

**HISTORY OF THE
ROCKY MOUNTAIN REGION
CIVIL AIR PATROL**

AUXILIARY OF THE UNITED STATES AIR FORCE



1 JANUARY 2013-31 DECEMBER 2013

HISTORY
Of The
ROCKY MOUNTAIN REGION
Civil Air Patrol

Auxiliary of the United States Air Force

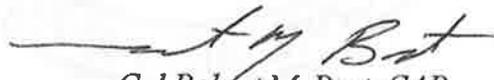
1 January 2013 – 31 December 2013

Prepared by

LtCol, Barry E. Sullins, CAP

Region Historian

Reviewed By



Col Robert M. Bost, CAP

Rocky Mountain Region Commander

Region Headquarters
61 Inverness Drive East, Swt 210
Englewood, Colorado 80112

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ROCKY MOUNTAIN REGION
CIVIL AIR PATROL**

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1 JANUARY 2013~31 DECEMBER 2013

**ROCKY MOUNTAIN REGION
CIVIL AIR PATROL REGION 7**



LIST OF WING SQUADRONS-2013

COLORADO WING	IDAHO WING
Air Academy Composite	Nampa Composite Squadron
Arvada Cadet Squadron	Boise Composite Squadron
Banning Lewis Ranch Cadet Squadron	Mountain Home Cadet Flight
Black Sheep Senior	Twin Falls Composite Squadron
Boulder Composite	Eagle Rock Composite Squadron
Broomfield Composite	Pocatello Composite Squadron
Colorado Springs Cadet Squadron	Joe Engle Composite Squadron
Dakota Ridge Composite	Madison Cadet Squadron
Douglas Cadet	
Evergreen Composite Squadron	MONTANA WING
Foothills Cadet	Beartooth Composite Squadron
Fremont-Starfire Composite	Malstrom AFB Composite Squadron
Greeley Composite	Missoula Composite Squadron
Group 1 Headquarters	Butte Composite Squadron
Jefferson County Squadron	Big Sky Composite Squadron
Mile High Cadet	Flathead Composite Squadron
Mustang Cadet	Lewis & Clark Composite Squadron
North Valley Composite	
Parker Cadet	UTAH WING
Pikes Peak Senior	Blackhawk Cadet Squadron
Pueblo Eagles Composite	Cache Valley Squadron
Steamboat Springs Composite	Castle Valley Composite Squadron
Thompson Valley Composite	Cedar Mustangs Cadet Squadron
Valkryie Cadet Squadron	Phantom Cadet Squadron
Vance Brand Cadet	Phoenix Cadet Squadron
Cortez Senior	St. George Composite Squadron
Group 2 Headquarters	Thunderbird Composite Squadron
Heart Of The Rockies Composite	Weber Minuteman Composite Squadron.
Mesa Verde Cadet Squadron	
Montrose Composite	
San Juan Composite	
Thunder Mountain Composite	
Adams County School Squadron	

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CHAPTER ONE



**ROCKY
MOUNTAIN
REGION**

2013

Rocky Mountain Region Commanders

Col Thomas E. Knight - Jul 1951 to Sep 1954

Col Charles Boettcher II - Sep 1954 to 2 Mar 1958

Col Ernest E. Allaby - 2 Mar 1958 to 15 Jul 1960

Col Robert M. Jackson - 15 Jul 1960 to 1 Sep 1961

Col Charles F. Howard - 1 Sep 1961 to 16 Oct 1962

Col Harlon W. Bement - 16 Oct 1962 to 14 Nov 1963

Col John T. Vance - 14 Nov 1963 to 7 Jan 1966

Col Donald E. Hale - 7 Jan 1966 to 16 Jul 1970

Col Richard D. Law - 16 Jul 1970 to 13 Apr 1972

Col Frank L. Swaim - 13 Apr 1972 to 4 Nov 1974

Col Clarence M. Fountain - 4 Nov 1974 to 10 Jul 1976

Col Larry D. Miller - 10 Jul 1976 to 4 Aug 1984

Col Virginia E. Smith - 4 Aug 1984 to 18 Nov 1993

Col James C. Bobick - 18 Nov 1993 to 17 Aug 1994

Col Robert W. Kirkwood - 17 Aug 1994 to 17 Feb 1996

Col Gary H. Tobey - 17 Feb 1996 to 27 Feb 2000

Col David L. Floyd - 27 Feb 2000 to 22 Sep 2001

Col Lynda C. Robinson - 22 Sep 2001 to 8 Oct 2005

Col Russell E. Chazell – 8 Oct 2005 to 28 Sept 2008

Col Phillip J. Biersdorfer (Interim) – 28 Sept 2008 to 6 Nov 2008

Col Donald G. Cortum-- 6 Nov 2008 to 2 Nov 2012

Col Robert M. Bost – 2 Nov 2012 to Present



RMR Staff

COMMAND

Commander CC	Colonel Bost	Robert M	robert.bost@hill.af.mil
Vice Commander	Colonel Smiley	Brian F	brianfsmiley@comcast.net
Vice Commander	Colonel Teel	Nolan	Nolanteel@hotmail.com
Chief of Staff	Colonel Skrabut	Stan	rmr.cos.cap@gmail.com
Inspector General	Colonel Robinson	Lynda	lrobinson@afrotc.utah.edu
Legal Officer (JA)	Lt Col Gamache	Celeste R	celesterg@hotmail.com
Health Services Officer/Medical Officer	Lt Col Hattrup	Leo M	clblmh@comcast.net
Director of Safety	Lt Col Johanson	Donald L	johansondon@msn.com
RM Liaison Region CC	Lt Col Oliver	David B. (Brad)	david.oliver@us.af.mil

WING COMMANDERS

Idaho Wing CC	Colonel Vorachek	Mike	mtnsar@cableone.net
Montana Wing CC	Colonel Teel	Nolan	Nolanteel@hotmail.com
Colorado Wing CC	Colonel Earl	Sherwin	cowg.cc@coloradowingcap.org
Wyoming Wing CC	Colonel Johnston	H. Kenneth	hkjohnstonii@msn.com
Utah Wing CC	Colonel Niedfeldt	Jon	jon.niedfeldt@gmail.com

STAFF

Aerospace Education

Director of Aerospace Education	Lt Col Ebelt	Kaye	kebelt@msn.com
External AE	Lt Col Christensen	Dorothy	chris@dorothychristensen.com

Cadet Programs

DCS, Cadet Programs	Lt Col Atanacio	Ray	rmrdep@gmail.com
Drug Demand Reduction Coordinator	Lt Col Colson	William	bcolson@q.com

Emergency Services

Operational Mission Management

Director of Operations	Lt Col Holton	Rodney S	rholtonrmrdo@gmail.com
DCS, Operations, Asst	Lt Col Schein	Richard D	rick@rschein.com
DCS Operations, Asst	Lt Col Prickett	Elena	eprickett@yahoo.com
Director Emergency Services	Lt Col Schein	Richard D	rick@rschein.com
Counter Drug Officer	Colonel Biersdorfer	Philip J	PJB-TLB-N312@juno.com
Counterdrug Director, Asst	Lt Col Schein	Richard D	rick@rschein.com
CIS Officer	Major Metzger	Shelley	smetzger@hotmail.com
HLS Liaison to FEMA VIII	Major Schoen	Paul	schoensr@pcibroadband.net

Communications				
DCS Communications (DC)	Major	Blakeman	Harry	aspengold4@gmail.com
Alt Net Control Officer	Major	Blucher	Stephen	RMRPAO@JUNO.COM
Communications Training Officer, Asst	Major	Blucher	Stephen	RMRPAO@JUNO.COM
DCS Communications, Asst	Capt	Terrell	Robbin	robbin.terrell@centurylink.net
Flight Management				
Standardization/Evaluation Officer	Major	Adams	William	wgav8or@msn.com
Aircraft Management				
Maintenance Officer, Aircraft	Lt Col	Holton	Rodney S	rholtomrdo@yahoo.com
Mission Support				
Professional Development				
Director of Professional Development	Major	Bekker	Justin	bekkerca@msn.com
Chaplain				
Chaplain	Lt Col	Packer	Eugene	g_packer@live.com
Finance				
Director of Finance	Lt Col	Todd	Donna L	dltodd46@gmail.com
Administration				
Director of Administration	Lt Col	Hurtado	David	dhurtado@cbu.edu
Personnel				
Director of Personnel	Lt Col	Hurtado	David	dhurtado@cbu.edu
Public Affairs				
Director of Public Affairs	Major	Nash	Kim Alan (Al)	al.nash@rmr-cap.us
Logistics				
DCS Logistics	Capt	Terrell	Robbin	robbin.terrell@centurylink.net
Transportation Officer	Capt	Terrell	Robbin	robbin.terrell@centurylink.net
Transportation Officer, Asst	Lt Col	Todd	Donna L	dltodd46@gmail.com
Government Relations				
Government				
Relations/Legislative Liaison	Major	Blakeman	Harry	aspengold4@gmail.com
Recruiting and Retention				
Director of Recruiting & Retention	Lt Col	Kannwischer	Lois R	loisrkann@aol.com
Historian				
Region Historian	Lt Col	Sullins	Barry E	sullins13450@comcast.net



**HEADQUARTERS
CIVIL AIR PATROL, ROCKY MOUNTAIN REGION
UNITED STATES AIR FORCE AUXILIARY
61 Inverness Drive East, Suite 210
Englewood, Colorado 80112**



2013 Rocky Mountain Region Strategic Plan Outline

- A. Vision: A positive & supportive, team-oriented culture**
- a. Goal: Defining and disseminating a positive RMR leadership message to Wings
 - i. Objective: A member of RMR Sr. Staff attend each Wing Conference
 - 1. Task: communicate scheduled attendance in advance
 - ii. Objective: Region's commitment to support & defend Wings
 - 1. Task: provide information necessary to explain the effects of Sequestration (USAF Fleet reduction/lack of budget/austerity measures)
 - a. Opportunities for CAP; cost-effective force multiplier
 - b. CAP exploring new missions; finding new sources of funding through government agency outsourcing
 - iii. Objective: Ensure that the Wings understand Region's role defining Policy and offering guidance
 - 1. Task: message the importance of standards, but encourage individual unit goals
 - iv. Objective: Promote positive & supportive, team-oriented culture
 - 1. Task: present Region level awards at Conferences
 - a. Define Region Awards Categories in advance
 - b. Standardize award submission process/form
 - c. Provide feedback as to results
 - 2. Task: submit one complete package for each category to National
 - v. Objective: Promote Unit & member Self-Accountability
 - 1. Task: present opportunities to self-assess and correct rather than impose punitive measures
 - 2. Task: miss no opportunity to build trust with utmost transparency
 - 3. Task: practice positive messaging
- B. Vision: Uniformity in operations throughout the Region**
- a. Goal: Conduct area wide/region wide Emergency Services
 - i. Objective: Define necessary minimum standards
 - 1. Task: Two or more Wings start working together
 - 2. Task: Rehearse, remote table top exercises
 - 3. Task: Compare and adopt Best practices
 - 4. Task: Conduct Region wide reviews
 - ii. Objective: Incident Commanders shared resource
 - 1. Task: Inter-Wing Travel, observe, share & cross-support
 - b. Goal: Hawk Mountain West Emergency Services Training Facility
 - i. Objective: Develop Western model
 - a. Task: conduct feasibility study for Montana

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C. Vision: Relating between Region and Wing Staff

Drive downwards the notion of support to the base, functional unit level: the squadron

- a. Goal: Duty Officers quarterly contact with Wing Staff counterparts
 - i. Objective: Develop trust thru regular contact
 - 1. Task: Set example of higher echelon support developing routine communication habits
 - 2. Task: Identify and utilize most effective tools and technologies for communications
 - a. Maximize online resources such as websites and blogs; document activities & notes

D. Vision: Succession Planning at all echelons

- a. Goal: Leadership development plan
 - i. Objective: Promote well rounded development; encourage diversity of experience
 - ii. Objective: Promote active education of CAP Professional Development
 - 1. Task: Early identification and mentoring

E. Vision: Host most successful 2013 CAP National Conference

- a. Goal: Maximize participation by coordinating concurrent region events
 - i. Objective: Consolidate events for most effective use of budgets
 - 1. Task: Maximize travel dollars
 - a. Fully schedule and utilize vehicles/resources
 - ii. Objective: Spotlight the RMR/COWG
 - 1. Task: Include RMR AE/DDR displays, Cyberpatriot, Color Guard, CAC activities etc....
 - 2. Task: Perfect the COWG/CAP Brand of professionalism
 - 3. Task: Increase Event awareness; push announcements

Greetings,
05-Oct-2013

Col Bost and the Wing CC's asked if I could send out our current flight status during a Commander's conference call last night to everybody.

Please distribute this email to all your flight crews, ICs, Unit CC's, FRO's, or any other person that needs to know our status, everybody has an interest and a right to know our what going on with CAP.

Please check WMIRS and eServices home page often since our status has been changing daily.

Here is where are at now:

1. Due to the government shutdown, only limited C7, C12, C14, and limited C15 glider flights as well as emergency missions are currently allowed. No Corporate Aircraft Tows are allowed, tows will have to be either a winch tow or commercial tows and they are not funded.
2. Only qualified MP or TMP can fly proficiency flights on C12 flights.
3. Only current or non-current CAP pilots can fly on C7 flights to take their form 5 or 91 check rides to maintain currency if they are due or undue this month. If a pilot's check ride is due in Nov or later let's wait until Nov for their check ride, we may be back to normal flight operations by then.
 - Col Robert Bost RMR/CC is requiring that all C7 check ride flights will be approved by the RMR/DO Rod Holton..
 - RMR Staff CP can administer CAP Form 5 or 91 check rides to any CAP pilot assigned to any unit in RMR that they are qualified to fly in.
4. There is no aircraft or vehicle maintenance funding available at this time for scheduled or unscheduled maintenance. If we have a maintenance issue that causes our aircraft to become grounded or a vehicle breaks down it will have to stay out of service until we receive funding to repair it or pass a scheduled maintenance inspection.

v/r,
Rod Holton
RMR/DO
970.903.7056

The following RMR units have earned the Quality Cadet Unit Award for 2012-2013:

RMR-CO-030 COLORADO SPRINGS CADET SQDN

RMR-CO-072 BOULDER COMPOSITE SQDN

RMR-CO-099 BROOMFIELD COMPOSITE SQDN

RMR-CO-147 THOMPSON VALLEY COMPOSITE SQDN

RMR-CO-148 MUSTANG CADET SQDN

RMR-CO-159 AIR ACADEMY CADET SQUADRON

RMR-CO-183 VALKYRIE CADET SQDN

RMR-CO-186 DAKOTA RIDGE COMPOSITE SQDN

RMR-CO-189 MESA VERDE CADET SQUADRON

RMR-CO-803 ADAMS COUNTY CADET SQUADRON

RMR-UT-024 ST GEORGE COMPOSITE SQDN

RMR-WY-002 492ND EMERGENCY SERVICES COMP SQDN

RMR-WY-072 LARAMIE VALLEY COMPOSITE SQDN

Congrats!

CHAPTER TWO



**COLORADO
WING**

2013

Colorado Wing Commanders

Maj W. W. Agnew - 1 Dec 1941 to 8 Apr 1942
Maj H. H. Andregg - 8 Apr 1942 to 13 Jul 1942
Maj J. D. Spencer - 13 Jul 1942 to 7 Aug 1942
Lt Col Harold R. Smethills - 7 Aug 1942 to 22 Aug 1945
Lt Col John A. Smethills - 22 Aug 1945 to 18 Sep 1947
Col Harold R. Smethills - 18 Sep 1947 to 26 Jul 1949
Col Charles Boettcher II - 13 Sep 1949 to 18 Oct 1954
Col Donald C. Carney - 18 Oct 1954 to 23 Oct 1956
Col Benjamin S. Jordan - 23 Oct 1956 to 30 Sep 1957
Lt Col Edgar C. Armes (Interim) - 30 Sep 1957 to 15 Oct 1957
Lt Col Lloyd R. Hashman (Interim) - 15 Oct 1957 to 27 Nov 1957
Col Robert M. Jackson - 27 Nov 1957 to 11 Mar 1958
Col Charles F. Howard - 11 Mar 1958 to 6 Feb 1961
Col Richard D. Law - 6 Feb 1961 to 27 Sep 1961
Col Eugene B. Adams - 27 Sep 1961 to 8 Mar 1963
Col Murray C. McComas - 8 Mar 1963 to 1 Jul 1963
Col Arthur F. Putz - 1 Jul 1963 to 18 Dec 1968
Col Frank L. Swaim - 15 Jan 1969 to 11 Nov 1970
Col Clarence M. Fountain - 11 Nov 1970 to 1 Jul 1972
Col Wayne E. Russert - 1 Jul 1972 to 2 Oct 1973
Col Thomas G. Patton - 2 Oct 1973 to 31 Aug 1976
Col Roger E. MacDonald - 1 Sep 1976 to 1 Oct 1980
Col Henry A. Elgin, Jr - 1 Oct 1980 to 25 Sep 1982
Col Harry E. Kouts - 25 Sep 1982 to 1 Feb 1987
Col Roger E MacDonald - 1 Feb 1987 to 1 Dec 1989
Col James C. Bobick - 1 Dec 1989 to 1 Dec 1992
Col Gary H. Tobey - 1 Dec 1992 to 17 Feb 1996
Col William F. Hines - 17 Feb 1996 to 27 Feb 2000
Col John R. Buschmann - 27 Feb 2000 to 12 Aug 2003
Col Andrew J. Alexa (Interim) - 12 Aug 2003 to 4 Apr 2004
Col Donald G. Cortum - 4 Apr 2004 to Nov 2007
Col Edward Phelka - Nov 2007 to Mar 2011
Col Earl Sherwin - Mar 2011 to Present



Colorado Wing-Civil Air Patrol

Colorado Civil Air Patrol Flies for FEMA, State to Assess Flood Damage with Aerial Photography

COLORADO SPRINGS, Colo. – Civil Air Patrol’s aerial and ground damage assessment missions photographically documenting Colorado’s flood disaster are now in their fifth day. The missions, flown in support of the Federal Emergency Management Agency, the state of Colorado and local counties, have produced 6,000 photos to date.

Colorado Wing CAP aircraft are flying out of Centennial, Fort Collins-Loveland Municipal and Colorado Springs airports. The photos are being uploaded directly to FEMA’s website <http://fema.maps.arcgis.com/> to assist officials in reviewing the flood’s impact and assessing priorities for damage control and assistance. The mission has included flights over Adams, Arapahoe, Boulder, Clear Creek, El Paso, Gilpin, Jefferson, Larimer, Logan, Morgan, Sedgwick, Washington and Weld counties.

Aircrews in red, white and blue CAP aircraft and ground team members are providing images of flooded rivers, roads, highways, bridges, towns, farms, residential property, vehicles and more at minimal cost to taxpayers.

In addition, CAP aircrews have flown representatives of FEMA, ABC News and Good Morning America, covering sections of the South Platte and Big Thompson rivers. The photographs and video included damage south of Greeley, where the U.S. 34 bridge across the South Platte is now washed away.

Use of images should include photo credit: Colorado Wing Civil Air Patrol Contact is Lt. Col. Mike Daniels, CAP

Colorado Civil Air Patrol Flies for FEMA, State to Assess Flood Damage with Aerial Photography

Denver, CO – Civil Air Patrol's aerial and ground damage assessment missions photographically documenting Colorado's flood disaster are now in their fifth day. The missions, flown in support of the Federal Emergency Management Agency, the state of Colorado and local counties, have produced 6,000 photos to date.

Colorado Wing CAP aircraft are flying out of Centennial, Fort Collins-Loveland Municipal and Colorado Springs airports. The photos are being uploaded directly to FEMA's website <http://fema.maps.arcgis.com/> to assist officials in reviewing the flood's impact and assessing priorities for damage control and assistance. The mission has included flights over Adams, Arapahoe, Boulder, Clear Creek, El Paso, Gilpin, Jefferson, Larimer, Logan, Morgan, Sedgwick, Washington and Weld counties.

They're flying over the paths of swollen rivers such as the wide and muddy S. Platte River, taking pictures and immediately uploading them. That's so officials in all kinds of agencies can see what's happening and make quick decisions about things like which counties to declare federal disaster areas for emergency assistance purposes.

This morning, the Colorado Wing was activated under mission # 13-1-7220 to assist FEMA and our local communities with damage assessment and disaster relief.

Colorado Wing assets, including our ES qualified members, aircraft, vehicles and cameras are being diverted from the planned SAREX to the FEMA mission.

If you are available to assist, please stand by for specific requests. DO NOT call unless you receive a page or email instructing you to do so.

Stefanie Hudgins, Capt, CAP
COWG Director of Safety

Colorado Wing CAP SITREP Civil Support – Flooding

Day 04 Sep 16, 2013 0430z

Submit Report NLT 9 PM Local Time

SUMMARY: AF Missions #13-1-7228 and 13-1-7230

FEMA Region VIII. Current tasking is provided thru 09/20/2013.

- Funding Source is Fund Citation 2013-06-3365EM-9084-XXXX-2501-D MA#-3365EM-CO-USAF-01 with an expiration date of 09/20/2013.
 - Funding Level:\$12,500 Expended: \$4,519.73 Balance: \$7,980.27

Significant flash flooding is occurring in north central Colorado on the east side of the Continental Divide. Boulder, Larimer, Weld, Jefferson and Adams counties are the primary areas affected. Downstream counties to the Nebraska border are affected. Heavy rains hit the area again today. Entire isolated towns were evacuated by the National Guard. Many areas are inaccessible due to local roads, state and federal highways blocked by mud, water or wash-outs. Utilities are out of service.

We have been tasked for aerial and ground imagery by FEMA and the state has tasks for CAP outside the scope of the FEMA MA. These tasks are covered by a separate mission, 13-1-7230, with state funding. A federal disaster declaration has been approved.

IC Name and Phone Number: Mike McDonald, Lt Col CAP, Office: 720-847-5003 Cell: 303-792-5256 CAP Desk at the State EOC 720-852-6664

ACTIVITIES WITHIN THE LAST 24 HOURS:

Nine sorties were flown and 1,867 more images were uploaded. Areas covered were in Boulder, El Paso, Jefferson, Larimer, Morgan and Weld Counties. Imagery is uploaded to this site: <http://bit.ly/17weCdL>

A telecon was held with FEMA HQ GIS, CAP NHQ, CAP NOC and 1AF. Topics covered mission flow, photo requirements and future needs, including ground photos.

Colorado Governor Hickenlooper, Colorado’s Congressional delegation and FEMA Administrator Fugate held a press conference at the state EOC. Among his remarks, Mr. Fugate discussed CAP’s role in taking aerial imagery for FEMA.

Interestingly, the most references to CAP in the media were related to the grounding of a private drone operation by FEMA. The drone company, which had been working for Boulder County, complained how less capable private and Civil Air Patrol aircraft were allowed to fly instead of the drones.

13-1-7228 FEMA	Today	Total	13-1-7230 State	Today	Total
Flying Sorties	9	20	Flying Sorties	0	3
Flying Hours	16.0	32.2	Flying Hours	0	2.4
Flying Cost	\$2,140.80*	\$4,219.05	Flying Cost	\$0	\$288.49
Ground Sorties	9	14	Ground Sorties	0	0
Ground Cost	\$261.03	\$300.68	Ground Cost	0	0
Total Cost	\$2,401.83*	\$4,519.73*	Total Cost	\$288.49	\$288.49

*The costs of the final sortie from today were not available when this report was filed.

ACTIVITIES WITHIN THE NEXT 48 HOURS:

Sorties are scheduled to check mountain highways for the Colorado Dept. of Transportation, another area for CO OEM and areas for FEMA. Two sorties for the City of Colorado Springs will be flown under a standing mission for them. This is an area of interest for FEMA so does not pull resources from its mission.

ISSUES: The same good weather that allowed CAP to fly allowed the helicopter evacuation mission to expand into more areas. Due to the increased helicopter activity, CAP was asked to stay out of the TFRs (the original TFR has been replaced by three smaller ones). The CAP IC, IMT AOBD and FEMA AOBD worked out a procedure so that CAP can fly in the TFRs tomorrow.

**Colorado Wing Featured on Colorado and National TV News! -
Posted on: Saturday, September 28, 2013**

The Colorado Wing received unprecedented television coverage due to the Civil Air Patrol's support missions for FEMA and the State of Colorado in assessing the damage from flooding with aerial photography. If you've yet to view the various television news reports, all are posted on the Colorado Wing's official Facebook page at www.facebook.com/ColoradoWingCAP or go to the links below:

KUSA 9News Denver NBC

<http://www.9news.com/video/default.aspx?bctid=2683574542001>

KMGH 7News Denver ABC

<http://www.youtube.com/watch?v=oTJrRgYpicM>

KDVR FOX31 News Denver FOX

<http://kdvr.com/2013/09/20/video-civil-air-patrol-volunteers-fly-critical-missions-over-flooded-areas/>

KJCT 8News Grand Junction ABC

<http://www.kjct8.com/news/local-civil-air-patrol-helps-with-flood-relief/-/163152/22085954/-/udertxz/-/index.html>

ABC World News Tonight

https://www.youtube.com/watch?feature=player_embedded&v=l2zdkfN_GOc

ABC Good Morning America

http://abcnews.go.com/watch/good-morning-america/SH5587637/VDKA0_1jeesgfr/gma-918-colorado-flood-rescue-caught-on-tape

COLORADO WING ASSISTS IN SEARCH INTO NEW MEXICO

News flash-Happening now.

Created: 10/22/2013 10:26 PM

By: Caleb James, KOB Eyewitness News 4

Scouring the wilderness, search and rescue crews are in the air, and on the ground in Chama.

They're searching for missing 56-year-old Ned Labjevardi.

He went missing in the area with his wife a week ago.

Images flashed from a Civil Air Patrol aircrew show an incredible view from an aircraft searching for Labjevardi.

The wilderness north of Chama seems to ripple out like a disturbed pond, and somewhere in there search and rescue crews believe is 56-year-old Ned Labjevardi.

Last Tuesday, Oct. 15, he was separated from his wife when their car became stuck. She was found by some hunters in the area, and was treated by medics. She is said to be OK.

Meantime, crews face challenges beyond the rocks and the hills. The Tuesday to Wednesday overnight low in Chama is a frigid 24 to 29 degrees.

Civil Air Patrol crews from Colorado are assisting too.

New Mexico State Police are in charge of the search, and we're pursuing an update from them at this hour as well.

Hang glider found after crash on Galena Peak, Colorado Wing of the Civil Air Patrol flies search & rescue mission.

By Joey Bunch
The Denver Post

A hang glider who crashed in the Sangre de Cristo mountains Sunday afternoon has been found, according to Saguache County authorities Sunday night.

His name and injuries were not released. The Saguache County Sheriff's Department said details would be provided Monday morning.

The hang glider was found Sunday afternoon, but the pilot's whereabouts were not known. Search crews, including a plane from the Colorado Civil Air Patrol, were dispatched to Galena Peak, a 12,461-foot mountain about seven miles west of Coaldale and 15 miles south of Salida.

The ridge of mountains divides the San Isabel and Rio Grande national forests, near the border between Saguache and Fremont counties.

CHAPTER THREE



IDAHO WING

2013

Idaho Wing Commanders

Maj A. A. Bennett - 1 Dec to 1941 to 29 Apr 1943
Col Leverett Davis - 29 Apr 1943 to 17 Jan 1949
Col Wilson Kellogg - 17 Jan 1949 to 16 Jan 1952
Lt Col Reed W. Rawson (Interim) - 16 Jan 1952 to 5 Nov 1953
Col Clifford L. Suhm - 5 Nov 1953 to 26 Oct 1954
Col Paris T. Martin - 26 Oct 1954 to 23 Nov 1955
Col Wilson Kellogg - 23 Nov 1955 to 5 Jun 1958
Col John Farrar - 5 Jun 1958 to 23 Jan 1961
Col Dwight L. Shaw - 23 Jan 1961 to 18 Oct 1966
Lt Col George P. A. Forschler - 18 Oct 1966 to 13 Sep 1970
Lt Col George W. Falkner - 13 Sep 1970 to 17 Feb 1974
Col Mary C. Harris - 17 Feb 1974 to 10 Jul 1976
Col Arthur D. Zierold - 10 Jul 1976 to 1 Jan 1978
Col Keith L. Lysinger - 1 Jan 1978 to 31 May 1984
Col Craig L. Mickelson - 31 May 1984 to 1 Jul 1987
Col Paul G. Dougherty - 1 Jul 1987 to 1 Mar 1989
Col Calvin G. H. Russell - 1 Mar 1989 to 1 Oct 1990
Col Glen R. Peterson - 1 Oct 1990 to 30 Sep 1992
Col James V. Haldy - 30 Sep 1992 to 30 Sep 1995
Col Milton W. Nodacker - 30 Sep 1995 to 26 Apr 1997
Col David L. Floyd - 26 Apr 1997 to 25 Sep 1999
Col Kenneth P. Salzman - 25 Sep 1999 to 29 Sep 2001
Col M. Lynn Ahrens (Interim) - 29 Sep 2001 to 5 Dec 2001
Col Bobby A. Picker - 5 Dec 2001 to 15 Jan 2005
Col James E. Fletcher - 15 Jan 2005 to 2009
Col David A. Guzman - 2009 to 2 Aug 2011
Col Frederick Thompson - 2 Aug 2011 to Oct 2012
Col Mike Vorachek - Oct 2012 to Present

News

Search suspended for missing plane in Idaho mountains due to weather



by KTVB

KTVB.COM

Posted on November 7, 2013 at 12:19 PM

Updated Thursday, Nov 7 at 4:43 PM

BOISE -- State transportation officials say the search for a single-engine plane with three people on board that went down in the mountains east of Donnelly has been suspended for the day due to inclement weather. The Cessna 206 took off from the McCall Airport on Wednesday morning.

Steve Grant with the Idaho Department of Transportation says an 11-person ground team went to the Goldfork trailhead at 7:30 a.m. Thursday to begin looking on foot and horseback for the plane. He says they have pretty good idea of where the plane went down based on the aircraft's emergency locator transmitter signal, but it is in a remote mountain location. However, they had to turn back because of the weather.

The missing plane is white and snow is falling in the mountains, which is creating visibility problems. The Civil Air Patrol tried to put a plane up in the air this morning but Grant says they also had to turn back because of the inclement weather.

Grant says cell phone service is not very good in that area, and that's making communications with searchers very difficult.

ITD says the plane seats six people and is owned by Wilderness Aircraft of McCall.

A pilot and two passengers were on board. The plane was headed for the Frank Church River of No Return Wilderness.

Col. Tim Marsano with the Idaho Army National Guard says two helicopters, a Blackhawk and a Lakota, left Boise Thursday morning in hopes of assisting in the search. The helicopters also had to return to base because of the weather.

Grant says there has been no communication with anyone on board the plane. Temperatures overnight did drop below freezing and snow was falling in the mountains.

Weather permitting, crews plan to resume the search on Friday.

Yellow Pine, Idaho (KMVT-TV / KTWT-TV) - Crews searching for a missing plane in central Idaho have picked up a weak emergency locator signal. Significant improvements in the weather have allowed the search for the plane missing near the Johnson Creek airstrip south of Yellow Pine, Idaho. A weak emergency locator transmitter (ELT) signal was picked up approximately 1 mile south of the airstrip late Tuesday morning by one of the search aircraft. Search and rescue personnel are currently attempting to hone in on that signal.

The Valley County Sheriff's Office is coordinating the search with assistance from the Idaho Transportation Department, Civil Air Patrol, Army National Guard, United State Forest Service, Idaho Fish and Game, the Idaho Bureau of Homeland Security, as well as other volunteers and members of the family. Approximately 40 personnel, including ground and air resources, are currently aiding in the search efforts.

The early 1980s-model, white-and-maroon, 6-seat, BE-36 Beech Bonanza departed Baker City, Ore., after 11 a.m. (PST) Sunday, bound for the Burt Mooney airport in Butte, Mont. The plane reportedly carried five individuals. It lost radar and cell tower contact near Johnson Creek airstrip about 50 miles northeast of Cascade, shortly after 1 p.m. (MST).

A flight restriction has been issued for all airplanes in the area from 7:30 a.m. to 5:30 p.m. Aircraft, other than those directly involved in the search, are restricted from flying below 10,500 feet above sea level, which is about 1,000 feet above mountain peaks in the area. This will keep the search-area canopy clear to search.

Update: Search Underway For Missing Plane In Central Idaho

By: Samantha Wright

Update 3:20 p.m.: The air search for a missing airplane was suspended Monday due to bad weather. An Army Air National Guard helicopter left Boise's Gowen Field at 10:30 a.m. on its way to the last known transmission, but had to turn back because of poor weather. Helicopters and the Civil Air Patrol will join the search when the weather improves.

ATV's and snowmobiles are being mobilized for a ground search. The Valley County Sheriff's department will coordinate those on the ground.

Original Story:

Authorities are looking for a small airplane that disappeared near the remote central Idaho town of Yellow Pine.

Valley County rescue crews joined the Idaho Army National Guard Monday in the search for a single-engine Beach Bonanza and five people believed aboard the plane.

County officials say the pilot reported engine failure near the Johnson Creek Airstrip Sunday afternoon. The backcountry landing strip is near the Frank Church-River of No Return Wilderness area and three miles south of tiny Yellow Pine.

The plane was reportedly flying from Baker, Ore., to Butte, Mont., when the pilot lost contact with air traffic controllers in Salt Lake City.

Rescuers are searching for a small aircraft owned by a Silicon Valley executive that has been reported missing in the wilderness near the central Idaho town of Yellow Pine.

Officials say the pilot of the single-engine plane with five people aboard reported an engine failure near the Johnson Creek Airstrip, about 125 miles northeast of Boise, around 3:30 p.m. Sunday, NBC affiliate KTVB reports.

Valley County Sheriff Lt. Dan Smith said the people on board are from the same family. The Salt Lake Tribune reported that passengers included Amber Smith of San Jose, and her fiance Jonathan Norton.

Norton's uncle, Alan Dayton, told the paper that his nephew was traveling with the Smith family after Thanksgiving vacation, and had traveled from San Jose to Baker City, Ore.. They were heading to Butte, Montana, to drop off Smith's brother and sister-in-law, when the pilot lost contact with air traffic controllers in Salt Lake City.

The BE-36 Beech Bonanza is registered to Dale Smith, of San Jose, according to FAA records.

Authorities wouldn't specifically confirm Dale Smith was flying the plane, but did say the pilot was the owner of the plane. Eric Peterson, assistant director of the Santa Clara County airports, confirmed that the plane and its owner, Dale Smith, are tenants at Reid-Hillview Airport in San Jose.

"We have no idea what the status of things is right now," Lt. Smith said. "They could have landed safely somewhere and just can't communicate."

Rand Kriech, who co-founded the hardware and software company SerialTek with Smith, called his friend an excellent pilot after flying with him several times.

"He's one of the safest pilots I know. A very cautious pilot," Kriech said on Monday night. "Have no fear of flying with him at all. I'm a pilot myself and I really appreciate somebody that takes as much care as Dale."

Those close with the Smiths said the family had spent Thanksgiving in Oregon, and that Dale was flying one of his sons to Montana. Investigators said the people onboard the missing plane are from the Smith family.

"I would be very worried if they haven't heard from him," said Linda Castillo, a neighbor. "Because he stays in touch. You know when he goes on these trips, he stays in touch with everybody."

Elizabeth Neipp is hoping and praying for her friend, Smith, and his family are safe.

"Dale is smart. He's talented. He is good at what he does," she said. "So there's good reason to think, to hope that there is a happy ending to this."

Track vehicles, ATVs and snowmobiles were mobilized for a ground search. The Valley County Sheriff's Department is coordinating the search effort, which includes deputies, EMS, firefighters, search and rescue crews.

A Lakota helicopter with the Army Air National Guard left Gowen Field in Boise around 10:30 a.m. Monday, but was forced to turn back because of poor weather conditions. Blackhawk helicopters in McCall will fly to Johnson Creek when weather permits.

The Civil Air Patrol and fixed-wing planes from the Idaho Transportation Department also plan to join the search when the weather allows for a safe launch.

The search was called off for the night early Monday evening due to heavy snow and low visibility, and resumed at daybreak on Tuesday.

Smith obtained his pilot's license in 2005 and had a second-class medical certification, allowing him to operate commercial aircraft, the Associated Press reports.

CAP radar, cell phone analysis teams narrow search for Idaho crash site

December 5, 2013



An example of the radar forensics product produced by CAP's National Radar Analysis Team. The red and green dots indicate different types of radar signals.

When a single-engine plane goes down in the continental U.S. Civil Air Patrol, the nation's cell phone and radar tracking expert, is certain to be involved. The mission – reduce the search area from thousands of square miles to the actual crash site or within a couple of square miles – is urgent, because reducing the crash-to-rescue time saves lives.

Searchers for a single-engine plane believed downed in snowy, mountainous central Idaho are relying on CAP's cutting-edge radar analysis as they try to find the California family of five aboard the missing Beech Bonanza.

Lt. Col. John Henderson of CAP's 10-member National Radar Analysis Team was able to detect and map the plane's radar track until just before the aircraft apparently began its descent Sunday. Piloted by Dale Smith of San Jose, Calif., and carrying his son, his son's wife, his daughter and her fiance, the Bonanza was bound from Baker City, Ore., to Butte, Mont.

The Radar Analysis Team worked hand-in-hand with CAP's two-man Cell Phone Forensics Team, and everyone's analysis of the clues and data led to the same conclusions.

"The cell phone data stopped about a minute before the plane dropped off of radar," said Maj. Justin Ogden, a CAP cellular forensics expert. "Our data correlated with the radar analysis team's regarding the plane's location at that time."

CAP's radar analysis track record is impressive. "It can be extremely accurate," said Henderson. "Over 90 percent of the time we narrow the search area based on forensics information. We've come within 65 feet of where a crash occurred and sometimes miles. It depends on the radar environment."

In 13 years, Henderson estimated, he's participated in more than 600 missions with "well over 150 finds" and about 45 lives saved – but the Idaho mission involves some serious obstacles.

The Bonanza was flying above extremely rugged, snow-covered terrain, both elements that can interfere with radar tracking. As a result, the track ended when it was still "well above ground," said Henderson, a CAP volunteer member for more than 20 years.

That means the plane "could have traveled miles" before landing, he said. "We just don't know what he did after we lost radar coverage."

"How he crashed and the snowfall are huge factors," Henderson said, adding, "the snowfall can cover the crash site."

Without radar analysis or cell phone forensics, searches for a downed plane can prove daunting. "Pilots would be just flying around trying to spot wreckage," Henderson said.

Like his fellow 61,000-plus CAP members, Henderson is a volunteer. His day job, though, is an important part of his expertise – he's a radar analyst for the U.S. Air Force's 84th Radar Evaluation Squadron at the Western Air Defense Sector at McChord Air Force Base, Wash.

In addition to Henderson's record of success, Ogden estimates he's been involved in more than 30 saves and hundreds of finds during the more than 400 missions he's participated in during more than seven years in cell phone forensics, which relies on data from cellular towers.

That source of information wasn't available in the Smiths' case, said Ogden, who like Henderson has been in CAP for more than two decades. Because of the terrain and the remoteness of the location, "there's no chance of getting a cell phone signal when you're on the ground near where the plane dropped off radar," he said.

When such limitations exist, a search "can be extremely difficult," Henderson said. "It can be like sifting through and trying to find a (certain) piece of sand."

Idaho Wing Commander Col. Mike Vorachek said CAP is providing high-bird communication links today, while four helicopters searched for the missing plane. "We're yielding our airspace to the helicopters, because they can get so much lower," he said.

On Tuesday and Wednesday, Vorachek said CAP aircrews flew more than 20 hours over the search area.

Civil Air Patrol expertise sped Nevada rescue

December 11, 2013

By Dan Namowitz

When rescuers worked against the clock to locate six members of a family who had not returned from a Dec. 8 recreational outing into Nevada's mountains, news accounts credited the tracking of cellphone signals with helping to spot the two adults and four children huddled for warmth in their upside-down Jeep.

Reports described the rescue as miraculous and zeroed in on details of the family's efforts to stay warm in sub-freezing weather. But another key to the outcome was the response of the national aviation organization that keeps search-and-rescue at the heart of its public service mission.

For pilots, the 60,000-plus-member Civil Air Patrol comes readily to mind when an aerial role in a rescue or a response to a natural disaster is launched. Today's CAP maximizes its effectiveness in the rescuer's role by incorporating advanced technology, and the training to use it, into its member credo of service to country and communities.

"Unlike our founding CAP fathers, many of whom flew their own airplanes and performed life-threatening missions without any formal training, our more than 60,000 members are now provided with top-notch, year-round professional development training opportunities and with aircraft equipped with the most advanced technologies available for search and rescue," says Maj. Gen. Charles L. Carr, the CAP's national commander, in a message on the organization's website.

Cell phone forensics

In the Nevada rescue of six ranging in age from 34 to three years old, cellphone forensics experts from CAP's state wing "played a critical role in helping rescuers narrow the search area," said Nevada Wing Commander Col. Tim Hahn in a CAP news release.

Fourteen CAP members and two aircraft entered the search on Dec. 9. Two more aircraft joined the effort the next day. A ground searcher with binoculars and a CAP air crew spotted the overturned Jeep Grand Cherokee almost simultaneously, CAP said.

Being part of the successful rescue was "an honor to be relished," noted Hahn.

Radar tracking

While the Nevada rescue response was going on, cellphone and radar tracking experts from another CAP unit were participating in efforts to locate a Beech Bonanza with five aboard that had gone missing somewhere in Idaho on Dec. 1. The aircraft was flying from Baker City, Ore, to Butte, Mont., when the pilot radioed controllers in Salt Lake City, Utah, that the aircraft was having engine trouble.

This time the challenge was more daunting: CAP's radar and cellphone tracking technology seeks to save time by reducing the search area "from thousands of square miles to the actual crash site or within a couple of square miles." But the rugged, snow-covered terrain had cut off the track of the Bonanza, piloted by Dale Smith of San Jose, Calif., while the aircraft was still well above ground level. About a minute later, the aircraft's radar target also disappeared.

The two missions—one completed, the other still inconclusive in light of the "serious obstacles" it faced—are among about 600 missions with "well over 150 finds" and 45 lives saved in which Lt. Col. John Henderson of CAP's 10-member National Radar Analysis Team has participated.

Radar analysis "can be extremely accurate. Over 90 percent of the time we narrow the search area based on forensics information." At times, "We've come within 65 feet of where a crash occurred and sometimes miles. It depends on the radar environment," he said.

The radar analysis team and CAP's two-member Cell Phone Forensics Team came to the same conclusion about the Bonanza's last known position based on the available "clues and data," said Maj. Justin Ogden, a CAP cell phone forensics expert. But after nine days of searching, by Dec. 11 the effort to find the flight continued mostly as a review of satellite images of the central Idaho search area, and an aerial search pursued privately by the family, said reports.

CHAPTER FOUR



**MONTANA
WING
2013**

• MONTANA WING COMMANDERS

- LtCol Herman H. Henrickson Dec 1941 - Aug 1945
 - Col Roy W. Milligan Aug 1945 - Sep 1947
 - Col Richard A. Kullberg Sep 1947 - Sep 1950
 - LtCol Joseph I. Chitwood Sep 1950 - Jan 1951 (Interim)
 - Col Wesley H. Barnes Jan 1951 - Sep 1952
 - Col William A. Carson Sep 1952 - May 1954
 - Col William P Murich May 1954 - Jun 1957
 - Col Clarence R. Antony Jun 1957 - Mar 1958 (Interim)
 - Maj David E. Coy Mar 1958 - Jan 1959 (Interim)
 - Col John T. Vance Jan 1959 - Nov 1963
 - Col Joseph B. Reber Nov 1963 - Jan 1966
 - Col Jack R. Harper Jan 1966 - Feb 1968
 - Col Charles R. Adams Feb 1968 - Jul 1968
 - Col Richard T. King Jul 1968 - Jul 1969
 - Col Charles E. Halleman Jul 1969 - Feb 1971
 - Col Lawrence F. Wilkinson Feb 1971 - Sep 1972
 - Col George W. Bonnes Sep 1972 - Aug 1973
 - Col O. Pete Morrow Aug 1973 - Mar 1974
 - LtCol David D. Smith Mar 1974 - May 1974
 - Col Celecia A. Patterson May 1974 - Jul 1976
 - Col Robert E. Fears Jul 1976 - Aug 1978
 - Col Russel L. Sartain Aug 1978 - Jul 1982
 - Col William W. Hewitt Jul 1982 - Feb 1986
 - Col Lance J. Edwards Feb 1986 - Aug 1989
 - Col Ruth J. Edwards Aug 1989 - Aug 1990
 - Col Glyndon V. Scott Aug 1990 - Sep 1991
 - Col Robert P. Meadors Sep 1991 - May 1995
 - Col Charles R. Hunt May 1995 - May 1996
 - Col Carl M. Koeber May 1996 - May 1998
 - Col Jerry W. Hover May 1998 - Dec 2000
 - Col Martin D. Bourque Dec 2000 - Oct 2002
 - Col Jan E. Van Hoven Oct 2002 - Apr 2006
 - Col Robert M. Hoffman May 2006 - Oct 2007
 - Col Paul A. Tweden Oct 2007 - Sep 2008
 - Col Robert M. Hoffman Sep 2008 - Feb 2009
 - Col Herbert C. Cahalen Feb 2009 - Oct 2012
 - Col Bob L. Radcliffe Oct 2012 - Oct 2013
 - Col Nolan S. Teel Oct 2013 - Present



**HEADQUARTERS
CIVIL AIR PATROL, ROCKY MOUNTAIN REGION
UNITED STATES AIR FORCE AUXILIARY
8944 Yellow Pine Drive
West Jordan, UT 84088**



December 4, 2013

Dear Montana Wing,

I am pleased to inform you that I have selected Colonel Nolan Teel to be your next Montana Wing Commander

As Region Commander, it is my duty to make the choice I believe will best serve Montana Wing over the next 4 years in all aspects of CAP's 3 missions. CAP is in a state of constant change regarding ES missions, Cadet Programs, and Aerospace Education. Colonel Teel is suited to see the big CAP picture and help advance Montana Wing as it moves forward to do its part for the state and nation. In order to succeed, Col Teel will need your support.

Please congratulate Col Teel and support him in his efforts to build on the successes of the Montana Wing.

// E-signed //

**Robert M. Bost, Col, CAP
Commander, Rocky Mountain Region**

MONTANA WING

Wing Command

Name	Position	e-mail
Col Nolan Teel	Wing Commander (CC)	nolanteel@hotmail.com
Capt Steven Potratz	Vice Commander (CV)	steven@potratz.net
Maj Al Nash	Chief of Staff (SC)	al.nash@mtwg-cap.us
Lt Col Pete Graf	Deputy Chief of Staff - Operations (DO) & DOSA, IGA, WSA	grafpeter@q.com
Col Carl Koeber	Government Relations Advisor (GR)	koebcar@msn.com
Lt Col Jack Quatman	Legal Officer (JA)	quatmanlaw@gmail.com
Lt Col Karen Semple	Inspector General (IG)	ig@mtwg-cap.us
Capt Dave Furniss	Director of Safety (SE)	davefurniss@msn.com
Teresa Connor	Wing Administrator (WA)	mtwg.wg@gmail.com

Wing Staff

Name	Position	e-mail
Lt Col Bob Burns	Asst. Emergency Services Officer (DOSA)	rburns41@bresnan.net
Lt Col Frank Fantino	Asst. Inspector General (IGA)	xchiefff@centurytel.net
Lt Col Jeff Georgia	Health Services Officer (HS)	tigervox@mac.com
Lt Col Shelly Metzger	Critical Incident Stress Mgt Officer (CISM) & IGA	smetzger@hotmail.com
Lt Col John Reutemann III	Chaplain (HC), Director of Cadet Programs (CP)	john.reutemann@mtwg-cap.us
Lt Col Chuck Statum	Dir. of Professional Development (PD), Testing Officer	chuck49@bresnan.net
Lt Col Patrick Walsh	Asst. Inspector General (IGA)	patwalsh@centurytel.net
Maj Pamela Lynch	Director of Finance (FM)	pklynch@blackfoot.net
Maj Pete Schmidt	Asst. Director of Logistics (LGA)	psch@mtwg-cap.us

Maj Lee Sturdevant	Asst. Emergency Services Officer (DOSA)	hlsjr52@centurylink.net
Capt John Conner	Director of Logistics (LG)	john.conner.6@us.af.mil
Capt Spencer Gilchrist	Director of Communications (DC) & DOSA, DOA	spencer.gilchrist@mtwg-cap.us
Capt Ken Good	Asst. Aircraft Maintenance Officer (LGMA)	abbygd@gmail.com
Capt Rich Johnson	Search and Rescue Officer (SAR)	johnson.rich50@yahoo.com
Capt Maureen Rickard	Dir. of Administration (DA), Wreaths Across Am. Coord. (WAA)	maureenrickard38@gmail.com
Capt Ed Sondeno	Counterdrug Officer (CD)	czymtn@gmail.com
Capt Becky Sturdevant	Drug Demand Reduction Administrator (DDR)	sstaximt@gmail.com
Capt Austin Troth	Transportation Officer (LGT)	austin.troth89@gmail.com
Capt Betty Williams	Asst. Stan./Eval. Officer (DOVA)	wlazyj@midrivers.com
1st Lt Greg Brainerd	Director of Aerospace Education (AE) & O-Flight Coordinator (DOO)	cap@brainerds.com
1st Lt Dana Lariviere	Development Officer (COD)	smilee761@gmail.com
1st Lt Steve Mayville	Asst. Director of Safety (SEA)	mgtrooper@gmail.com
1st Lt Eden Potratz	Director of Plans and Programs (XP)	eden.potratz@gmail.com
1st Lt Bob Schneller	Emergency Services Officer (ES)	cappilot@optimum.net
1st Lt Robert Ball	Wing Webmaster (ITW)	rball@montana.com
2nd Lt Mike Haddock	Dir. of Information Technology (IT)	montanafysher@montana.af.mil
SM Dennis Carlson +	Director of Personnel (DP)	dennis.carlson@mtwg-cap.us
C/Capt Aynagul Druckenmiller	Regional Cadet Advisory Council Rep.	mariedruckenmiller@yahoo.com
C/2d Lt William Link	Alternate Regional CAC Rep.	willjlink@yahoo.com
Vacant	Director of Public Affairs (PA)	
Vacant	Director of Administration (DA)	
Vacant	Aircraft Maintenance Officer (LGM)	
Vacant	Supply Officer (LGS)	
Vacant	Encampment Commander	
Vacant	Wing Historian (HO)	
Vacant	Homeland Security Officer (DOH)	
Vacant	Wing Magazine Editor (PAE)	
Vacant	Stan/Eval Officer (DOV)	

+ Staff appointment pending completion of Level 1 *CAP membership and staff appointment pending

WING UNIT COMMANDERS

Squadron	Name	Email
Montana State Legislative Squadron (MT999/CC)	Col Carl Koeber	koebcar@msn.com
Butte Composite Squadron (MT031/CC)	Lt Col Bill Bowden	mtdragon@bresnan.net
Flathead Composite Squadron (MT053/CC)	Lt Col Frank Fantino	xchieff@centurytel.net
Lewis and Clark Composite Squadron (MT060/CC)	Lt Col Shelly Metzger	smetzger@hotmail.com
Big Sky Composite Squadron (MT037/CC)	Maj Timothy Schober	timothy.schober@gmail.com
Malmstrom AFB Composite Squadron (MT012/CC)	Capt Jake Webb	jake.webb1@gmail.com
Missoula Composite Squadron (MT018/CC)	1st Lt Robert Ball	rball@montana.com
Beartooth Composite Squadron (MT008/CC)	1st Lt Kevin Lariviere	mtlariviere@gmail.com

Montana Wing Civil Air Patrol

With war clouds looming at the end of the Great Depression more than 150,000 volunteers with a love for aviation argued for an organization to put their planes and flying skills to use in defense of their country. As a result, the Civil Air Patrol was born on December 1st, 1941, one week prior to the Japanese attack on Pearl Harbor. Thousands of volunteer members answered America's call to national service and sacrifice by accepting and performing critical wartime missions. Operating first under the Office of Civilian Defense and later assigned to the War Department under the jurisdiction of the Army Air Corps, the contributions of Civil Air Patrol, including logging more than 500,000 flying hours, sinking two enemy submarines, and saving hundreds of crash victims during World War II, are well documented.

Today the Civil Air Patrol has nearly 62,000 members, just under 27,000 Cadets and nearly 35,000 Senior Members. Montana Wing has 300 of those professional volunteers that serve communities all over Montana. I welcome you to email any Squadron Commander or Staff Member to ask questions about CAP. Montana currently has 7 units but with the growing demands of our organization we are looking to start units all over Montana. Again I thank you for stopping by and look forward to hearing from you.

Nolan S. Teel, Col, CAP
Commander Montana Wing

CHAPTER FIVE



WYOMING WING

2013

Wyoming Wing Commanders

Maj W. Dillard Walker - 1 Dec 1941 to 31 Aug 1943
Maj Robert S. King, Jr - 31 Aug 1943 to 14 Mar 1944
Lt Col Albert W. Dickinson, Jr - 28 Dec 1944 to 20 May 1946
Maj William V. Brinegar - 20 May 1946 to 14 May 1947
Col Allen H. Chaffee - 14 May 1947 to 29 May 1948
Col Thomas E. Knight - 14 Dec 1948 to 9 Jun 1950
Col Edward T. Mileski - 9 Jun 1950 to 17 Oct 1952
Col M. Glenn Capps - 17 Oct 1952 to 23 Sep 1953
Col Alton B. Nuss - 23 Sep 1953 to 20 Oct 1954
Col Lial D. Branson - 20 Oct 1954 to 21 Dec 1955
Col Robert W. Morrison - 21 Dec 1955 to 2 Nov 1959
Lt Col Daniel C. Leach, Jr - 2 Nov 1959 to 21 Nov 1960
Col Robert N. Maupin - 21 Nov 1960 to 22 Mar 1963
Col Norbert G. Catellier - 22 Mar 1963 to 27 Jan 1964
Col Eugene L. Isaacs - 27 Jan 1964 to 20 Sep 1965
Col Robert E. Foster - 1 Oct 1965 to 1 Jul 1967
Col John H. Johnson - 1 Jul 1967 to 1 Aug 1970
Col Ronald R. Kelso - 1 Aug 1970 to 19 Jan 1974
Col Albert D. Lamb - 19 Jan 1974 to 16 Aug 1976
Col Leah L. Sampson - 16 Aug 1976 to 1 Aug 1980
Col Jack Prince - 1 Aug 1980 to 4 Aug 1981
Col Albert D. Lamb - 4 Aug 1981 to 18 Dec 1981
Col Willis L. Larson - 18 Dec 1981 to 18 Jun 1982
Col Leah L. Sampson - 18 Jun 1982 to 12 May 1984
Col Jose A. Vialpando, Jr - 12 May 1984 to 21 Mar 1985
Col Jack Prince - 21 March 1985 to 3 May 1986
Col Gregory F. Bell - 3 May 1986 to 1 Jul 1987
Col Darlene G. Gilmore - 1 Jul 1987 to 24 Aug 1991
Col David T. Lang - 24 Aug 1991 to 21 Feb 1993
Col Jack Prince - 21 Feb 1993 to 3 Nov 1993
Col Robert W. Kirkwood - 3 Nov 1993 to 17 Aug 1994
Col Ronald R. Kelso - 17 Aug 1994 to 1 Jul 1995
Col Betty L. Cash - 1 Jul 1995 to 1 Jul 1999
Col John M. Scorsine - 1 Jul 1999 to 14 Sep 2002
Col William R. Morton, Jr - 14 Sep 2002 to 15 Sep 2005

Col Robert Cook - 15 Sep 2005 to Mar 2007

Col Stanley A. Skrabut - Mar 2007 to 1 Dec 2010

Col John E. Mitchell - 1 Dec 2010 to 1 Feb 2013

Col Harold K. Johnston - 1 Feb to Present



**CIVIL AIR PATROL
WYOMING WING HEADQUARTERS
P.O. Box 9057
Cheyenne, WY 82003-9507**



April 2, 2014

From: 1LT David A. Gopperton, Wyoming Wing Historian, CAP
To: LtCol Barry Sullins, Rocky Mountain Region Historian, CAP

Via: COL H. Kenneth Johnston II, Commander, Wyoming Wing, CAP

Subj: 2013 WING HISTORIAN REPORT

Ref: (a) CAPP 5, Handbook for CAP Historians
(b) CAPR 210-1, The Civil Air Patrol Historical Program
(c) CAPR 20-1, Organization of the Civil Air Patrol

Encl: (1) 2013 Wyoming Wing in the News
(2) News – Advanced SAR Available in Park County
(3) News – Cell Forensics Aid in Four Saves
(4) 2013 Memorial Day – Past Meets the Future
(5) *GIL ROBB WILSON AND THE CIVIL AIR PATROL STORY PART 1*
(6) Squadron Patch Images

The following report is submitted for 2013:

1. Wing Staff Organization:

A. See Enclosure (1)

2. 2012 Wing Statistics:

A. Volunteer Members:

1. 183 adult members
2. 84 cadets
3. 183 voting-age members
4. 66 aircrew personnel
5. 184 emergency responders

B. Six single (2 with FLIR) engine aircraft in 8 squadrons.

C. Ten vehicles.

D. Communications:

1. 10 VHF/FM repeaters
2. 94 VHF/FM stations
3. 21 HF stations

E. Cadet Flying: _____ Cadets Flown

F. Total Flying Hours: _____

G. Financial:

1. State Funding = \$ _____
2. Value of Wing Volunteer hours = \$ _____

3. Operations

A. Missions:

1. _____ search and rescue missions
2. _____ finds
3. _____ lives saved
4. _____ counter-drug mission
5. _____ state support missions

B. 2013 Cadet Encampment Attendance:

1. Number of Cadets: 82
2. Number of Senior Members: 14

4. March 29, 2013 - Wing Historian Appointed:

A. **1LT David A. Gopperton** – Squadron Commander, Cloud Peak Composite Squadron – Sheridan, Wyoming.

- i. Completed Technician Rating.
- ii. Selected to work on National Headquarters Committee to re-write CAP History Program, CAPP 5; CAPP 6; Pamphlet 223.

B. **Wing Historian Duties and Responsibilities.** Each region and wing commander will appoint a historian who will manage the region and wing historical program. Specific duties of region and wing historians are listed in CAPR 20-1, *Organization of Civil Air Patrol*.

5. Purpose and Objective of the CAP Historical Program.

A. **Purpose:** to systematically collect historical data and prepare accurate, objective, impartial and useful accounts of the organization, development, administration, operations and other features of the Wyoming Wing of the Civil Air Patrol.

- B. **Objectives:** to provide historical information for CAP planning, operational and educational purposes; to preserve and disseminate the history of Civil Air Patrol; and to prepare and publish scholarly books and studies that keep the public informed about Civil Air Patrol and its cadet program, aerospace education and emergency services missions.

6. **Recommendations:** In accordance with references 1-3:

- A. Re-establish Wing Heraldry program:
 - i. 2013 Results: New Squadron Patches approved for Cloud Peak Composite Squadron and Yellowstone Regional Composite Squadron. (Enclosure 6)
- B. Continue to recruit and select qualified historians in each squadron within the command to ensure the mission of the Wing Historical Program is met;
- C. Ensure squadron level historians meet the CAP Historical Program requirements, which include:
 - i. Level II technical training
 - ii. Member's current unit position
 - iii. Individual's interest, abilities, capability and achievements
- D. Encourage the preparation of periodic histories at the group and squadron level;
- E. Conduct a continuing research program in the working files of the organization to obtain the primary documentation (messages, letters, memos, staff studies, briefings, etc.) necessary for accurate historical narratives;

7. **2014 Objectives:**

- 1. Establish a *Wing Preservation Team* consisting of cadets and senior members from each squadron to collect and submit appropriate historical information.
- 2. Establish a reporting and collection process and recruit team members to carry out the mission.

3. Historical Project:

- a. Advertise in local media for former members to contribute their experiences as CAP cadets and senior members.
 - i. 2013 Results: 1 response from former member.
- b. Write an oral history.
 - i. 2013 Results: Completed first part of History of the Civil Air Patrol for publication in Wing Magazine. (Enclosure 5)

8. Submitted for approval.

Very Respectfully,

David A. Gopperton

1LT DAVID A GOPPERTON
Wing Historian
Cloud Peak Squadron
Sheridan, Wyoming

Copy to:
Wyoming Wing Commander
Wyoming Wing Administrator

Wyoming Wing adds FLIR capability to Idaho search for missing California plane, family

December 4, 2013



(1)

The hand-held controller for a FLIR unit.

(2)

An Idaho Wing aircrew's photo of the terrain being searched.

1st Lt. Richard Denison
Public Affairs Officer
Wyoming Wing

Col. Mike Vorachek
Commander
Idaho Wing

The search in Idaho for a missing Beech Bonanza carrying a California family of five is being aided by new equipment installed on a pair of Wyoming Wing planes.

After the Bonanza's pilot reported engine trouble and the plane disappeared in mountainous terrain Sunday while en route from Baker City, Ore., to Butte, Mont., searchers using military helicopters and Civil Air Patrol planes began flying over the area. The search has been hampered by poor weather and the rugged terrain.

Today, the Air Force Rescue Coordination Center requested participation by the Wyoming Wing, which has two aircraft – a Cessna 206 Turbo Stationair based in Jackson and a Cessna 182 Skylane based in Casper – equipped with recently installed FLIR (forward looking infra-red) cameras.

Wyoming's Department of Homeland Security bought the FLIR units to augment the capabilities of the wing, which has a strong record of successful search and rescue missions. The Wyoming Wing is only the second in CAP to be equipped with the FLIR equipment.

The units contain high-definition cameras and an infra-red camera that allow the aircrew to search for and detect heat signatures that might be missed by the naked eye or traditional equipment.

The search marks the first AFRCC mission using the wing's new units.

The Idaho Wing, meanwhile, expects to launch a full-scale search and rescue operation today and has established a mission base at the Nampa Composite Squadron hangar at Nampa Municipal Airport.

The wing contributed 21 members, two planes and four vehicles to the search operation Tuesday. One of two wing ground teams remained in the search area overnight and is continuing to work with Valley County

Search and Rescue and the Boise-based Idaho Mountain Search & Rescue Unit.

In addition, a Civil Air Patrol chaplain is working with the Valley County Sheriff's Office and family members in Cascade, near where authorities believe they received a faint signal from the Bonanza's emergency locator transmitter Tuesday.

The wing is providing the planning section chief for the unified command post – which also includes representatives of the Idaho Army National Guard and the state Transportation Department's Idaho Division of Aeronautics.

The mountainous terrain limits radar coverage in the area, and recent snowfall ranging from several inches to more than a foot is hampering visibility.

Temperatures in the area fell to 6 below zero overnight and are forecast to reach 16 in the valley floor at Cascade's Johnson Creek Airport.



Wyoming Wing, Civil Air Patrol

N261CP is one of two Wyoming Wing Aircraft fitted with FLIR (forward-looking infrared imaging systems) equipment. FLIR enhances traditional search capabilities and adds the ability to search at night.



CHAPTER SIX



UTAH WING

2013

Utah Wing Commanders

Col. Joseph S. Bergin 1 Dec 41 to 20 Dec 49
Lt. Col. Ralph Winn 20 Dec 49 to 20 Oct 50
Col. Roy C. Metcalf 20 Oct 50 to 23 Jul 51
Col. Theodore J. Enos 23 Jul 51 to 22 Jul 52
Lt. Col. Angus V. McKay (Act.) 22 Jul 52 to 30 Oct 52
Col. Ralph B. Ottenheimer 30 Oct 52 to 14 Sep 57
Col. Joseph S. Bergin 23 Sep 57 to 30 Jun 69
Lt. Col. Bobby V. Walker 1 Jul 69 to 18 Nov 69
Col. Thomas C. Jackson 18 Nov 69 to 1 Jul 72
Col. Larry D. Miller 1 Jul 72 to 1 May 76
Col. Harold M. Hilburn 1 May 76 to 1 Jul 78
Col. Roy A. Hopkinson 1 Jul 78 to 28 May 79
Col. Virginia E. Smith 28 May 79 to 13 Sep 81
Col. Ralph F. Findlay 13 Sep 81 to 25 Oct 83
Col. John W. Barainca 25 Oct 83 to 24 Feb 87
Col. E. Woodrow Walton 24 Feb 87 to 21 Nov 89
Col. Alan C. Rehkemper 21 Nov 89 to 1 Oct 90
Col. Craig L. Thomas 1 Oct 90 to 7 Jan 92
Col. Gerald M. Maass 7 Jan 92 to 3 Nov 93
Col. John D. Newman 3 Nov 93 to 14 Oct 95
Col. John J. O'Donnell, Jr. 14 Oct 95 to 8 Apr 97
Col. Terry H. Robinson 8 Apr 97 to 22 Jul 2000
Col. David L. Hankwitz 22 Jul 2000 to 20 Jan 2001
Col. Lynda C. Robinson 20 Jan 2001 to 22 Sep 2001
Maj. Russell E. Chazell 22 Sep 2001 to 1 Dec 2001
Col. Jack D. Butterfield 1 Dec 2001 to 16 Apr 2005
Col. Russell E. Chazell 16 Oct 2005 to 20 Oct 2009
Col. Jerry Wellman 20 Oct 2009 to 15 Mar 2013
Col. Jon Niedfeld 15 Mar 2013 to Present

Utah Wing banquet awards

Tue May 7, 2013 11:44 am (PDT) . Posted by:

"Jerry Wellman" jw77us

All,

Col. Jon Niedfeldt, Utah Wing commander, has approved that I should post some summaries of awards presented at the wing banquet held last Saturday.

Some major awards were presented. I will post others in the next couple of days. FYI, some of the CAPF120s did not arrive in the package of awards from RMR, but I have copies and will send .pdf files to individuals who received the awards.

First... The entire wing received a National Commander's Unit Citation. This doesn't happen often, and this is to all of you. Primarily for JLENS, the award recognizes all the training, ICP staffing, flying, planning, preparation, maintenance, having aircraft staged and ready, etc.

Congratulations to ALL of you ... wear the ribbon proudly. The JLENS program brought GREAT credit to CAP and to the wing!

Lt. Col. Matt Johnson received the Distinguished Service Award (CAP's third highest award) for his project management of the JLENS program ... dedication and professionalism over several YEARS. He had direct oversight of the wing's participation in the program and received many compliments from the Army. He brought GREAT credit to the wing and to the Civil Air Patrol. This award doesn't happen often and it is VERY well deserved.

Lt. Col. Stu Boyd also received the Distinguished Service Award for his oversight of the Green Flag program at a national level. This program operates in Louisiana and in Nevada. Col. Boyd brought needed oversight and leadership to the program for several years and the Air Force was very appreciative of his service. He brought great credit to CAP!

Congrats to both! And to all of you as members of the Utah Wing. All of you should download and put the document in your personnel files. It is the authorization you need to wear the ribbon.

HEADQUARTERS, ROCKY MOUNTAIN REGION
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
61 Inverness Drive East, Suite 210
Englewood, Colorado 80112

PERSONNEL AUTHORIZATION
NO. 13-06

01 May 2013

1. The Civil Air Patrol EXCEPTIONAL SERVICE AWARD is awarded to the following individuals for outstanding duty performance in support of the UTAH WING HEADQUARTERS, effective 01 May 2013. AUTHORITY: CAPR 39-3.

NAME & GRADE	CAPID	DATES
Jonathan Niedfeldt, Lt Col	422476	01 September 2009 – 01 May 2013
Jason Hess, Maj	152805	01 January 2010 – 01 May 2013
Stephen M. Shadday, Maj	321863	01 October 2007 – 01 May 2013
Codi Stoddard-Courtright, Maj	353249	01 September 2009 – 01 May 2013
David A. Young, Maj	250591	16 May 2007 – 01 May 2013
Martin Hocking, 1st Lt	138156	01 April 2004 – 01 May 2013

2. The Civil Air Patrol MERITORIOUS SERVICE AWARD is awarded to the following individuals for outstanding duty performance in support of the UTAH WING HEADQUARTERS, effective 01 May 2013. AUTHORITY: CAPR 39-3.

NAME & GRADE	CAPID	DATES
Robin D. Hawk, Lt Col	320563	01 September 2009 – 01 May 2013
Matthew M. Johnson, Lt Col	198627	01 September 2009 – 01 May 2013
Max T. Kieffer, Lt Col	140602	01 March 2007 – 01 May 2013
Kent S. Wright, Lt Col	140677	01 September 2009 – 01 May 2013
Theodore W. Conrad, Maj	329283	14 June 2006 – 01 May 2013
Kent P. Hopkins, Maj	466064	01 March 2010 – 01 May 2013
Jason M. Mettman, Maj	299199	01 September 2009 – 01 May 2013
Devaughn J. Simper, Maj	390944	01 September 2009 – 01 May 2013
Steven P. Carver, Capt	472438	09 November 2012 – 01 May 2013
Michael A. Fernandez, Capt	451448	01 November 2009 – 01 May 2013
Roger F. Kehr, Capt	485560	14 June 2011 – 01 May 2013
Michael P. Knutson, Capt	286658	09 October 2009 – 01 May 2013
Timothy K. Leeny, Capt	456956	15 August 2010 – 01 May 2013
Clifford S. Rollins, Capt	145835	19 October 2011 – 01 May 2013
Timothy A. Cole, 1st Lt	499376	21 October 2011 – 01 May 2013

DAVID M. HURTADO, Lt Col, CAP
RMR Personnel Officer

DISTRIBUTION

- 1 – Ea In
- 1 – Awards & Decorations Board
- 1 – Region Commander
- 1 – File

UTAH WING ANNOUNCEMENTS

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
-USAF AUXILIARY-
Maxwell Air Force Base, Alabama 36112-6332

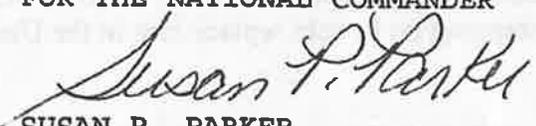
PERSONNEL ACTIONS)
NUMBER NHQ 36)

16 April 2013

1. Announcement is made of the appointment of LIEUTENANT COLONEL JONATHAN NIEDFELDT, CAP, CAPID 422476, as COMMANDER, UTAH WING, vice COLONEL JERRY E. WELLMAN, CAP, CAPID 259850, and promotion to the temporary grade of COLONEL, effective 4 May 2013. AUTHORITY: CAPR 20-1 and CAPR 35-5.

2. COLONEL JERRY E. WELLMAN, CAP, CAPID 259850, is promoted to the permanent grade of COLONEL, upon completion of assignment as COMMANDER, UTAH WING, CIVIL AIR PATROL, effective 4 May 2013. AUTHORITY: CAPR 35-5.

FOR THE NATIONAL COMMANDER


SUSAN P. PARKER
CHIEF, PERSONNEL & MEMBER ACTIONS

DISTRIBUTION:

- 1 - Ea Individual Concerned
- 1 - Ea CSAG Member
- 1 - Ea Wing Concerned
- 1 - Ea Region Concerned
- 1 - Ea CAP-USAF LR Concerned
- 1 - Ea Staff Section, Nat HQ
- 1 - Ea Wing Administrator Concerned

UTAH WING ANNOUNCEMENTS

Welcome New Wing Chief of Staff - Capt Brian Cowan

- October 4, 2013

I want to take a moment to thank Capt. Cyle Cope for the support, work, effort and time that he put in taking both the 2013 Basic Encampment, and on the Utah Wing Chief of Staff position.

Due to some new work requirements, Cyle decided to resign from the Wing Chief of Staff position, and I have accepted his resignation, and I completely understand his need to be focused on his business and employees.

Please take a moment, if you see Cyle, to thank him for his service.

I am pleased to announce that Capt. Brian Cowan has accepted the Wing Chief of Staff position. The members of Thunderbird are stepping up to help replace him in the Unit Commander position.

Changes happen within the Civil Air Patrol staff, and I am so humbled by how so many people are willing to step up and assist our organization at so many different levels.

Thank you to both Capt. Cope and Capt. Cowan for their service within the Civil Air Patrol here in Utah.

Sincerely,

Jon

JONATHAN NIEDFELDT, Colonel, CAP
Wing Commander
Utah Wing Civil Air Patrol

- September Flight Clinic
- September 17, 2013

This (half) month, UTWG was able to conduct a flight clinic across the State that was a great success by the feedback we received.

Despite the weather and maintenance challenges, 16 pilots were able to take advantage of the flying and we had 33 total participants at the ground sessions.

Thank you to all that played a part, especially to Dave Young, Steve Rogers, Larry

Nemecek, Kent Wright, Craig Teerlink, Wayne Manning, Cortney Andrascik, and all the Instructor Pilots that flew with the crews.

A hearty thank you to all the crews that traveled long distances to make the event as well. Very much appreciated.

We hope to build on the successes and feedback to make the next clinic planned for Feb a great event.

If any participant drove in a Corporate Vehicle to the ground portions, please let me know ASAP.

Thank you again to all that participated.

Respectfully,

JASON R. HESS, Maj, CAP
UTWG/DO

- CAP Safety Officer of the Year
- Fri Jun 28, 2013

I am pleased to announce that Maj. Jason Mettmann has been selected as the 2013 Civil Air Patrol Safety Officer of the Year!

This is a wonderful honor to be selected as this person who has run the most distinguished safety program of all of the Wings in the Civil Air Patrol organization. Thank you to Jason for all of his time, efforts, and focus to help the Utah Wing to have a very successful year.

In addition, I want to thank all of the members in the Utah Wing for living the safety culture that has positioned the Wing to be distinguished with this honor.

Please join me in congratulating Jason.

Jon

Jonathan Niedfeldt, Colonel, CAP
Wing Commander
Utah Wing Civil Air Patrol

October 29, 2013 12:50 am

[Barbara Christiansen - Daily Herald](#)

TRAINING SO THAT THEY'RE READY JUST IN CASE



Local CIVIL AIR PATROL participate in weekend event. Civil Air Patrol volunteers train at Provo Airport

They're the guys you hope you never meet, but if you need them, you really want to see them.

The Phantom Squadron of the Civil Air Patrol, based in Utah County, stands ready to help in the event of an emergency. Best known for flying search and rescue missions, they also help with communications, both for those in the air and on the ground.

CAP Major Kent Hopkins is the Communications Officer for the Utah County-based unit.

"There are a number of radio repeaters located in key spots in the state," he said. "Without that network of radio equipment, we wouldn't be able to do our job."

Lt. Col. Jim Stewart, who coordinates emergency services planning for the Phantom Squadron, said communication is a key element.

"I can't make any plans without taking communication into consideration," he said. "It basically is the foundation for everything we do."

New members and experienced members of the unit gathered Saturday at the Provo Airport to conduct a communications exercise.

"We are entering a busy season for Civil Air Patrol missions, so this was a perfect opportunity to train our new members -- and refresh some of our old-timers -- on standardized radio procedures," Stewart said.

They need to use the equipment correctly and use the correct language.

"Oftentimes CAP is working with other agencies during a mission, and being able to understand and be understood is the difference between mission success and failure," Hopkins said.

Civil Air Patrol has adopted the communications practices used by the National Incident Management System. It is the nationwide standard for public service organizations.

"Using NIMS gives us a common language to talk to other agencies like sheriff or police units in the area," Hopkins said.

Unit members also learned safety procedures while working with electronic equipment. Then they worked to assemble a remote radio station and make contact with a nearby CAP aircraft.

"This is the first time I have done something like this," Cadet Makenzie Keane said. "It's not like talking on a cellphone."

Many would expect more calls seeking CAP assistance during the summer months, but Stewart said that is not the case.

"Usually we get more calls in the late fall or early winter for missing aircraft," he said. "People are out on the last flight of the season, or rushing to get to Grandma's for Thanksgiving or Christmas. They may make shortcuts." Those shortcuts can lead to a long wait for a search and rescue operation.

There are additional reasons the CAP gets called out.

"When the first snows come, that is when we start getting requests from the state to survey some roads, looking for mudslides or weather damage," he said. "If the state can't get somebody out doing a boots-on survey, we can fly over and send images back to the state."

Weather can also affect the CAP.

"If we don't have the weather, we stay home," Stewart said. "We fly these missions using a very clear safety matrix. Weather is a big factor." Commercial aircraft have de-icing capabilities, while their aircraft don't.

Upgrading their communications skills is part of an ongoing training process.

"We are always working on improving our skills to be mission-ready," Captain Wayne Manning said. "We also are looking for people who are interested in communications or aviation who want to put their skills to use to serve our community." Membership in the squadron is open for both cadets, ages 12-18, and adults. The group meets at the Utah Fire and Rescue Academy on Mike Jense Parkway at the Provo Airport every Thursday at 6:30 p.m.

Civil Air Patrol seeks donated hangar

By: Shannon Nielsen

The Civil Air Patrol Cache Valley Composite Squadron is seeking assistance in finding hangar space at the Logan-Cache Airport to continue providing timely services to the community.

Tuesday morning, Lt. David Rhodes gave a presentation to the Airport Authority Board and asked for its help.

A week ago, the leaders of the squadron were informed the hangar donated to them from Utah State University would no longer be available to them. They asked the board to help them find someone who would be willing to donate hangar space for the squadron's aircraft.

The Civil Air Patrol was established Dec. 1, 1941, and Rhodes said everyone knows what happened six days later: Pearl Harbor.

After Pearl Harbor, he said, the patrol helped in wars, natural disaster cleanup, humanitarian aid, damage assessment and more.

"One of the things that we're most known for is for airborne search, and we do a lot of that," he said. "However, we're involved in a lot more than that."

"We want it to continue to be an asset," said David Phippen, the professional development officer for the Cache Valley Composite Squadron. "We want to keep the asset here, and you want us to keep the asset here."

Response time, Phippen said, has been within the hour due to the donated hangar space they've had. If they have to store their aircraft out in the elements, response time could be slowed by three or more hours.

"If you're that individual that's crashed on Mount Logan with your airplane, you don't want us to take an extra three hours," he said. "We are in desperate need for a donated hangar space."

Rhodes recalled when he first realized the importance of the Civil Air Patrol. An aircraft went down in late afternoon and his Logan crew drove to Ogden to launch due to weather conditions. As soon as they cleared the ridge, the equipment signaled, and they got a heading and a direction. He said he always understood why he needed to be certified and qualified, but in that moment the idea that the Civil Air Patrol was just something fun to do went away.

"I knew, because of that sound, that there were two people down there that were in a bad way or that they had expired," he said. "What we do is serious, and we take it seriously."

Phippen said he joined the squadron 12 years ago because he knew it was an asset to the community and he wanted to help.

LIST OF SOURCES

FACEBOOK AND WING WEBSITES

Rocky Mountain Region, Facebook.com

Colorado Wing, Facebook.com

Wyoming Wing, Facebook.com

Utah Wing, Facebook.com

Wyoming Wing, Facebook.com

Coloradowingcap.org

Idahowingcap.com

Mtwg.cap.gov

Wywing.cap.com

Cap.utah.gov

REGION WEBSITE

Rmrcapnews.org

GLOSSARY OF ABBREVIATIONS AND ACRONYMS

AE	Aerospace Education
AEMS	Aerospace Education Members
AEO	Aerospace Education Officer
AEX	Aerospace Excellence Program
AFNORTH	Air Forces Northern
AFRB	Air Force Reserve Base
AFRCC	United States Air Force Rescue Coordination Center
AFB	Air Force Base
ANGB	Air National Guard Base
ARS	Air Reserve Station
CAA	Civil Aeronautics Administration
CAP	Civil Air Patrol
CAR	Civilian Air Reserve
CDEX	Counterdrug Exercise
CPR	Cardiopulmonary Resuscitation
CPTP	Civilian Pilot Training Program
CY	Calendar Year
DDR	Drug Demand Reduction
DHS	Department of Homeland Security
DoD	Department of Defense
DREX	Disaster Relief Exercise
ES	Emergency Services
FBI	Federal Bureau of Investigation
FEMA	Federal Emergency Management Agency
FM	Frequency Modulation
FY	Fiscal Year
GTE	Guided Training Exercise
HF	High Frequency
IACE	International Air Cadet Exchange
ICS	Incident Command System
IG	Inspector General
NAA	National Aeronautics Association

NCO	Non-Commissioned Officer
NCOLA	Non-Commissioned Officer Leadership Academy
NESA	National Emergency Services Academy
NHQ	National Headquarters
NMUSAF	National Museum of the United States Air Force
NORAD	North American Aerospace Defense Command
OCD	Office of Civilian Defense, 1941 – 1945
O-rides	Orientation Rides
PDO	Professional Development (also Professional Development Officer)
RMR	Rocky Mountain Region
SAR/DR	Search and Rescue / Disaster Relief
SAREX	Search and Rescue Exercise
STS	Space Transportation System
SWAT	Special Weapons and Tactics
TAC	Tactical Officer
TLC	Training Leaders of Cadets
TREX	Training Exercise
USAAF	United States Army Air Forces
USAF	United States Air Force
USMC	United States Marine Corps
USN	United States Navy
VHF	Very High Frequency

