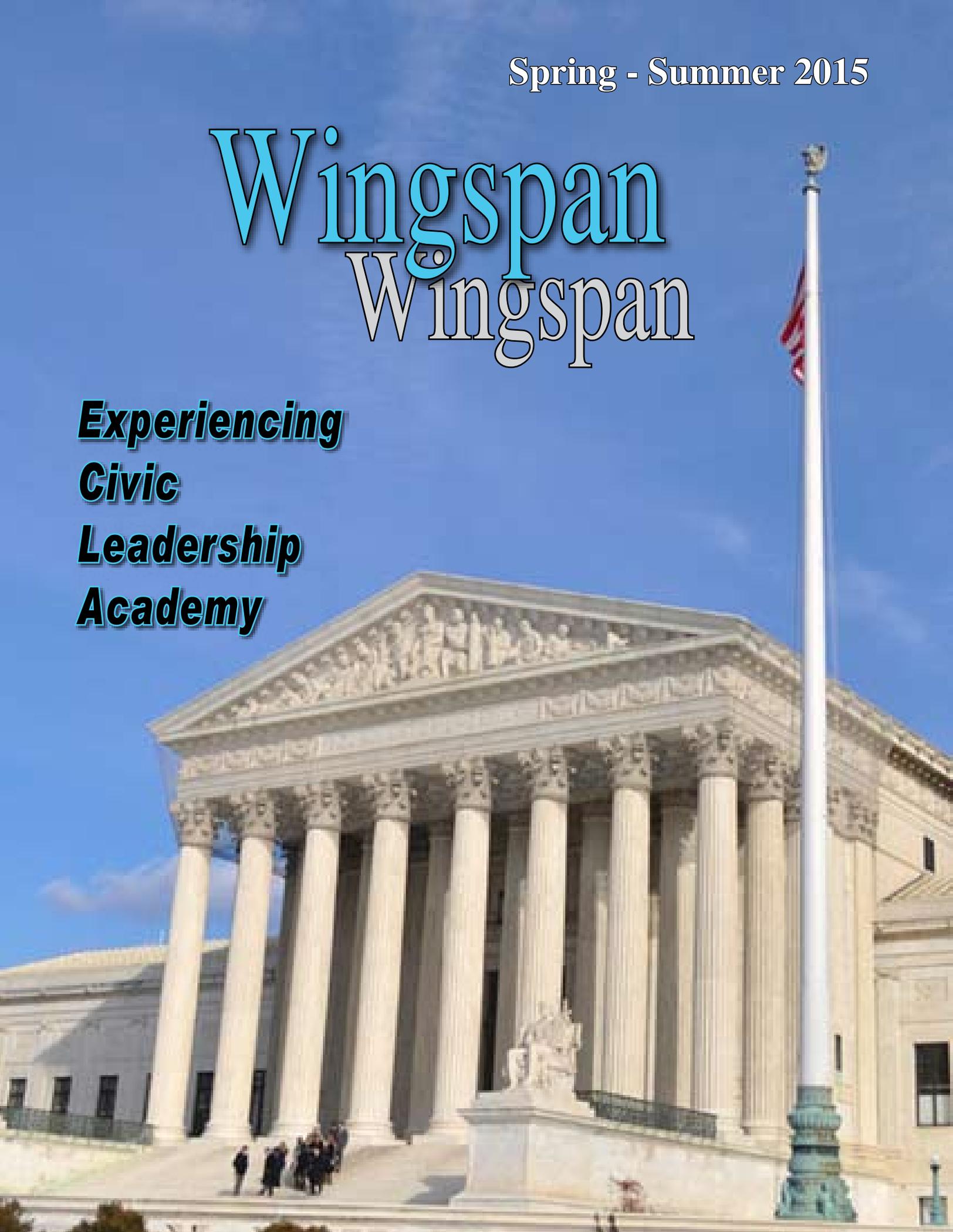


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## Command Corner

**Col. Jonathan Niedfeldt • Utah Wing Commander**

The Utah Wing has had a few changes and activities since my last discussion. I am always so humbled how the members and staff of the Utah Wing perform their duties and I appreciate the long hours and dedication that is put into that performance.

This year we lost a significant and loving member of the Utah Wing, Col. John Barainca. His actions through the years in CAP positively affected members who have grown in CAP. His actions in the local education environment inspired young and old to do more, learn more, and reach for the stars. Col. Barainca was the Utah Wing Commander from 1983 - 1987. I know he will be missed by everyone in the Utah Wing and the Utah Educational System.

We had a few tough missions, and those tests continue to prove our professionalism and ability to complete the missions. We had a Compliance Inspection from the Air Force. The Utah Wing received an overall inspection of "Highly Successful" We should be proud

of this outcome, it is the highest that our Wing has received in many years. This goes to show that our Wing is improving, but it also shows that we have some additional improvement that we can achieve.

Winter Conference always brings us to Washington DC to talk with our Federal Senators and Representatives. This year was no different. Lt. Col. Eric Weeks, Cadet Maj. Rose Carlisi, and I walked the hill this year. We had meetings with both Senators - Senator Hatch and Senator Lee. We also had meetings with all FOUR Representatives - Representative Bishop, Representative Chaffetz, Representative Stewart, and our newest Representative Mia Love.

Maj. Mike Fernandez proxied for Col. Nolan Teal from Montana. Mike and some support from Region and our Wing visited all four of his representatives. In addition, Mike visited Representative Love with a Utah contingent including: The Rocky Mountain Region Commander Col. Bost, Rocky Mountain Region DCP Lt. Col.

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**COVER PHOTO: Experiencing Civic Leadership Academy.  
See story on page 7.**

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Ray Atanacio, and the CAP National IG Col. Tom Kettell.

The Winter Conference is held every year in Washington DC during the last week of February so we can properly present our “Annual Report to Congress” to each of our Federal Senators and Representatives. This conference is open to all members, as is the Summer Conference. This year’s Summer Conference is in Orlando Florida 27-29 August 2015 at the Walt Disney World Swan Hotel.

Information for the Summer Conference is available at <http://www.capmembers.com/events> and click on the Summer Conference link. There are two days (25-26) are set aside for additional professional development opportunities at the Pre-Conference Workshops. Workshops usually include the Public Affairs Officer Academy, Cessna G-1000 Ground School, GIIEP course and more. It is well worth the time and effort to attend to gain additional training and get to know the CAP National and Regional command and staff.



**From Left: Lt. Col. Weeks, Representative Chris Stewart, Cadet Maj. Carlisi, Col. Niedfeldt**

If you are not already signed up for the “Yahoo Groups” email distribution, check with your local squadron commander and staff for information on how to get signed up to receive ongoing messages and information about important events and missions occurring in and around the Utah Wing.

members. The banquet in the evening is a great way to get to know the other members around the Utah Wing. Ask your unit commander and staff for additional information.

This year’s Utah Wing Encampment is 26 June - 3 July 2015 at Wendover Utah. We have an exciting encampment planned this year including a rifle orientation class, water survival course, and a leadership reaction course. This event needs support from throughout the Wing. Cadet Basics need this encampment to advance in the program. Cadet staff can use this event to advance their skills and knowledge of the CAP program. Senior members are needed for many key positions. If you are a Cadet Basic, of course you are already scheduled to go to this event, so I will see you all there! ★

Make sure you attend the upcoming Utah Wing Conference on May 16th at the Davis Convention Center in Ogden Utah. This all day event will have sessions for cadets and senior



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# Walking the Hill

*By Cadet Maj. Rosalyn Carlisi, CAP*

One of the best aspects of attending Civic Leadership Academy was getting to “walk the hill” with Civil Air Patrol Leaders like Wing Commander Jonathan Niedfeldt. On this day we got to represent Civil Air Patrol Cadets from our Wing and Nation and teach our Representatives and Senators how CAP benefits us, as youth.

I was very nervous at first, but the Senior Members made me feel at ease, and set the example by jumping in and explaining the benefits and needs of Civil Air Patrol. I learned a lot about CAP itself as well as what it takes to represent it to our budget makers. We got to explain why our budget was needed, and how the volunteers in CAP save the Government millions of dollars every year. There were budget cuts proposed and we were there to explain why we needed our budget. Civil Air Patrol already operates on a very tight budget, and to lose any part of that budget, would make us less effective in accomplishing our mission. Our Utah Representatives and Senators seemed to be very interested in keeping CAP funded as it should be.

Col. Neidfeldt was great about teaching me to get to the point. I tend to be long winded, and Congressmen and women just don't have time for that. Brevity and clarity are a skill in politics.

I have had the opportunity to intern in the Utah

State Legislature this last winter, and so I had already had the opportunity to meet some of our National Senators and Representatives. I was pleased and surprised when they remembered me, and it was neat to have the experience of seeing them at work both at home and in Washington,

D.C. I was also glad I got to be there to represent Utah Cadets. I learned that Cadets are bussed in from Virginia and other nearby states to go with the CAP representatives while they walk the hill, from states that didn't send a Cadet to Civic Leadership Academy.

I think my favorite part of the day was seeing Representative Mia Love. I had met her once before, and it really impressed me, that with all the names she has to remember, she remembered mine. She is genuinely nice, and even though she was running late for another meeting, she stayed and listened to us. She even said she might like CAP to do some Color Guards for her events. I hope so, because I think it would be neat for more Cadets to get the opportunity to experience her.

The Senior Members treated me well, and fed me an excellent meal. I enjoyed my day on the hill, and I think I learned a lot about the processes that happen out of the lime light in Washington, D.C.





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# Experiencing Civic Leadership Academy (CLA)

*Cadet Maj. Rosalyn Carlisi, CAP*

Every cadet in Civil Air Patrol has different experiences that change them, teach them, and guide them. I have experienced National Competitions, National Conferences, Building Planes, and flying RCs; but nothing compares to the experience and the knowledge I gained at CLA. From meeting Supreme Court Justice Scalia, to feeling the gravity of national monuments, the experience was truly once in a lifetime. The bonds formed with new friends will last forever.



The first day consisted of visiting the Capitol Building, and learning its history. I won't give away all the buildings secrets, but the beauty of it was extraordinary. I had never seen a man-made object that took my breath away. The Capitol building still preserves the old Senate Chamber, Representative Hall, and Supreme Court room (called "The Dungeon" because it resided in the basement). The Representative Hall was actually moved because the shape of the dome made it so even a whisper could be heard on the other side. Scattered throughout the Capitol Building there were two statues from every state. Florida's was quite amusing, because they selected the man who invented air conditioning. The only real flaw seen was in the Rotunda. The portrait of George Washington was thought provoking. Everything we know about Washington says that he was a humble man. In the painting in the Rotunda, the artist portrayed him as the king of all Gods;

wearing a purple toga, which puts Washington in an odd light. He was, after all, the President who chose not to be called King.

The Capitol building was just one of many stops: the Library of Congress, the White House, the Holocaust Museum, the CIA building, and the Supreme Court Building. All of these places made a lasting impression. My favorite experience was at the Supreme Court Building. After our tour of the court room, we were escorted to one of the preparation rooms. Soon Supreme Court Justice Scalia came in and let us ask him questions that pressed on our minds.

I personally asked him, "Why do you find being a constitutionalist the most just route?"

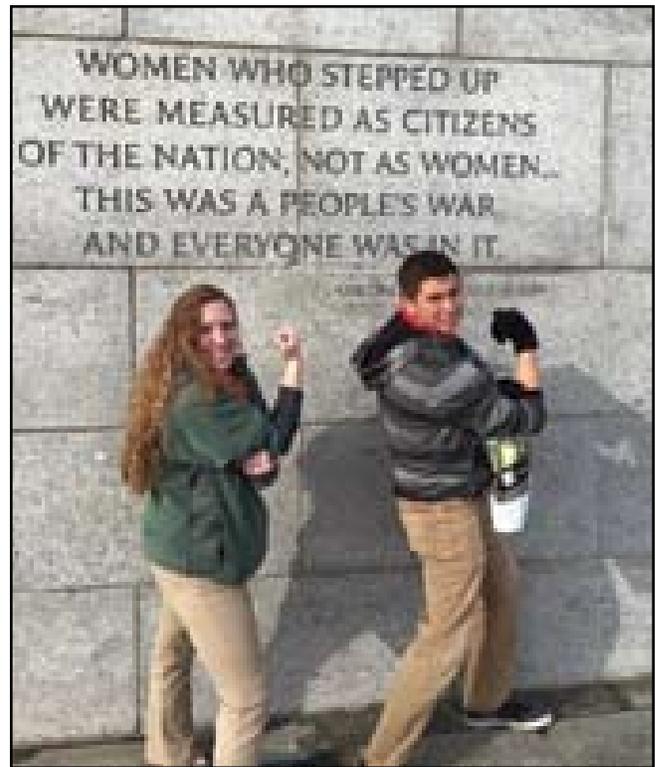
He replied that time shifts and changes, but the Constitution and our Forefathers thoughts do not. If we change everything to match the time, what foundation do we have? That is paraphrasing,

as he said it much more eloquently than that. He even discussed my favorite Supreme Court Case Marbury vs. Madison.

His witty responses, and confidence in what he believed (marked with a hint of sarcasm) brought me hope that our nation still has a strong foundation. It was remarkable meeting someone who is personally my hero, and has worked hand in hand with my other hero, President Reagan.

One of the days was Legislative day for Civil Air Patrol. I met the Legislators on Capitol Hill with Wing Commander Col. Niedfeldt, Maj. Eric Weeks, and others. That was a lot of fun, but that experience is marked in detail in a separate article.

On the next to last day, we saw many of the National Monuments. The most Striking to me was probably the most simple of all of them, The Vietnam Memorial. It is shaped like a “V” and it has all the names of the lost and killed soldiers of that war; they were carved into reflective marble. What made it such a lasting in memory was the story Col. Brockman (the main CLA instructor) had to tell. He fought in the Vietnam War and saw his friends die, only to come home to cries of hatred. Some people yelled “Baby Killer!” as he got off the plane. The memorial sticks in my brain, because it is a quiet sorrowful contrast to the mistreatment some of our returning soldiers received. Another interesting aspect was how the memorial was picked. They created a contest, and the winner ended up being a Vietnamese girl’s design. They



did not realize her nationality until after it was built, but how poetic that life allows enemies to become friends again in time.

Twenty-four cadets from around the nation bonded and became good friends, even with our different cultures. I made friends with far left liberals, and far right conservatives. No one cared about our differences, rank or politics, because everyone wanted the same thing, to learn. I got to practice my Russian with the cadet born in Ukraine, and had the fun Arkansas roommate trying to teach me to talk with a southern drawl. Even the Senior members were funny. Col. Brockman has a Pringles mustache, and “Elliot’s” (the attorney senior member) was declared one of the cadets.

It isn’t easy to do CLA homework while you are in school, and it isn’t easy to miss a week of school, but it was worth it. I did the hard work of studying to prepare myself for CLA, and it was a great pay out for the effort I put in. I saw sights, met officials, and experienced people I would have no chance of meeting anywhere else, but at CLA. Some states had more than one Cadet attend this activity. I think it would be great if more than one Cadet attended from Utah next year! ★

# Remembrance

This article is a collection of comments and emails sent in from a few members of the Utah Wing who knew Col. John Barainca.

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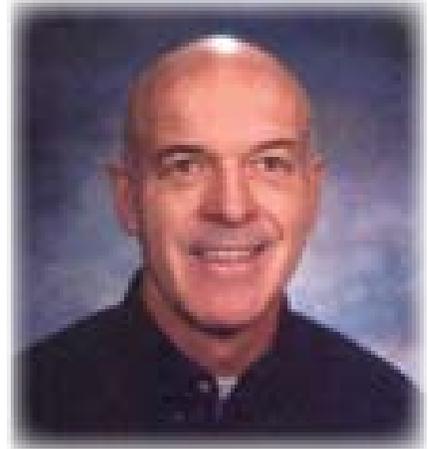
I would like to say that Col. Barainca was a gentle soul. He loved being in the Squadron and he would talk your ear off if you loved Space or animals, especially horses. He would not let his rank be above him. He considered himself part of the Squadron and an equal to everyone else. He would always tell me what a good job I was doing in the Squadron, and he always said how much he appreciated me helping with the Star Lab Trailer.

As the Squadron meetings were coming to a close, he would always say, "I need to go and take care of the animals." He was a huge part of the Squadron and he will be truly missed. Bless you Col. B for all that you have done for the CAP program, and the Blackhawk Squadron.

*Maj. Sue Shurtliff*

*Unit Commander, Blackhawk Cadet Squadron RMR-UT-080*

---



I'm sad to hear that Col. Barainca passed away. He was a really great guy. I have fond memories of doing STARLAB with him for the first time in 6th grade, and then again in 7th and 8th grade when we were able to plan our own missions and also work as mission control whenever he came to Midvale Middle School. He was always very nice and eager to share new insights about space, and he was especially supportive of the youth; a very hard worker. I was really

surprised to meet him at CAP and find out that he was a former Wing Commander and avid member of the Civil Air Patrol. I really think that he spent his whole life serving others, especially kids and teenagers. I'll miss him.

*Cadet 1<sup>st</sup> Lt. Jonathan Call*

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Col. Barainca was the Provo Squadron Commander when my brother and I were Cadets. One time he and another Senior Member took us hiking to the top of Mt. Timpanogas. That was a highlight – he



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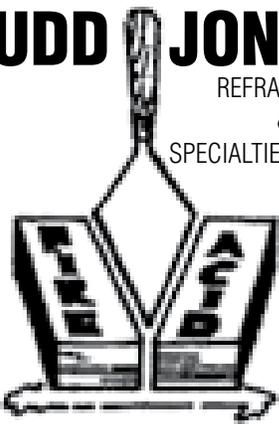
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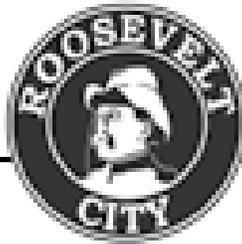


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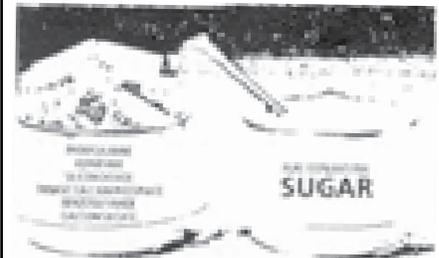
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told lots of fun stories and kept our minds off of our sore feet.

It was so much fun to see him so many years later at Wing Conferences. He was always smiling.

**Maj. Betty Moore**

**Unit Commander, Price Squadron RMR-UT-017**



**Andreas at Col. B's Ranger Training.**



**Col. B's bug at rappelling event.**



I met Col. John Barainca while serving as the Utah Wing Vice Commander under Col. Wellman. He brought the training tool now called the Star Lab to the Utah Wing, and located it over at the Boeing facility just North of the Wing Building. After becoming the Utah Wing Commander, John gave a short tour of the facility to some of the Wing Staff. During that visit, John was reflecting on how different aged groups respond differently to the Star Lab, he looked at me and said "... guys our age ..."

Although I am quite a few years his junior, I always knew that he felt that he was still a young man, ready to take on the next challenge with eagerness. John - you will be missed greatly by our Wing and by the Educators, students, and friends and family in our area.

**Col. Jonathan Niedfeldt**  
**Utah Wing Commander, RMR-UT-001 ★**

**Shuttle candidate says danger was always clear**

"You're sitting on top of tons of dynamite . . ."

**By Thomas Schuchman**

Franklin D. Roosevelt once said that the only thing we have to fear is fear itself. That's why he was so successful. He was a man of courage and conviction. He was a man who knew what he was doing. He was a man who was not afraid to take on the next challenge with eagerness.

John Barainca is a man of courage and conviction. He is a man who knows what he is doing. He is a man who is not afraid to take on the next challenge with eagerness.

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Thomas Schuchman



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# Thunderbird Cadet Squadron Wing Building and Upper Limit Aviation Tour

In Thunderbird Squadron we love our senior members. Senior member Tito, as he is affectionately known, works at upper limit aviation as a helicopter mechanic. As a squadron we thought that would be really cool to go and see where he works. After twisting senior member Tito's arm hard enough we were able to arrange a tour. While we were up there we decided that it would be a good idea to tour the wing building for all the new cadets who have never seen it before.

So off we set with 24 cadets to go visit the wing building and Upper Limit Aviation. When we arrived at the wing building we were shown around the hangar and giving an excellent tour of all the aircraft that Utah wing owns. All of the cadets were able to sit in the front seats and learn about the controls and instrumentation. Col. Nedfeldt came and spoke to our squadron between his own meetings. We were very glad that he took that time to do that with us.

After touring the wing building, we walked

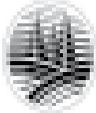


the short distance down the road to Upper Limit Aviation where senior member Tito works. As we walked into the door, immediately to our left, was an old broken down, hoopty of a helicopter they could barely fit two full grown senior members. Tito proudly exclaimed that this was the helicopter he was working on. He went on to boast that it was a complete teardown and rebuild. The only thing the cadets could think of is "why did senior member Tito get the smallest, most rinky dink helicopter to work on when there are so many multimillion dollar, high class helicopters in the hangar to be repaired?"

We sure did get to enjoy teasing him about that. Despite the ribbing he endured he showed us around to all of the aircraft in the hangar. He showed us how the jet engines work and how the power is transferred from the engines to the propellers. He showed us how the stick moves the blades. Each of us got to sit in the front seat of a really nice, nonhoopty, helicopter. We had a ton of fun. Thank you very much senior member Tito. ★



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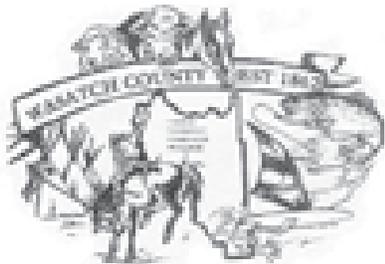
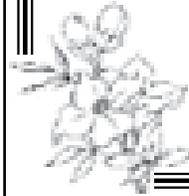
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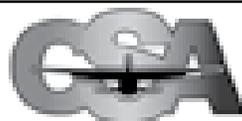


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# TOP Flight

*Capt. Ric Morgan, CAP - Blackhawk Squadron*

On February 21, 2015, Blackhawk and Phantom Squadrons teamed up with the Air Force Association's Aerospace Education Foundation to host a TOP Flight event at the Provo airport for teachers from the Granite School district. Utah Valley University (UVU) was gracious enough to host the event at their flight training facility located on the field.

Each year, Utah Wing makes it a point to have one or more of its squadrons host a Top Flight event. TOP Flight is the Civil Air Patrol's Teacher



Orientation Program which is designed to engage teachers in a way that most teachers can only dream of--by taking flight. The program is for teachers who have shown an interest in aviation and aerospace technology by signing up to become Aerospace Education Members (AEM) of the Civil Air Patrol. AEM is a special membership category open to educators that have a desire to promote the aerospace objectives and purposes of the CAP. As AEM's, educators can take advantage of many free aerospace educational opportunities ranging from receiving lesson plans to participating in a teacher orientation flights aboard CAP aircraft.



The goal of the TOP flight program is to engage and inspire teachers in the areas of science, technology, engineering, and mathematics (STEM) in a way that brings these subjects to life. Flight is considered an ideal platform for conveying the applicability of these disciplines.

The all-day event began at 8:00am. The activities included classroom instruction, an Air Traffic Control tower tour, a visit to UVU's flight simulators, and a

flight in a Civil Air Patrol aircraft.

In the classroom, teachers listened as representatives from the Air Force Association and the Civil Air Patrol discussed their organizations missions and how they may benefit the teachers and their students. The teachers also participated in a lesson about the four



forces that act on an aircraft in flight. The lesson culminated in a balloon drag race that was designed to drive home the point Newton's third law of motion (equal and opposite reactions) and how it applies to the thrust made by aircraft and rockets.

The teachers were also able to fly a Diamond DA42 Twin Star flight simulator. This simulator provides full visuals and does a very good job of reinforcing a pilots normal and emergency procedures; all at a cost that is a fraction of flying a real Twin Star aircraft.

The Provo airport Air Traffic Controllers were very kind in allowing a tour of their facility. Teachers were shuttled to the tower location where they watched and listened as controllers explained the importance of their job, the qualifications necessary to become a controller, and the future demand for ATC jobs. They also got to watch the controllers in action as they directed the many CAP and UVU aircraft into and out of the traffic pattern.

The classroom, simulator, and tower tour were great...but the flying stole the show. Every teacher that wanted to take flight did so despite the threat of inclement weather. CAP pilots did a superb job monitoring and circumnavigating the deteriorating weather (a cold front with snow decided to make an appearance just to the north of the airport and threatened to shut down the operation). The pilots, led by Maj. Kent Hopkins, were very prepared for the day. They had the entire days flight schedule planned out; including weight and balance calculations (which determined when each teachers would be flying and on which aircraft) before any teacher had even arrived.

Despite their level of preparedness, things happened that required significant logistical changes

to be made at the last minute. One of the pilots scheduled for this event was suddenly unable to fly due to a family emergency. The teachers who were scheduled to fly on that aircraft had to be reassigned to other planes...which ultimately meant recalculating the weight and balance on all participating CAP aircraft. This set back the flying about 1 hour (not good when you're trying to beat the weather). But all teachers were eventually able to take to the sky. As part of their flight, the



teachers learned about preflight procedures, control surface checks, the importance of flight instrumentation, and the use of flight controls in flight.

If their reactions to the flights were any indication of accomplishing the goal of the event, then it was a complete success. Flight after flight, the teachers deplaned with large smiles and a new found excitement and appreciation for aviation and aerospace education. Some teachers exclaimed that they couldn't wait to get back to the classroom to share their experience with their students and teach what they had learned.

Although the event was not without its challenges, it proved to be a valuable and satisfying experience for all involved. By connecting teachers with local CAP units, CAP is helping to foster aviation career interests in the classroom. Inspiring teachers who will in turn inspire the next generation of astronauts,



controllers, mathematicians, pilots, and scientists is the ultimate goal of TOP Flight. And judging by the number of exceptional cadets we see in CAP each week, I think we can say with confidence--Mission Accomplished!



The members of Blackhawk Squadron would like to thank Incident Commanders Maj. Steve Karver and Maj. Karl Peterson for their willingness to oversee the event. They would also like to thank Air Operations Branch Director Maj. Kent Hopkins for his tireless efforts throughout the day which ensured every teacher got to fly. And they wish to send out a special thank you to Capt. Tom Hopkins of Phantom Squadron for taking on the logistical planning of the event and mentoring members of Blackhawk Squadron throughout the process. Without his efforts the event would never have gotten off



the ground. And to all other CAP and AFA members who participated in the event (pilots, van drivers, cadets, instructors, marshalls, etc.) — Thank you. Your efforts are greatly appreciated. ★

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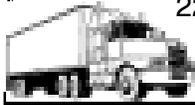
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# Constant Compliance

*By Capt. Kevin Forbes, CAP  
Utah Wing Inspector General*

If you think back approximately 2 years ago to when I took over as the Inspector General for the wing, you might remember that things were starting to change concerning inspections. You might think that it was because of some young (rank-wise) senior member looking to take the program and his responsibilities seriously and do things “by the book”. While this is partially true, I can assure you that the winds of change were also beginning to blow quite strongly from the direction of Maxwell Air Force Base. In the two years that I have been the IG, the program, responsibilities and professional development of everything IG related has changed considerably.

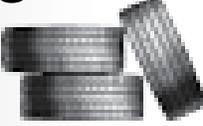
Let me start by saying that you can ask anybody that has been in the Air Force and they will tell you that there are plenty of inspections that different units are subjected to on a frequent basis. Not only are there inspections, but there are full blown practices for those inspections. CAP’s inspection program is modeled after the Air Force’s inspection program. Depending on your position and involvement in CAP, you may only be subjected to one of these inspections. For the more active member who has his hands in several “pies”, you will eventually be a part of a few different types.

I and my team of inspection augmentees are roughly 4 squadrons into what I refer to as “cycle 2” of the wing’s Subordinate Unit Inspection (SUI) cycle. This cycle saw a major revamping of the SUI checklists by National Headquarters (NHQ). I’m sure you will all agree that a lot of the “fat” has been cut from the process and it now focuses on the “will, shall and must” of the CAP regulations. The inspection focuses on those areas that can get us and the organization into the most trouble if not followed. It also has defined, tangible ways to prove compliance. These are known in the IG world as “deliverables”. There are no longer open-ended questions with many possible answers. Each inspection point has a defined, concrete way to prove compliance. In fact, one could be inspected and never have to utter a word to the inspecting officer provided you have all of your “deliverables”.

Before I continue with the main purpose of the article, let me say a few words about these regulations that so many people roll their eyes about. Any organization that you belong to, from youth sports to scouting to civic groups has rules and regulations or policies and procedures. They are there to protect you AND the organization. The sooner you learn to accept these regulations and the programs that we have to ensure your compliance with them, the easier your CAP life will become. Am I saying that all regulations make complete sense and are full-proof? No! But there are procedures for identifying these and getting them changed. If you have some of these identified already, there are people that can get your suggestions run up the chain of command for review.

Now for the main reason for this article. I have listed, in no particular order, some helpful hints and tips to help with your SUIs. These come from having inspected every squadron in the wing and the trends that I have noticed.

- Every unit is doing some things great but struggling with other things. If you are struggling, contact me and I can put you in touch with the people who are doing a great job at it. You would be surprised to know how much stuff I am passing from one squadron to another so they can plagiarize it. And it is perfectly legal! There is no need to re-invent the wheel.
- Document, document, document! You can’t just tell me that you do something. You have to prove it. Again, I can show you several ways to do this. Some are very specific and already listed in the SUI sheets. Others you can be more creative with. If you can’t prove it with a document, it didn’t happen.

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- Don't wait until a month or two before the SUI to start preparing. The name of the game now is "constant compliance". How can you be continually compliant if you wait that long? The inspection guides are always available on capmembers.com. They will change periodically without warning as regulations are updated but that will only require minor changes on your part. If you get your programs to where they should be, then the maintenance of those programs will be easier and take much less time than only looking at it once every two years.
- Commanders, run your own SUI within your unit. Or, put another senior member in charge of it. Call them the "Compliance Officer". I guarantee you they will learn a lot about CAP in a short time. Again, check capmembers.com for the inspection guides and the grade resolution calculator. By using both of these tools, the final report and grade from me should come as no surprise.
- I cannot express enough how important correct inventories are. Commanders, you are personally responsible for the equipment that you sign for! Why on earth would you just pencil-whip your yearly inventory instead of verifying everything by serial number? And that includes any excess items you might have. Again, in the military this is a huge point of emphasis. I did countless inventories over the years because my commander wanted to know about every nut and bolt he was signing for. And he should because he was ultimately responsible for them.
- The AE Activity Report can be found on page 36 of CAPP 15 Rev 1. It is not a form that can be found on capmembers.com in the forms section. You must do it the old fashioned way – print it, fill it out by hand, scan it and send it in.
- Using a combination of CAPR 10-2 para 7c and CAPR 39-2 para 1-7 you will see that you must still keep a physical "hard" file for every member. However, you only need to record items on the physical file that are not contained in the electronic file (eServices). Also, be sure ALL files are on hand for the inspection. This includes senior and cadet files.
- Many of you have or are developing Facebook and/or websites for your squadrons. The ones that I have seen so far are quite good. While you all have extreme pride in your individual units, don't forget about the overall organization. How does someone know you aren't just some local organization that gets together to do what you do? Be sure that "Civil Air Patrol" and the associated emblems are very prominent. Provide links to the parent organization. Share enough info to get people interested in you and how/where to find you but not too much info. Let them know about your weekly meeting schedule but not that you will be out all weekend at ABC Campground 20 miles from Smithtown. That should be for members only.
- As you will see when you complete the advanced CPPT course, it will be mandatory for units to have a web-based calendar to list official activities. As I mentioned above, this is not something you want to broadcast to everyone on the net. I suggest having a secure side to your web page for member-only information.
- If you check CAPR 280-2, you will see that an external Aerospace Education Program refers to reaching out to, and teaching AE to, organizations other than CAP. It has nothing to do with field trips or activities outside of your normal weekly meetings.
- Finally, be sure to carefully review CAPR 50-4 for the details of a correctly completed Test Inventory. Unfortunately, I have not seen very many that have been able to pass on the first try.

Hopefully I have been able to provide a better understanding of the SUI program and a clearer explanation of some of the key areas. As always, I am here to answer any questions or problems that may arise. I would rather YOU "bug" ME before your SUI and have everything go smoothly than to have I "bug" YOU after it for discrepancy corrections. ★

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# **Mountaintops and Bucket Trucks—a Day in the Life of the Comm Team**

*Capt. Mike Collett, CAP  
UTWG Director/Communications*

It was a busy year for the Wing communications staff. We operate ten radio repeater sites throughout the state... most are located on 9,000-foot-tall mountaintops. These sites require some tender loving care to keep them fully functional in order to help us communicate with our aircraft and ground vehicles in support of our emergency services mission.

It's work, but it's fun and rewarding! The work entails hitting the deck at "zero-dark-thirty" and piling into our 4x4 Expedition to do a little 4-wheeling over rocks, sand, and even some snow to reach our objective of the day. The reward comes when we get to the radio site at the summit and have just a few minutes to gaze at the spectacular view of mountains, valleys and lakes that spread around us 360-degrees. Very few minutes, because then it's down to work.

June 2014 found Capt. Cliff Rollins, Maj. Steve Carver and Capt. Mike Collett headed up to the radar site at 9,500' Francis Peak (above Farmington in Davis County) to service the antenna on one of our busy repeaters. This repeater lets us talk to the departing CAP aircraft at Logan Airport right from our Incident Command Post in Salt Lake City to get their wheels up report at the beginning of an aircraft sortie. The site gives us great coverage of our aircraft working actual or training missions in the northern reaches of the state.

We were accompanied in a separate vehicle by members of the Army National Guard and an FAA site manager who oversees the radar site complex, who were going to work on one of the Army's radio installations at the site.

The weather was sunny and clear, but we soon got a taste of the colder temperatures on the mountaintop, and especially the wind chill that developed in the 30-plus mph wind speed. Warm coats, gloves and funny-looking hats were the order of the day as we worked on relocating our repeater antenna on the roof of the service building at the radar site.

**Capt. Cliff Rollins is dressed for the elements on top of Francis Peak (June, 2014 photos).**



We had no sooner completed the antenna work on Francis Peak when it was time to plan our next 'mountaintop sortie'. The winter winds and ice had been a little hard on our mountaintop repeater antenna on Kessler Peak, in the Oquirrh Mountains West of Salt Lake City. The steep, narrow and rocky road had become severely washed out since our previous trip to the site some three years earlier. So much so, that the trip could no longer be navigated by our 4x4 vehicles. We partnered with a local radio communications company and had them provide a radio crew and special narrow-track 4x4 vehicle to make the trip to the

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mountain to replace the wind-damaged antenna.

During the winter one of our aircraft with Maj. Kent Hopkins on the camera provided some excellent photos of the radio site which gave us a clear picture of exactly what happened to our antenna—it was missing!

After a several-hour drive up to the mountaintop site, the replacement antenna was installed and the repeater was returned to full service. This was an important “fix” since this repeater is the primary means of communication with Salt Lake Mission Base for aircraft operating out of Salt Lake, Ogden and Spanish Fork.

Having taken care of two important repeater installations in Northern Utah it was time to turn our attention to Central Utah. We had noticed degraded performance from our repeater in the Price area... stations that used to be able to communicate reliably with this repeater were now having trouble doing so. It was time for another mountaintop visit.

Cliff, Steve and Mike set out once again in the wee hours of a summer morning. The snow on Ford Ridge had melted sufficiently that we could reliably make the trip. We were joined by Lt. Col. Betty Moore, commander of the Castle Valley Composite Squadron and her Communications Officer, Capt. Vallery Berneche. Everyone converged at the turnoff to the mountaintop site south north of Price and began the final several-mile journey up to the site after locking in the 4WD hubs in the vehicle.

**Maj. Steve Carver and Capt. Vallery Berneche check out our repeater on Ford Ridge.**



**Capt. Mike Collett (in the bucket) is joined by two Carbon County technicians at the hangar in Price.**



We easily navigated the slushy snow that covered parts of the access road and soon found ourselves at 9,500’ Ford Ridge.

We conducted several measurements of signal strengths and background noise levels at the site and had a pretty good idea of what was causing the degraded performance at the site. Over a dozen television translators had been added to the building, along with nearly as many other transmitters serving multiple other agencies’ communications needs. It’s a fairly common problem at a busy radio site... one that needs special filters and careful antenna placement to provide each agency with reliable communications from a shared site. After installing some additional filtering with limited success, we determined that the solution to our problem would require some additional site visits and some additional engineering work.

We had one more task to undertake earlier this year: relocate the Castle Valley Squadron “Mission Base” VHF radio at Price Airport from their former meeting location to the



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newly-remodeled hangar.

Lt. Col. Kent Wright, Capt. Cliff Rollins and Capt. Mike Collett flew down from Salt Lake to Price in one of our Cessna 182s loaded with communications gear and tools. We met Lt. Col. Betty Moore and Maj. Vallery Berneche at the airport—it was handy to be able to taxi right up to the new hangar in Price and unload all our gear. Betty and Vallery had made arrangements with the Carbon County officials to have some of their maintenance team—along with an aerial bucket truck—meet us and help us with the re-location of the antenna. These guys were great! They saved us literally hours of tedious and awkward “ladder work” that would otherwise have been required.

The first “bucket truck sortie” involved removing the antenna and support mast from its former location at the airport’s FBO office, where we had graciously been accommodated the past few years. Carbon County had recently completed the remodeling of one of the hangars to provide the Castle Valley Squadron a spacious (and heated and air conditioned!) meeting space adjacent to the hangar which can house a squadron aircraft and glider. It was now time to re-locate the VHF mission base radio and its antenna to the new hangar.

“Bucket Truck Sortie-2” involved installing the antenna mast assembly at the peak of the roof on the new hangar. It took a four-person team to complete the installation: bucket truck driver, two radio technicians in the bucket (one from Carbon County and one from the CAP), and a fourth County technician on the roof to stabilize the antenna mast while it was bolted into place. This mast will also provide the support for the squadron’s HF antenna which will be installed this Spring.

The HF radios allow us to communicate greater distances than we can achieve with our VHF-FM radio

network. The combination of VHF and HF radio systems allow us to communicate to our aircraft and ground crews from “mission base” and also for our outlying squadrons to stay in radio touch with Wing HQ in Salt Lake City in the event of a failure of the telephone and Internet infrastructure which could occur as a result of a Magnitude-7 earthquake along the Wasatch Front.

Sound like fun? We’re always on the lookout for interested and skilled communicators to bolster our communications team, both at the wing level and at the squadron level. If you have an interest in becoming involved with communications, please contact your squadron commander or a member of the wing communications staff. We welcome your involvement at one of this year’s mountaintop site visits, or at “Mission Base” to help support our upcoming missions. ★

**Lt. Col. Betty Moore, Capt. Vallery Berneche and Capt. Cliff Rollins at Ford Ridge.**



**Aerial photo by Maj. Kent Hopkins (Feb, 2014).**



# SEA PERCH- A New Arena for CAP Cadets

*By Emily Hembrock*

If you think that CAP cadets spend all their time looking at planes and dreaming of flying through the clouds, you would be wrong. Sometimes CAP Cadets spend their time gliding through the water with their under-water robotic probes. Four teams of CAP Cadets participated in the State Wide Sea Perch Competition this last March, and did very well. One team has even been invited to the National Competition this May, 2015.

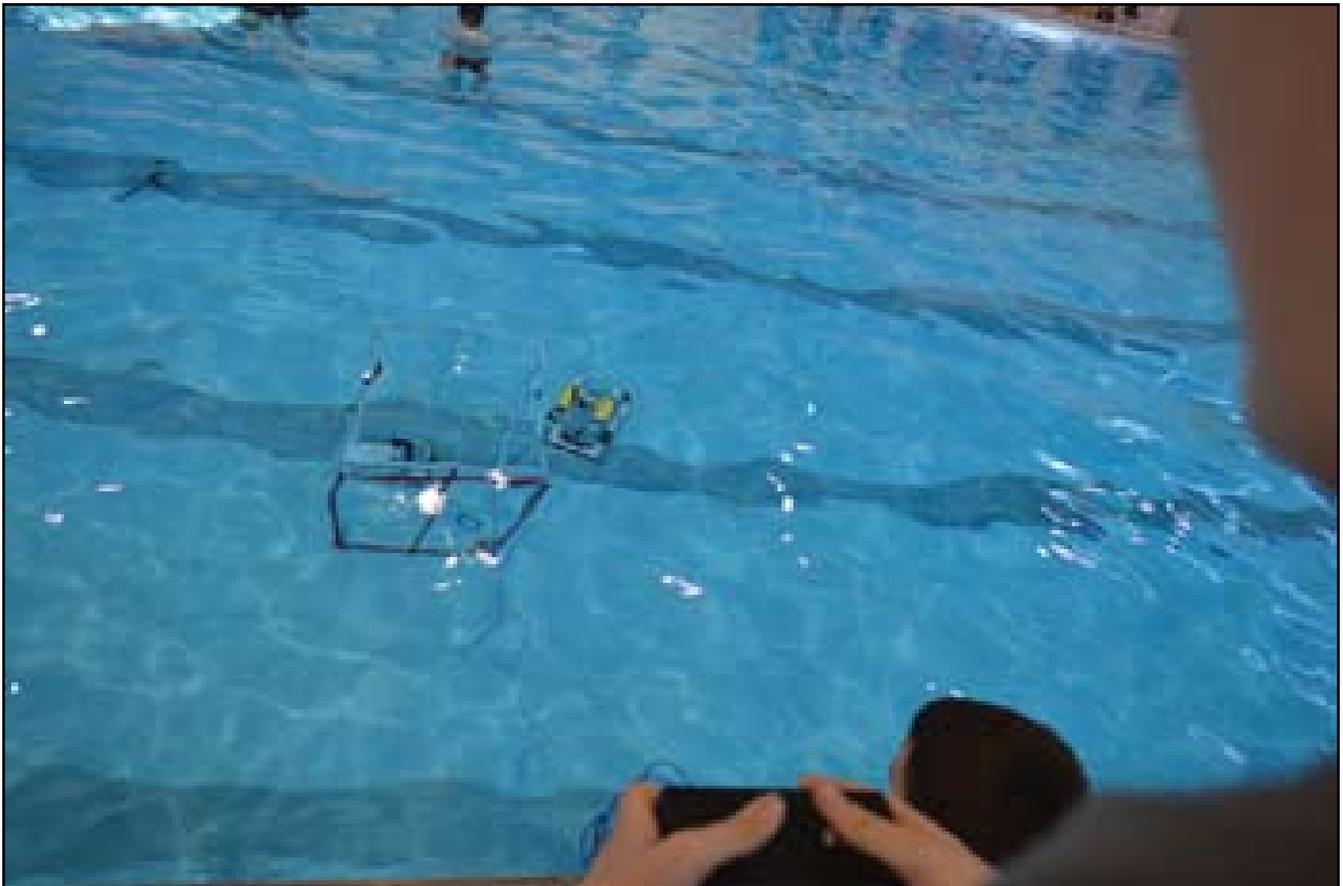
Cadets engineered and built their own under-water Remote Operating Vehicle (ROV) as teams, and then practiced guiding and using it in pools around Davis County. Each ROV, though from the same stem kit, turned out very differently, and each team had their strengths. The teams also created a science fair type display and presentation about their ROV. Many thanks to Lt. Col. Ray Attenacio from Rocky Mountain Region, and SM Mike Miner of Weber Minuteman Squadron, for their dedication to the many hours of practice and building this project took.

Four teams of cadets from the Weber Minuteman Squadron had the opportunity to participate in the

2015 sea perch competition. On March tenth, the cadets traveled to Weber State University for the competition. For this year's competition cadets had to maneuver their ROVs through the water and drop 4 rings into a PVC box that was used to simulate an aircraft. They then had to open the "aircraft door," and proceed to remove a 500g box from within the "aircraft." For the competition cadets were also required to make a poster that contained information such as the team's name, goals and the mission for the competition, an overview of the building process, any improvements or changes the team feels that they should make the next year. They were also to include a small paragraph on how ROV's are used in oceanographic research. Teams were given a "stock kit" of parts to build their rover, along with an instruction booklet. Teams could choose to customize their rovers however they like while following the general guidelines, and maintaining a stock body form. The teams came up with many colorful rovers, from lime green to chocolate chip camo.

Each team created a name for themselves. Special Warfare Combat-craft Crewmen, (or





SWCC), did exceptional in the competition, earning the most points, a whopping 1070, SWCC came out on top with first place overall. Congratulations 1st Lt. Zachary Cline, 2nd Lt. Shae Vanzuverdan, Senior Master Sgt. Emily Minor! Winning the first year in competition I can imagine was a surprise to all members of the team, and a great milestone for future Sea Perch teams from our squadron.

Alongside SWCC was the Water Raptors, taking first in the most creative design category, with a bright green rover complete with a cup to catch rocks they had to remove from the side of a simulated aircraft. It also had a long hook to drop rings into the “aircraft” and to pick up the “black box.” Our other two teams the Seagulls and the



Incidentals also did quite well and they took away the satisfaction of being able to work with fellow cadets and create the ROV. The “Incidentals” team also had the opportunity to be interviewed by a local news station, sharing great information about CAP and about Sea Perch. ★



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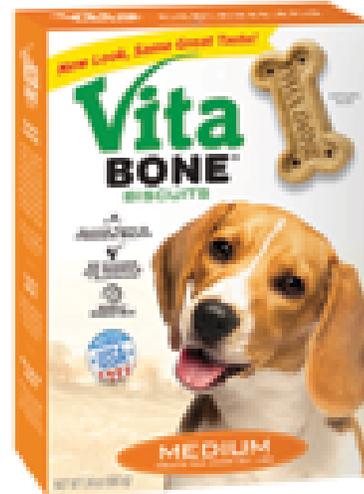
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# Weber Minuteman and UMA Squadrons Help with ATK Booster Launch

*By SM Noah Atadero, CAP*

On March 11, 2015 the world's most powerful solid booster ever built, was tested at Orbital ATK's facilities, located in Promontory, Utah. Undergoing a static fire test at 9:30 a.m. (MT), the booster fired for a period of two minutes. The roar of the booster firing came as a wave that you could feel physically, and it filled the sky with fire and smoke.

The event was able to proceed smoothly with the aid of cadets from Weber Minuteman Composite Squadron, who parked more than 6000 cars, and guarded various gates and sights. Cadets left for Promontory at 6am to arrive at 7am, before the crowds began to gather.

With a monumental event such as this comes

a large interest from the local populace, attracting thousands of spectators. That's where the Weber Minuteman Composite Squadron came in as 10 hardworking cadets helped direct the seemingly endless traffic, guiding the vehicles to parking areas in preparation for the booster launch. 55 cadets were in attendance collectively from both the Weber Squadron and the Utah Military Academy.

The booster consisting of a five segment motor, compared to previous four segment motors, is in the process of qualifying to power NASA's new Space Launch System (SLS). It produces a maximum thrust of 3.6 million pounds, to put that in perspective it equates to more than 14





Boeing 747-400s at full takeoff power! The SLS is designed to propel the Orion crew capsule beyond previous manned expeditions, providing the power necessary to send us on an exploration mission to

Mars. The maiden test flight of the SLS is scheduled for November 2018 and will launch from the Kennedy Space Center. ★



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