiences.



Valkyrie Cadet Squadron readies for opening formation.



Mid Shipmen Alex Miller compares safety standards.

Miller shared that the ORM process can be applied to assess the risk of any activity. This process is the same process and forms taught at his Service Academy. Since safety is so important aboard ocean vessels, they are expected to memorize these forms. It is something they use all the time.

The Merchant Marine cadets (Mid Shipmen) are involved in many hands-on engineering activities. These activities range from welding to environmental. They are engaged in scholastic and vessel management and maintenance activities year round; so they practice the ORM

every day. After his freshman year, Miller was assigned for 100 days as an engineer apprentice on a commercial ocean cargo ship. The ship uses large steam boilers and as apprenticeship, he was involved in the certification process for many activities.

In the commercial shipping industry, the same process and very similar form is used. For example: If we had some activity such as welding some frame on the deck of the ship, the first requirement was an ORM meeting. Officers and crew are expected to be involved in the risk assessment and understand the plan. This is important to enhance safety and to minimize risk and loss.

CAP cadets are very fortunate this ORM training is offered. Many of the cadets will become supervisors, managers and leaders. This is a great opportunity to gain valuable skills that you will be using in your careers. Miller went into details about ship operations and the types of tasks and risks incurred.

After academy semester finals, Mid Shipman Miller had one week off to pack before reporting to Long Beach, California. His bags include safety gear such as boiler suits, gloves and tools. He will spend the upcoming 200-days at sea and complete 18-credit hours of college level work. His destinations include U.S. ports in California and Alaska and foreign ports in South Korea, Japan, and China. About 92 percent of goods consumed or used by Americans

have been on a ship. Cargo ships are the most cost-effective, ecological way to transport goods. These ships are run by very large high-performance engines that can use upwards of 12,000 gallons of diesel a day. These are massive sized boilers, motors, turbines, electrical generators, air-compressors, and controllers. Safety and the associated safety process and ORM documentation are always part of the professional duties.

Whenever possible, Miller attends a CAP meeting to visit his friends at the squadron and share his experiences. These are the future leaders of our country. He was in CAP uniform just two years ago working toward becoming a service academy cadet. CAP enabled him to gain a nomination to a Service Academy to fulfill his dream. It prepared him for the rigorous demands of academy life. The ORM training is one of a list of preparations for my current position.

The USMMA is located at Kings Point, New York and is one of the five service academies. Colorado CAP volunteer activities lead to Mid Shipmen Miller to being selected by the USMMA for the Presidential Inaugural Parade, which also included activities at the U.S. Naval Academy and in D.C. Miller's CAP training in piloting allowed him the opportunity to fly a glider over Hawaii during his first 100 day internship. Alex will spend his 20th birthday this year in a South Korean port on the way to China. 🇺🇸

Foothills Cadet Squadron Honors Tuskegee Airmen at opening of Denver Airport Exhibit

*1st Lt. Mary Cast, CAP
Foothills Cadet Squadron, PAO*

On February 23, 2013 a color guard from Foothills Cadet Squadron had the privilege of presenting the colors for the Hubert L “Hooks” Jones Chapter of the Tuskegee Airmen, Inc. (TAI) at the dedication and ceremonial opening of a new exhibit at Denver International Airport (DIA).

Gloria Neal, local media personality, served as the Mistress of Ceremonies at this standing-room-only ceremony. Denver city council members and state representatives were on hand



Tuskegee Airmen share a new road sign with Cadet Hart.



Foothills Color Guard L-R: Cadet Maj. Jeffery Hart, Cadet Lt. Col. Charles Blome, Cadet 1st Lt. Levi Lockling, Cadet Capt, Neal Rose.

to help with the dedication as were most of the members of the local chapter of the TAI. Some of the original Tuskegee Airmen are still with us and most of those living in Colorado were able to attend this ceremony. Passersby stopped to watch the ceremony and study the exhibit. Several CAP members also came to honor these aviation pioneers and living legends.

The ceremony to open the exhibit was also chosen as the opportunity to dedicate an extension of the national Tuskegee Airmen Memorial. As one TAI member explained, rather than having one central memorial in Washington DC to honor the aviation group, the Tuskegee Airmen Memorial will stretch across the breadth of this country. Their goal is dedicate roads and byways in all fifty states to the memory of these men and women. That way, wherever people live, they will be reminded of the struggle and sacrifices of this group to fight for freedom and for equal rights. The Colorado state legislative body, through a Joint Resolution chose to rename the entire length of I-70 that runs through Colorado as the Tuskegee Airmen Memorial Trail. Signs are being installed throughout the state and the first one was unveiled at this ceremony.

Beautifully mounted and curated by DIA's Art and Culture Program, the TAI exhibit will be on display until May 31, 2013. Find it on the southeast corner of the 5th level of the East Terminal just south of the last baggage claim area on the east side of the Jeppesen Terminal building. The exhibit briefly describes the history of the legendary "Red Tails" as well as documents the Colorado connection with this extraordinary group of airmen. Each display case features a brief biography of some of the local members of the TAI. Members of the Colorado chapter of the TAI, Hubert "Hooks" Jones chapter, loaned uniform items, log books, certificates and other personal memorabilia to help tell their story.

The story of the Tuskegee airmen is well-known but should never be forgotten. This group of aviators and their support groups fought in World War II and beyond for our country and its ideals. By their

example of leadership, excellence, and perseverance they led in another theater - the fight for equal rights for all. Their persistence in following their dreams to fight for this country and to contribute in a positive way regardless of the obstacles put in their way because of "race" began to erode resistance to integration in the armed forces. Their reputation for hard work and excellence helped break down the color barrier in the armed forces and carried over into the civilian world as well. They served in World War II and beyond. Many of these individuals went on to illustrious careers in the military or in their chosen civilian pursuits.

Foothills Cadet Squadron was honored to have the great privilege and responsibility to represent the Civil Air Patrol at this ceremony honoring these aviation and civil rights pioneers. Cadets participating were: Cadet Lt. Col. Charles Blome, Cadet Maj. Jeffrey Hart, Cadet Capt. Neal Rose, and Cadet 1st Lt. Levi Lockling.

More information on this exhibit is available on the web at <http://www.colorado-redtails.com/docs/dia-pressrelease.pdf>. Find time to take a trip out to DIA before the exhibit closes in late May. It is a great aerospace education opportunity. 

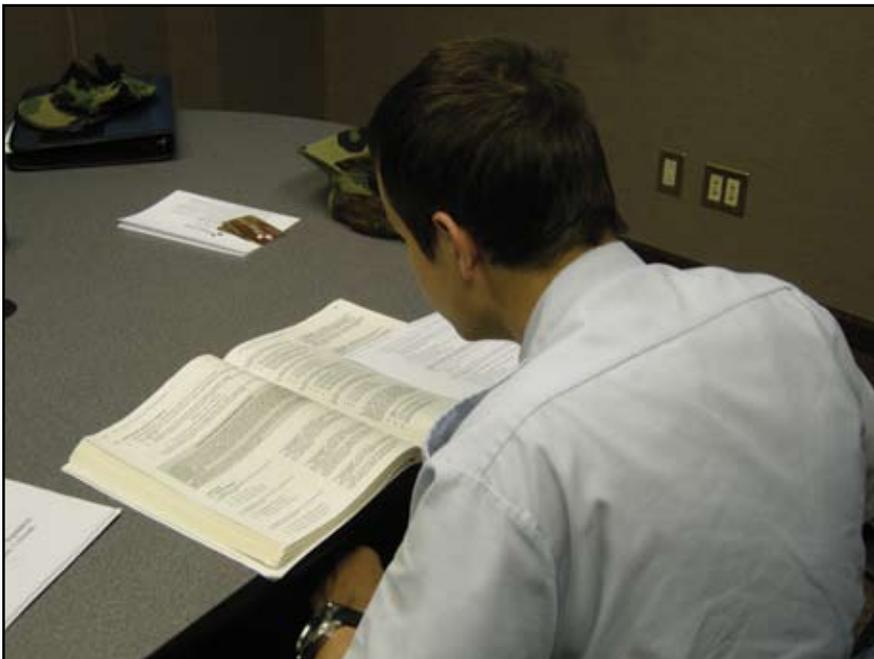
Colorado Springs Cadet Squadron Conducts Private Pilot Ground School

Capt. Bill Blatchley, CAP



Cadets smile after a day of flight instruction.

In the language of the Federal Aviation Administration, the term CFI means Certified Flight Instructor. In the Colorado Springs Cadet Squadron (CSCS), the term now means Cadet Flight Instructor.



A cadet studies the written material.

For the last three years, CSCS has hosted a private pilot ground school for cadets and senior members from Group 3. Taught by Captain Richard Jessop, who is an FAA Certified Advanced Ground Instructor (AGI), the cadets and seniors learn about the knowledge requirements necessary to pass the FAA private pilot knowledge test required to become a private pilot. For those who complete the course and are ready to take the FAA exam, Jessop can endorse their log book

indicating that they have completed an approved course and are qualified to take the exam.

The fourth ground school session started in February with five cadets from CSCS along with five cadets from the Pueblo Eagles Composite Squadron and two cadets from the Air Academy Composite Squadron. Two CSCS cadets who have previously completed the course have returned for the PPGS-2013-C-1 session to assist Jessop. Cadet 2nd Lt. Carlin Idle, who is the squadron Cadet Executive Officer and captain for the CyberPatriot team. He has participated in two previous sessions. Cadet Tech. Sgt. Victor Griswold, Alpha Flight Sergeant and also a CyberPatriot team member, completed the first session offered to cadets in 2011 and was the outstanding cadet for that class. Together, they assist the cadets as they are flying the six Microsoft Flight Simulator X systems the squadron has established.

Coming in before the start of the class, Idle and Griswold take their own advanced flight training to hone their own skills as they learn to navigate and pilot the simulators by reference to only the cockpit instruments and eventually receive a “virtual” instrument rating. After the lecture time, the cadets take to the simulators under the watchful eyes of Jessop, Idle and Griswold. Jessop notes that with the addition of the two “CFIs”, the cadets in the class are receiving more individualized help than he could provide alone. He also commented that this class of cadets has brought more aerospace knowledge into the classroom than other groups. Returning cadets have significantly improved their communication, math, map reading, and aerospace skills since the last class and demonstrate a great deal confidence and comfort with the material.

Besides simply teaching the FAA course material, Jessop has three additional goals for the class. The first is to give cadets additional leadership opportunities. By requesting that Idle and Griswold

participate as fellow instructors, they are given the chance to learn by teaching and grow in their leadership and communication skills. Secondly, cadets who do well in this program are better prepared for orientation flights. Since they have studied the principles of flight and performed simulated O-Flights using the Cadet Orientation Flight Syllabus (CAPP 52-7), the cadets know what to expect and are more familiar with the aircraft layout, instrumentation, and operation.

The last goal for the ground school is to teach the cadets the processes and procedures behind a CAP search and rescue mission. Eventually, cadets will participate in table top simulated emergency services exercises. With a cadet operating as a simulated operations section chief, he will coordinate with a cadet acting as a simulated air operations branch director to plan and execute virtual search missions. Other cadets would operate as simulated mission pilots to fly the sorties needed to fulfill the mission. Another cadet can sit beside the mission pilot and take the role of a simulated mission observer. Finally, cadets would operate as mission staff assistants and mission radio operators. All of the cadets can be geographically distributed requiring the use of the CAP radio system. The entire scenario and environment would give cadets invaluable experience in supporting actual missions.

Although cadets cannot participate in these actual mission roles until they turn 18, they are given the opportunity to start learning the fundamentals. Once they turn 18, they will be in a unique position to then start the formal training to establish themselves first as a mission scanner and then work their way up through the emergency services ranks. Who knows, in a few years, these young cadets may be part of a mission crew that saves a life after building on their aerospace and emergency services foundation they obtained as cadets. 

Something Old, Something New... and an unbroken line of Air Force Blue

By Maj. Ed O'Brien, CAP

The 5th Annual Maj. Gen. John F. Curry Salute and Awards Ceremony, Dec. 1st 2012, Ft. Logan National Cemetery, Denver, CO. -

We conduct the Curry Salute every year in December, on the first Saturday of the month. In one simple ceremony, we pay tribute to the three mission of Civil Air Patrol -Emergency Services, Aero-Space Education, and Cadet Programs. We also award cadets their first mile stone achievement- The Gen. Curry award.

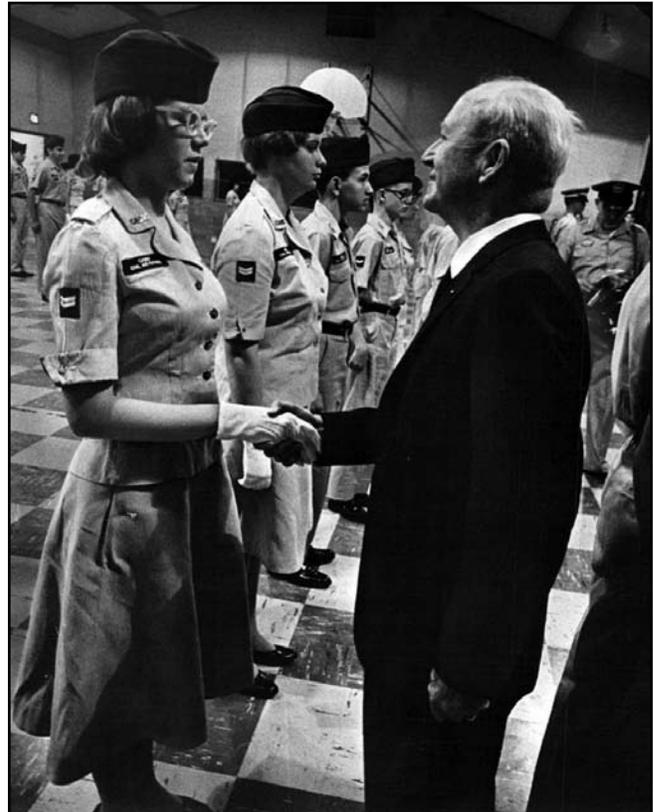
This year's guests included the Wing's Vice Commander Lieutenant Colonel Dave Novotny, Former Wing and Region Commander Colonel Gary Tobey, and former National Commander (ret) General J. Bobick.

Maj. Gen. John F. "Jack" Curry was not just CAP's first National Commander. He was one of half-a-dozen Generals who reorganized the Air Corps in the darkest days and dispirited nights of World War II.

Curry built 246 training bases, ranges, and other facilities and took the total number of Army Air Corps personnel from about 20,000 in 1941 to nearly 2 million airmen by 1945. His fingerprints are in the missions, training, planes, soul, concrete, sweat and yes, the blood that makes up the modern day Air Force.

During the War, Curry worked out of Lowry Air Base. This former United States Air Force base is located in the cities of Aurora and Denver. Its primary mission throughout its existence was Air Force technical training and was heavily involved with the training of United States Army Air Forces bomber crews during World War II. It was also the home of the United States Air Force Academy from 1954 to 1958, until the Academy's permanent site in Colorado Springs was completed. "Jack" lived thirty of his years in Denver.

Peaks and Planes



Gen. John Curry presents Cadet Linda Winterboer the Curry award in 1964.

The only reason Gen. Curry is not better known to history and the public at large is due to his humility. This is just another reason to celebrate this noble man.

Knowing this – some of our most admired Senior Officers take the first Saturday of every December to recall CAP's founding anniversary and salute one of our great founders too.

This past December 1st, we had perfect Air Force blue skies, 54 warm degrees, a dozen new and shiny Curry cadets and we all celebrated together - CAP's

Spring 2013



Former National Commander Gen. Jay Bobick enjoys a post promotion moment with these new Curry Cadets.

seventy-first birthday.

Coincidentally, a good friend a fellow CAP historian, Lieutenant Colonel Mark Hess, came across the first Curry Awards Ceremony. He sent a photo of General Curry, by then retired for nearly 20 years, from 1964 in Arvada.

Now consider the General's face again. There is deep knowledge, profound respect, and sweet appreciation in his gaze. All of that is being infused into those cadets and that moment back in 1964. The General actually knows this. The cadets don't - not yet. But they will.

I figure those cadets from "64" would be about my age today. I am 62. I get it. All the senior officers at this ceremony recognize it.

The General's inspiration is passing through all the cadets in all of these pictures. It passes through Gen. Bobick and Col. Tobey. It passes through all of us now. That inspiration is in our lineage and part of our heritage. It is bequeathed to us by men and women long gone but not forgotten.

It is a tender but not delicate tableau – because it's built to last for generations. It is both grand and dear simultaneously. Even though you can see but a quarter of the Gen. Curry's expression - what an extraordinary picture for us all to appreciate today.

There are six human generations represented in these various pictures. One uninterrupted, unbroken, and continuing dressed line of volunteers in Air Force Blue.

As our Presiding Officer Lt. Col. Novotny put it so eloquently while standing over the good General's grave; " This is our past (pointing

to the Curry's headstone), and you, our new Cadets, are our future. We Salute You!"

I will carry each of these Curry Salutes with me for the rest of my days. Come to the next ceremony on December 7th, 2013. If you can't make it, that's OK. I'll be conducting this ceremony as long as I am able. It the kind of thing Jack would've done. It's the kind of thing he liked. I trust we make him proud. 🇺🇸



Gen. Jay Bobick promotes Cadet Aaron Avery.

Rendering New Leadership through Civil Air Patrol Education

*Maj. Gene Munson, CAP, Valkyrie Cadet Squadron
Photograph by Lt. Trevor Munson, Valkyrie Cadet Squadron*

The weekend of March 2nd – 3rd, 2013, Colorado Wing Group 1 hosted a Squadron Leadership School (SLS) at the Parker Fire District Headquarters. The importance for the SLS is that it provides an opportunity for extended learning about becoming a staff officer within various squadron roles and how you are perceived by the public. The squadron level expectations of officership and how each senior member should management their career advancement within the Civil Air Patrol structure were presented and discussed. Additionally, SLS is a requirement for completing Level 2 training and earning the Benjamin O. Davis Award; which makes the participant eligible for the rank of Captain.



*Evergreen
Composite
Squadron Color
Guard opened
the Denver
University vs.
Anchorage Alaska
hockey game
March 8th at the
Magness arena.
Team members
are Cadet Chief
Master Sgt. Kooper
Hackmann, Cadet
Staff Sgt. Zachary
Gardner, Cadet Technical Sgt. Eddie Peterson, & Cadet Airman 1st Class Joshua Kiser.*



Cadets Give Perspective on Winter Encampment

Encampment, you have all heard of it, but what is it? It's the Civil Air Patrols version of boot camp, but what does that mean? Is it hard? Will it be fun? If you haven't attended a basic encampment, I am sure these questions are running through your head whenever the cadet staff start to ramble on about how great their flight sergeant was or how scary the command sergeant was at their encampment. I attended the 2012 Kansas Wing Winter Encampment; I know I had many questions about it, and many fears, but I found out very quickly that the vast majority of those fears were completely unnecessary. I attended the Basic encampment in Salina, Kansas this winter break, and I had a blast. If you are wondering, yes encampments are strict. They are where the military discipline portion of CAP is really put in to play. I know at my squadron, military discipline is present, but by no means will you get in trouble if you forget the occasional "Yes Sir or Ma'am" or "No excuse First Sergeant!" But that is simply not the case at an encampment, as Military protocols will be met at all times by all participants, but even that is nothing to be afraid of. The purpose of encampment is, in my opinion, to teach cadets to be resilient, and to be able to function even in a stressful environment. Picture drilling with your home flight: when drilling you are expected to follow orders, know what you're doing, work with your flight members, and appreciate the need for discipline. At the same time, at least for me, drilling can be kind of stressful, but you still have to perform to the best of your ability. That is encampment.

In a way, encampment is tough, but it is also a lot of fun. At Kansas I got to fly in a KC-135 tanker refueling aircraft, and I saw several B-52 stealth bombers from a range of about 50 feet as they were



A B-52 Stealth bomber comes in for refueling.

being refueled. I guarantee that is not something most of us see every day. I got to compete with other cadets at a military style obstacle course complete with mud pits and climbing ropes, handle and fire target rifles at a live fire shooting range, and maybe best of all I got to be a part of a team. Encampments are organized the same as national CAP; there is the wing, the squadrons, and the flights. The flights are the group of cadets that you will be working and living with for the course of the encampment, for all practical purposes they are your family for a week. By the end of encampment, your flight members are your brothers. You have marched together, run together, been yelled at together, and succeeded together: that forms a bond that a summer camp just can't manage to match, which brings us back to the intensity level of encampment. I won't lie to you; the first few days are hard. You don't know what you are doing, or what is expected of you, or what is going to happen next; but that is all there for a reason, one of them being that it draws the flights together. A team effort is needed in absolutely everything in order to succeed, trust me. I thought I could make it on my

own; I was going to be the tough guy and excel all by myself..... that lasted about two hours. You need your flight and your flight needs you, and is actually a very good feeling when you come to realize that.

I am proud to report that my Basic Encampment didn't scare me off; as a matter of fact, it encouraged me to excel. I will be staffing the Colorado Wing Summer Encampment, as well as attending Hawk Mountain in Pennsylvania, both of which I would have had no interest in doing if I had not attended encampment. Ironically, one of my flight members from Kansas will also be staffing the summer encampment, so that sense of camaraderie doesn't have to end at graduation. Encampment; is it hard? Yes it is. Is it scary? Only if you let it be. Is it fun? You bet.

Cadet Senior Airmen Ethan Archer, CAP, Thunder Mountain Composite Squadron



Cadets Archer and Saleet with their flight.

I recently went to the Kansas Wing Winter Encampment located in Salina, Kansas, December 26, 2012- January 3, 2013. It changed the entire way I look at leadership, respect, and excellence. Since I want to be a pilot in the Air Force, I thought this would better prepare me for the discipline the Air Force Academy would throw at me. This encampment was hard the first few days because I live in

Colorado and that was the furthest I have been away from my family. After I got the hang of things, I absolutely loved the experience. This opened my eyes for the future that I would be experiencing in not only CAP, but for life. It made me realize that there would be hard times and easy times in life, when you make a mistake you just pick yourself back up. The other good thing is that after your first encampment, you can apply for National Cadet Special Activities. So anybody that wants to go to an encampment, just go for it, you meet good friends and have so much fun.

Cadet Airmen 1st Class Austin Saleet, CAP, Colorado Springs Cadet Squadron Wolfpack 🇺🇸



The flight lines up for the day's activities.

Lockheed C-130 Hercules

*By Cadet Chief Master Sgt. Daniel Turner, CAP
Fremont Starfire Composite Squadron*



I don't believe that I would be exaggerating to say that the C-130 Hercules is the world's most popular cargo airplane. It has proven itself to be the most reliable and capable cargo airplane invented. To prove my point, the C-130 has been flown in 69 countries with both military and civilian use. Of those countries, only two have retired the C-130.

It all began in 1951 when the government stated that they wanted a new cargo airplane. The government was planning to retire the old C-147 and use the new C-130, but it turned out that the C-147 lasted until the Vietnam War. The plane would have to be built to the government's specifications; its cargo compartment needed to be 9 feet tall, 10 feet wide, 41 feet long, and have a ramp in the rear of the fuselage for loading cargo. It was also required that the aircraft be able to carry at least 92 passengers. Sounds like the government was asking a lot out of the airplane manufacturers, right? Well, I'm not done. The airplane also needed to have the capability of flying with three engines, takeoff or land without a runway, as well as carry tanks, armored vehicles, etc.

Several manufacturers produced designs with the
Peaks and Planes

mentioned specifications but the C-130 stood out from the rest. After many test flights and missions, the government approved of the design and production began in 1954.

One truly amazing thing about the C-130s production is that to this day Lockheed has had one primary customer, the United States Air Force. The USAF has been buying C-130s since 1954 and is still replacing the old ones with newer models. Can you imagine a 2013 model that is identical to the 1954 model! That's no joke.

I will highlight a few of the C-130 models and their uses during the past few years. The A model was the first production model produced until 1956. The B models were used primarily during Vietnam and replaced the 3-bladed propellers with four blades. The D model could be equipped with skis for missions in Antarctica and Russia. The E model had 1,360 gallon fuel tanks for greater range. F models had 3,600 gallon tanks and were used for fuel tankers and later "slurry" bombers. I cannot include all of the models because of the many varieties. It would take a large book to explain the different models fully.



I now come to the part where I will briefly highlight

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some of the missions flown by C-130s. One variant called the AC-130 holds the record for the longest sustained flight by a C-130, flying 36 hours straight and refueling seven times. The AC-130 can carry 410,000 pounds of fuel! C-130s have seen action in Afghanistan in 2001 and in Iraq in 2003. In 2005, an English Royal Air Force C-130 was shot down over Iraq.

A well-known C-130 that should be mentioned is “Fat Albert.” “Fat Albert” has performed with the Blue Angels at air shows for many years and is famous for its jet-assisted take-offs. Ironically, the Blue Angels is a Navy squadron even though “Fat Albert” is operated by the Marines!



One of the most famous and frequent missions performed by the C-130 is fighting fires. They are very popular here in Colorado and in California as “slurry” bombers, although other states use them for that as well. They are much easier and affordable to operate than the humongous DC-9. In 2010, a C-130 was used to drop chemical dispersants onto oil spills in the Gulf Coast.



Peaks and Planes

Let’s talk a little bit more about the C-130s specifications and performance. It is capable of carrying a payload of 45,000 pounds (roughly five elephants) and its empty weight is 75,800 pounds (roughly 8 and ½ elephants). Together this makes a total weight of about 12 large elephants (120,800 pounds). Enough with the elephant specifications. The powerplants are Allison Turboprops rated at 4,590 horsepower each. Added together, that produces enough power to operate 36 Ferrari sports cars! Finally, the C-130 can fly as high as 33,000 feet unloaded and 23,000 feet with its five elephants inside.

Remember I said that the C-130 is used in 69 countries of the world? I published a Kindle e-book about the C-130 last year on Amazon. To date, over 800 copies of that book have been downloaded, most of which, unfortunately, on days when I advertised it for free. I have had numerous copies sell in England, Japan, and Spain, which shows that it is popular in many different countries. 🇺🇸



Police Dog Demonstrates Skills

*1st Lt. Bruce Day, CAP
North Valley Composite Squadron PAO*

Deputy Sheriff Robert Kieseletter, Sr., and his dog Rudy, gave a demonstration at a North Valley Composite Squadron meeting, March 13, 2013. Rudy is certified as a patrol and drug dog, and is currently working on his tracking certification.

Deputy Kieseletter explained how the dogs were chosen. He also talked about the training and the certification process they must complete. The dogs are trained in the areas of patrol, tracking, drugs, and explosives. He also stated that because of the similarities of the response to drugs and explosives, a dog is not trained in both.



Rudy prepares to get the "suspect" under control

For the demonstration, Deputy Kieseletter hid some simulated drug in the auditorium. Rudy was then

told to search the room. Within a few minutes, the simulated drugs were located.



North Valley Composite Squadron with Rudy and his handler, Deputy Kieseletter

It was then time for Deputy Sheriff Scott Fein to don the "bite" suit. As long as Deputy Fein was not a threat, Rudy took no action. When Deputy Fein became violent, or tried to flee, Rudy brought the situation under control. Even in the heat of the action, Rudy would obey the commands from his handler, showing the quality of his training.

It is difficult to say who enjoyed the presentation the most, Rudy or the cadets. Rudy is currently assigned to the Adams County jail. 🇺🇸

Pinon Canyon Mission

*Maj. William OConnor, CAP
Colorado Wing Incident Commander*

Colorado Wing was given a new mission profile that involves supporting the US Army Unmanned Aerial Vehicle (UAV) program training and qualification requirements as part of the pre-deployment activities. The exercise involved supporting the 2nd Brigade Combat Team, 4th Infantry Division (2BCT) pre-deployment exercise at the Pinon Canyon Maneuver Site (PCMS) within the Military Operations Area (MOA) near Trinidad, Colorado. The mission covered a three-week period at the end of February through the first two weeks in March.

The planning for this mission began in late 2012 when CAP and COWG were approached with the concept of escorting the Army UAV. The FAA requires UAVs operating outside of restricted airspace to be within line-of-sight of observers on the ground and/or in an aircraft. Due to the size of the training area, the Army needed aerial observation. CAP was a cost-effective option for the Army. The initial planning team was set up

and included Major William OConnor as IC/POC, Lieutenant Colonel Mike McDonald as back-up IC and Colorado Department of Military and Veterans Affairs contact, and Mr. Gerald Peaslee, CAP-USAF Liaison Region-Assistant Director of Operations for Colorado, as USAF representative on the team.

Initial meetings with the 2BCT's Shadow Platoon were held at Ft. Carson. During the initial meeting an operational plan was developed and agreed to that involved a three-step process to insure the safety and precision of the link up between the CAP aircraft and UAV. The training for this involved both the UAV operational team on the ground and the CAP aircrews. The link up process was developed using the AF tanker experiences of Mr. Peaslee and CAP Lieutenant Colonel Jim Jenkins. Subsequent planning meetings held at Ft. Carson refined the procedures to provide a repeatable process that was safe.



Civil Air Patrol pilots with an Army representative.

The COWG planning team and pilots deployed to Trinidad during the last week in February for link-up training that lasted the entire week. Using Trinidad airport as the base, pilots flew training sorties that began with flying the link-up route and perfecting the communications process with the Army UAV ground control team at the Pinon Canyon Army site.



Unmanned Aerial Vehicle (UAV) in flight.

The pilots that went through the training and USAF certification for the process were; Lt. Col. Jim Jenkins, Lieutenant Colonel Dave Novotny, Lieutenant Colonel Jer Eberhard, Major William OConnor, Captain John Cossick, Captain Darrell Vick, and 1st Lieutenant Rob Pehkonen.

The training sequenced through the initial link-up process with just CAP aircraft, but no UAV flying, to Army operators using the UAV simulator while making radio calls to the CAP aircraft to prove the timing process, to the final stage of a live link-up with the UAV. The live link-up was flown by all crews during the final two days of the training week.

The link-up process itself depends on the precise coordination of the air crew and UAV ground controller as there is an 8 second window to acquire visual contact with the UAV and take up the escort of the UAV 500' back and well clear of the UAV.

Week two consisted of support for the field exercises of Alpha Company, 2nd Special Troops Battalion, 2BCT, the Shadow Platoon's parent unit. Due to the weather conditions at Pinon Canyon, only one sortie was flown in support of the field exercise.

Week three was the full blown field exercise by the entire 2BCT. Snow once again prevented flying with the UAV as the Pinon Canyon runway used by the UAV was not suitable for landing. The third and final day was bright sunshine and allowed

the full operation of the UAV and its CAP escort. The mission for the UAV was to support the field commander's requirements for "eyes in the sky" in support of the simulated combat against an aggressor. The mission of the CAP aircraft was to provide escort for the UAV as it flew in public airspace in the Pinon Canyon MOA.

The results of the 4 hour sortie were, in the words of the Brigade Commander, "outstanding" and "brilliant". The capability of CAP aircrews gave the UAV team their first ever opportunity to fly the UAV in support of the Brigade exercise that are part of the operational training and evaluation prior to deployment.

The advantage CAP offers is to provide local training for UAV units. Without this, brigades from Fort Carson have to travel to the National Training Center at Fort Irwin, California at a cost of millions for that troop movement. CAP represents a cost saving, local solution to support the training and qualification needs of the UA Army in this era of reduced military budgets.

CAP's mission profile is changing as the needs of potential customers change. CAP's unique capability to provide trained and professional air crew support for a variety of missions means greater opportunities to serve the needs of our customers in a safe and professional manner consistent with the history of the Civil Air Patrol. 

Evergreen Composite Squadron Tours Lockheed Martin Space Systems Company's Littleton Facilities

*By Capt. Dean Anderson, CAP,
and Cadet Airman 1st Class Josh Kiser, CAP
Photos from www.lockheedmartin.com*

Lockheed Martin's presence in the Colorado Front Range is well known to many Civil Air Patrol members. The expansive Waterton Canyon facility just southwest of Littleton has been building rockets (including the Titan and the Atlas launch vehicles), since the late 1950's. As described in the CAP model Rocketry Program book, in the mid-60's the Titan was used to send the Gemini series of manned spacecraft into space prior to the Apollo missions. The Atlas launch vehicles (part of United Launch Alliance - a joint venture between Lockheed Martin and Boeing) were used in the Mercury missions and are still used today for launching satellites to low Earth orbit (GPS and weather satellites) or to other worlds such as Mars. The Waterton facility was involved with the construction of the Manned Maneuvering Unit (MMU) which first allowed man to fly untethered in space, many of the GPS and weather satellites we use daily, and several planetary spacecraft: JUNO (on its way to Jupiter), LRO (orbiting the Moon), Cassini (exploring the Saturn system), and many Mars missions (MRO, Odyssey, Spirit, Opportunity, and Phoenix). Many other spacecraft are still in the process of being built. These include MAVEN (leaving for Mars Nov 2013), the Orion spacecraft, and the next generation of GPS satellites. In early March a special tour of Lockheed Martin Space Systems Company was coordinated for our squadron.

During our tour we had the privilege of experiencing virtual reality with three dimensional technologies used to design aircraft before physical construction. We entered a room called the CAVE (Cave Automatic Virtual Environment) which is made up of three large display walls and a large display MMU (Manned Maneuvering Unit)

Peaks and Planes



Titan II Rocket

floor. In the CAVE a person can stand at the center and experience a full-scale immersion into a virtual reality of building an spacecraft. In an adjacent room we experienced the CHIL (Collaborative Human Immersive Laboratory) first-hand. The CHIL integrates several virtual reality technologies to help explore and solve problems quickly without the cost associated with building an actual hardware model. The result is a learning tool that can help design spacecraft more quickly and at a lower cost.

In the CHIL, head, hand, arm, leg and foot trackers

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technology being developed at Lockheed Martin is amazing.”

Next we traveled to the AVL (Acoustic and Vibration Lab) to learn how flight hardware and spacecraft are tested for multiple vibration environments (Acoustics, Sine and Random motions) in order to prepare the spacecraft for launch. We saw large shaker devices upon which hardware to be tested is mounted. This equipment was contained in rooms several stories high with doors up to 1 foot thick filled with sand to keep sound from penetrating into the entire building during testing.

Our final stop at the Waterton facility was to see where the Orion heat

are monitored by cameras at various locations and transfer a person’s position and movements into a computer’s realm of virtual reality. The only real thing in the black walled room was a table.

Cadet Kiser was selected to experience the CHIL virtual reality simulator and expressed that “the feeling was like no other.” He donned a dark headset covering his eyes. When the visual displays came on, he said, “it was as if invisible objects had appeared before me.” He went on to say that, “Various tools, steel plates, and boxes were on a table below my hands. My virtual avatar’s hands were corresponding perfectly with my own movements, and although I did not have the ability to move each finger separately, the hands in the headset screen could have been my own. When picking items up from the table, it felt like I was handling them because I was able to move them around but I had a numbed feeling at the same time. When I took off the headset, I almost expected the items to be in the room. The

shield is being built. Several parts of Orion are being constructed in 26 different states with Colorado playing a major role (more information is here: http://www.nasa.gov/pdf/617409main_orion_overview_fs_33012.pdf). Orion will be the next vehicle to take astronauts to the International Space Station, Moon and beyond. In the same building where Orion is being built, the heat shields for the Mars rovers (like the Curiosity rover) were constructed. Laser measuring devices mounted at many positions over the shields assure manufacturing meets very high precision. Orion’s heat shield is scheduled to be tested on an unmanned flight in about 3 years.

It was a fascinating tour, and everyone in the squadron was impressed with the technology and personnel associated with Lockheed Martin. We want to enthusiastically thank Lockheed Martin engineers Karolyn Evans and Chris Homolac for their outstanding job as our tour guides. 🇺🇸

Colorado Squadrons Participate in Wreaths Across America

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

Two Colorado squadrons participated in the annual Wreaths Across America ceremony December 15, 2012.

Heart of the Rockies Composite Squadron, San Luis Valley, assisted Carol Martinez, coordinator for Wreaths Across America, at the Colorado State Veterans Home Lake Cemetery in Monte Vista, Colorado.

Parker Cadet Squadron helped with ceremonies at Ft. Logan National Cemetery in Denver.

Wreaths Across America honors our fallen veterans by placing a holiday wreath on each grave. A ceremony is held at precisely the same time across the US.

“It was a pretty cold and snowy day. Five members



Parker Cadet Squadron: (R-L) Cadet Staff Sgt. Hunter Hambly, Cadet Chief Master Sgt. Allie Jackson, Cadet Capt. Cody Dreager, Cadet Staff Sgt. William Steiner



Heart of the Rockies Composite Squadron (L-R) SM Robert Bright Cadet Luke Bright; HOTR Commander Lt. Col. Toni Skinner, SM Ruth Lewis, Cadet Sean Villeneuve.

of CAP helped set out wreaths at Home Lake Cemetery and attended the ceremony. Many of the graves at the cemetery are from soldiers that served in the civil war. Home Lake is a veteran’s center that was established in “1889 as the Soldiers’ and Sailors Home; providing a peaceful home for aging and disabled Civil War veterans” The Home Lake center now provides housing and nursing home care for veterans of all branches of the military.”



Expertise from Within- Airborne Photographer

*By 2nd Lt. Jen Knellinger, CAP
Pikes Peak Senior Squadron PAO*

Over the last five years, Civil Air Patrol has grown to support a broader mission including more tasks associated with disaster response and Homeland Security. As with any expansion of a volunteer organization's role, the changes have brought new challenges and exciting opportunities.

As a result, Airborne Photography (AP) has expanded and specialized from the Mission Scanner specialty. The role has steadily embraced a series of standards and best practices in a short amount of time to offer a range of 'customers', including FEMA, Homeland Security and Bureau of Land Management, a more informative and professional product. Unfortunately, access to common tools and detailed procedures were in development at the same time natural disasters seemed to be occurring at an alarming rate and the demand for well-trained CAP AP crew and consistency of product was so desperately needed.

While standards were being shaped more nationally and regionally, Pikes Peak Senior Squadron (PPSS) member, 1st Lieutenant Keith Watson worked quietly behind the scenes. Encouraged by fellow squadron mates and particularly talented with a camera, Watson created a series of tools and checklists for fellow AP's to use in both training and mission Airborne Photography work. For each of the camera's approved for use in the squadron arsenal, including the Nikon D-70, D90 with GPS, D100 and D200 with GPS, Keith developed kneeboard-sized, lifelike labeled diagrams of the cameras with appropriate set-up checklists.

In addition, he worked with fellow members and flight crew to create a kneeboard-sized AP duty checklist so none of the prep or in-flight operations would lack a consistent approach and follow-up to an AP mission. With the sporadic assignment and opportunity for members to practice these missions

based on training funding, pilot and aircraft availability and recommended changes to process, these tools have been a welcome relief to the squadron APs and flight crews.

One of the most helpful tools Lt. Watson created were photo processing procedures for both Microsoft Office Google Picassa. The detail and order of steps performed were critical for producing a quality product for customers. Currently, and was standard for some customers, processing may now call for raw photos to be transferred to a central location for standardized treatment, labeling and posting. Posting procedures undergo constant revision based on requirements of the customer and standards built by CAP national and regional offices.

Training for Airborne Photographers has changed substantially based on the need. All over the country, CAP has responded to aerial surveillance missions following hurricanes, winter storms, flooding, monsoons and wildfires. More locally, the PPSS squadron participated actively in photo reconnaissance following the Waldo Canyon fires in July of 2012. The devastation of over 346 homes in the Mountain Shadows area was captured for FEMA by flight crews and qualified airborne photographers. The documents and associated graphics Watson produced and the learning opportunity of the Waldo Canyon missions continue to spur additional development of easy to use tools and processes consistent with national and regional standards.

Lt. Keith Watson now assists in training for new and current APs. His tools, often being updated accordingly can be found on the squadron website, PPSS-cap.org, of which he is the Webmaster. It is Keith's volunteer spirit and team attitude that make his contributions so valuable to his squadron and Civil Air Patrol.

A Colorado Civil Air Patrol License Plate may soon be available for your car! Be sure to read the next issue of Peaks & Planes and watch for announcements to learn more about how Colorado Wing members' efforts have helped to make this specialty license plate a reality.



The Air Academy Composite Squadron cadets proudly marched down Tejon Street in Colorado Springs on November 10, 2012 in honor of America's veterans. This Veteran's Day Parade is an annual tradition which draws huge crowds lining the streets with citizens young and old. The weather started out cloudy, cold, and wet, but the dark clouds gave way to blue skies and bright sunshine as the parade kicked off at 10:00 am. Almost half the squadron cadets turned out in Battle Dress Uniforms to show their pride that morning. They were warmly greeted by cheering families, salutes from active and retired veterans, and miniature American flags waved by young children. As 43 AACCS cadets marched by the reviewing stand, the master of ceremonies told the crowd, "Civil Air Patrol is grooming leaders of the future from age 12 to 18". After the parade, AACCS Senior Member Milton Aldal, a retired army drill sergeant who trained the cadets, told them they did a great job marching and he was very proud of them. This solemn day reminded our citizens that freedom isn't free, and those who are gone are not forgotten. The message hopefully taken away by non-veterans was if you didn't serve, serve those who did.



By Lt. Col. Michael Cramer, CAP, Air Academy Cadet Squadron

Western Slope Squadron Enjoys Snow Day

By Maj. Denise Thompson, CAP

Every winter Thunder Mountain Composite squadron cadets and senior members drive up Highway 65 to a popular spot called Old Powderhorn. This much anticipated annual “snow day” involves sledding, cross country skiing, snowboarding and the occasional snowball fight. It also builds esprit de corps for the cadets. Located on the Grand Mesa, Mesa Creek Ski Area was used in the 30’ and 40’s as practice slopes for the Olympic ski teams. The “new” Powderhorn Ski Resort two miles below 1966.



Thunder Mountain gathers for a group shot



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