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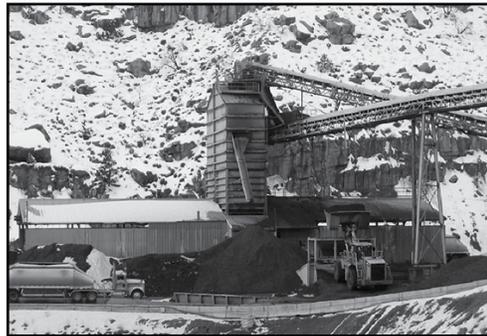
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Command Comments

Col. Jonathan Niedfeldt • Utah Wing Commander

I am looking forward to 2016, and so should you! If you are a cadet, you need to start looking at the activities that you can participate in during 2016. If you are a senior member, you should look at the training and other activities that you can participate in around the country.

We recently brought in a brand new Cessna 172S. I had several people question my sanity, but once they realized that we are going to use it to train Cadets and Senior members, it started to make sense. Doing initial pilot training for cadets in a Cessna 172 will make learning to take off and land much easier for both the student and the plane! For senior members, adding hours using the plane will be a little less expensive, and hopefully will increase the number of pilots that move from Transport to Mission Pilot.

We are replacing some vehicles this year. We are hoping to get our second replacement van, to replace some of our older vans around the Wing. These newer vehicles will continue to enable our members to easily move around the Wing to enjoy the various activities. Yes, we have a large state, but having CAP vehicles makes it easier for everyone to participate.

We have brought in some specialty aircraft. We have had a Cessna 182 with retractable gear to help our members progress with their pilot ratings. We thought the aircraft was going to be around for a short period of time, but we have received an extension on that timeframe, so hopefully more members will utilize the equipment while we still have it in the Wing.

Summer Encampment is planned to be out in Wendover this Summer. The Air Force Engineers are planning on working on the facilities before we use it this year, so it should be in great shape for all of the training that we are planning.

Winter Conference will be in Washington DC again this year, it follows the last Thursday of the month. On the last Thursday, we will again be “walking the Hill” and visiting each of our US Senators and Congressmen. Summer Conference will be in Nashville, TN on 11-13 August. The Summer Conference has lots of training and activities for CAP members.

I look forward to seeing all of you this next Spring at our Wing Conference. I hope you have a safe and enjoyable Winter!

COVER PHOTO: See story on page 3.



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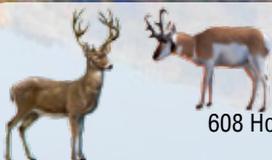
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Congressional Gold Medal Awarded

- LTC (USA RET.) Robert W. Milburn

Lt. Col. (USA Ret) Robert W. Milburn was a Civil Air Patrol cadet in 1941 and has been awarded the Civil Air Patrol (CAP) Congressional Gold Medal; this is his story...

"On December 7, 1941, I took my three younger brothers to downtown Washington D.C. to see the Christmas decorations. We stopped in at a diner to grab a hamburger when we heard a radio news broadcast that reported of the attack at Pearl



Harbor. The CAP was founded on December 1, 1941, just six days prior to the Pearl Harbor attack. I remember wanting to enlist in the military right then and there, but since I was only 14 years old, I did the next best thing and joined the CAP Cadet Program at College Park, Maryland Airfield, 4 weeks after it was

founded in January 1942. My father had enlisted in the Army during WWI as a Tractor driver for the 69th Coastal Artillery at the age of 17, pulling the Howitzers in France, so he understood my desire



and drive to serve.

My friend Marvin Stokely and I joined the CAP together, and also both went to work for George Brinckerhoff. Mr. Brinckerhoff had taken over as Fixed Based Operator (FBO) of the College Park Air Field and ran it from 1927 until 1959, hosting numerous airshows and teaching hundreds of pilots to fly during his tenure, including Marvin Stokely and myself. From ages 14 to 17 we would hitch hike after school to go work at the airfield as "Line Boys" and would stack planes by tipping the single engine prop planes nose forward and propping them on saw horses; we could stack as many as 8 planes in a row this way. We would have to drain the aviation fuel once we tipped the planes, and as this was during a time of fuel rationing, I would sometimes get to take some fuel home to put in my family's car as it also ran on aviation fuel throughout the duration of WWII. We would also have to spin the props to assist the pilots in starting up their airplanes, and instead of payment in the form of money, we received flying lessons. Interesting to note, I did my solo flight at the age of 14 which was technically illegal as you had to be 16 to obtain a pilot's license, which I promptly got on my 16th birthday! Mr. Brinckerhoff would have us fly planes in between the 4 airfields where he was the FBO in the D.C. area. I flew Eaglets, some WWI airplanes and even flew a Fokker D7.

While in the CAP Cadet Program, I would often go out as an observer with a senior CAP pilot to search for submarines along the Chesapeake Bay, after concerned citizens had indicated they had sighted submarines in that area (even though the Chesapeake Bay was too shallow for subs). On June 4, 1944, with parental consent and after having just turned 17 years old, I enlisted as an Aviation Cadet in the Army Air Corps Reserve. While in the Aviation Cadet Program, I was placed on inactive duty until I graduated from high school in June of 1945. Upon graduation, I was placed on active duty and sent to Basic Training at Kiesler Field in Biloxi, Mississippi. I completed Basic Training in 1945, which is also when the Aviation Cadet program was disbanded, as World War II was coming to an end.

I was placed in various assignments at airfields in the Southern U.S. and while stationed at Barksdale Field, LA, assigned to Air Operations Control, the Base Colonel advised that he had reviewed my Army General Classification Test Scores. The Colonel noted that I had one of the



highest scores as well as all the qualifications necessary to apply for competitive placement at the United States Military Academy at West Point. Ultimately, I was one of the few selected to attend the West Point Prep School at Stewart Field in 1946, and eventually entered West Point in the Fall of 1947; graduating in the summer of 1951.

The rest, as they say, is history. I served my country with over 30 years in active military duty, through WWII, Korea, Vietnam and beyond. The CAP was the launching point for my military service and provided the tools necessary for me succeed after CAP duties ended. I remember fondly those CAP Cadet years and those who served with me. My friend Marvin Stokely went on to become a commercial airline pilot, and I am sure he would also say that CAP helped contribute to his success in that endeavor. ★



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New Cessna 172 Scheduling

If you are not aware already, Major Hess flew back a brand new 172 from the Cessna factory a few weeks ago and it is now parked at the Wing hangar.

We have had several requests for use of the plane, so to set up a fair and working schedule, I'm asking you to turn in a simple plan on how your squadron plans on using the plane and for how long.

Just a reminder, that it can be used as a Primary CADET flight training, according to the CAP Regulations and for Continuing flight training for SENIOR members (TMP, MP, etc).

It will NOT be used for actual Missions, but she can certainly be used on TRAINING missions in low level areas (valleys) and cross country flights along the I-15 corridor. Of course Mountainous terrain is a no go. She does have a CAP-FM radio. She does NOT have a DF unit or photo window.

What we will be looking for in the plan are the following specific items:

- How often / long the unit would need the aircraft;
- How many cadets would be trained, to what level, and by who;
- How many senior members would use this resource;
- Estimated total hours for the allotted time;
- How the cadets will pay for their training.

For budgeting purposes, the cost for Qualified Seniors to fly is \$75 per HOBBS hour.

Cadets seeking primary flight training would need to pay \$38.00/HOBBS hour plus actual fuel expenses. Note: Cadets will need to pay at time charges are incurred or agree that a parent will pay per flight hour through the normal billing from Valerie.

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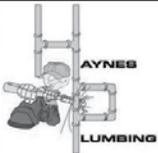
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Cadets Honor Veterans at HART Ceremony in Canada

Capt. Sarah Borden, CAP



HART, Honoring Allies and Remembering Together, is an international event between the United States and Canada. The ceremony recognizes the service of all veterans, including men and women from Canada who are serving or have served in the U.S. Military or who gave their lives for our country. In November of 2015, over 30 Utah CAP members, including 26 cadets, drove over 700 miles to Lethbridge Canada to participate in the HART ceremony.

Cadets from the 88th, Blackhawk, Cache Valley, Phantom, Phoenix, Sevier Valley, St. George, Thunderbird, and Weber Minuteman Squadrons joined cadets from every Rocky Mountain Region Wing and over 100 Royal Canadian Air Cadets, Royal Canadian Sea Cadets, and Royal Canadian Army Cadets in recognizing

the legacy and service of all veterans on both sides of the Canada and U.S. border. The ceremony was also attended by a number of dignitaries, including Lethbridge Mayor Chris Spearman; Taber Mayor Henk DeVlieger; Kevin Robinson, president of the Alberta Provincial Cmte, Air Cadet League of Canada; Comrade Kent Perry, Branch President of the Lethbridge Legion #4; as well as multiple Civil Air Patrol Region and Wing Commanders.

The ceremony honored in person six Silver Cross families; families of Canadian sailors and soldiers who lost their lives during active service. Representing the coming together of two nations, the ceremony consisted of both the US and Canadian squadrons falling into formation the Civil Air Patrol and Canadian Color Guards marching towards each other to present their Colors. The national anthems and taps were played and cadets presented memorial wreaths to the Silver Cross families. Speeches of remembrance, honoring, and gratitude were given by the dignitaries, including by CAP Rocky Mountain Region Commander, Col. Bob Bost, who stepped away from the podium to personally speak to the Silver Cross families:

“Thank you all for your national treasures,” he said. “We will always honor what they’ve done for us.”

Tradition in Honoring International Allies

The HART ceremony started in 2006 at the border in Maine, but was expanded to the west four years later. Many HART ceremonies are now held across the vast boarder, including the



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original in Maine, and others in Michigan, Montana, and Alaska. Colonel Dan LeClair, the CAP Region Commander from Maine, who was one of the people who first started the ceremony, commented on the growth the ceremony has had.

“We started this ceremony about nine years ago between our two countries,” he said. “It has grown now across North America.”

These events mark the start of many services across the United States as part of Wreaths Across America; national nonprofit organization whose mission, ‘Remember, Honor, Teach’ is carried out in part by with wreath-laying ceremonies. The annual wreath-laying ceremony at Arlington National Cemetery was expanded with the help of the Civil Air Patrol and other civic organizations to the current simultaneous wreath laying ceremonies held at over 150 locations around the country. The HART journey concludes on National Wreaths Across America Day in December, where wreaths are laid on the headstones of veterans interred at the historic Arlington cemetery in Virginia, as well as veterans’ cemeteries and other locations in all 50 states and beyond.

Making New Friends



As part of the international event, cadets were able to spend the time outside the ceremony with the Canadian cadets. After the event, there was a volleyball tournament, food, and lots of meeting new friends.

“I am grateful for the opportunity to meet with the Canadian cadets and to learn more about their country. It was definitely one of the best things I have done in CAP.” – Cadet 2nd Lt. Lucas Loe

One of the best parts of the international mingling was lots of trading of patches, pins, ranks, and flags. There was also a friendly drill demonstration where both the Civil Air Patrol and Canadian Cadets showed off their skills.

“One of my favorite parts was the drill



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demonstration between nations. It was interesting to see the different types of drill and ceremonies; how the Canadians commanded their flights and the differences in the drill movements. The entire experience was amazing!” – Cadet Master Sgt. Daniel Kligmann

Of course, one of the most popular dignitaries was the Canadian Mountie. Cadets and Senior Members alike lined up to meet and have their picture taken with the royal police.



“I loved meeting the cadets from Canada and the other states and seeing all of the diversity. Also meeting a real Mountie was pretty cool. I hope I get to go again next year!” – Cadet Tech. Sgt. Charlie Vandersteen

After a very grateful thank you to the Canadian hosts, the cadets piled back up into the vans for the long drive home. The trip home was a much quieter affair, and not just because the cadets were worn out. The importance of gathering and remembering with our Allies was felt by all members. The current Utah Cadet Advisory Council Commander summarized it best:

“Across a symbolic border, we stood silently, together. Across time, we saluted, together. Solemnly we remembered, together. The HART Ceremony was such a wonderful experience this year. The opportunity to remember those who have fallen before us so that we may live, now, is such a privilege - and to share that moment with those with whom we’ve fought alongside in our most challenging moment is even more so. Our histories, and our fates, are intertwined forever. God bless the people of Canada, and I look forward to Honoring Allies and Remembering Together again, soon.” – Cadet Maj. Aiden Norris ★

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Removal of R47

Maj. David Rhodes, CAP

Members of the Cache Valley Composite Squadron joined together on 5 November 2015 to remove the R47 repeater from an upstairs room in the Leading Edge Aviation facility at Logan Cache Airport. R47 has been located at the FBO for many years. Its coverage was limited to Cache Valley.

The repeater will be installed on Lake Mountain and a new repeater will be placed on Logan Peak, a 9700 ft. mountain west of Logan. The new repeater on Logan Peak will have a wide coverage area reaching points in Wyoming, Idaho and Nevada. The most important advantage however, will be communications to the extreme northern part of Utah that currently has no CAP radio coverage.

The dismantling team first shut down and unhooked the repeater which is the size of a small refrigerator. It was then strapped on a dolly and gingerly let down a flight of very steep stairs. Attention was then turned to the antenna and mast. After a conversation about how to proceed and operational risk management principles a plan was adopted and executed.

After the antenna it was time to tackle what turned out to be the most difficult task, unthreading the coax cable and ground wire through several walls including right angles that tended to trap the wire and cable. Through tenacity, and tactical muscle both cable and wire were retrieved intact. A small patch job was applied to the outside wall where the cable went through.

After retrieving tools and vacuuming the job was done. The repeater, antenna, mast coax and ground wire were transported to UTWG HQ the next day.

This activity was a great example of teamwork, and was one of the first major steps to a communications ability multiplier for the Utah Wing.



Cadet 1st Lt. Hoggan clips zip ties from coax cable in preparation for pulling it through walls.



Capt. Doug Wilkins, Deputy Commander for Cadets, patches the hole in the outside wall where the coax led to the antenna.



Left to Right Cadet 1st Lt. Broc Hoggan, Maj. David Rhodes, 1st Lt. Jody Reese, Deputy Commander for Seniors, and Maj. Denny Earl receive instruction from Squadron Commander Maj. Dan Richards (in uniform) as they remove the antenna from the mast.

Remote Control Aircraft Flight Day

Capt. Sarah Borden, CAP

The Ute RC Aircraft Association hosted CAP cadets at a Remote Control Aircraft Flying day. The Academy of Model Aeronautics (AMA) chartered club is based out of Salt Lake City and has annually invited CAP cadets to participate in a day of aerospace education and flying of the club's RC aircraft. The cadets started the day with a brief overview of the mechanics of flight, as well as a description of the types of RC aircraft they would be flying that day. Cadets were able to try their hand at flying five different types of RC aircraft;

including gas and electric powered, and high-wing and low-wing models.

Before flight could start, cadets were able to help prep the aircraft for flying. They worked closely with the RC Aircraft Association members, who provided personal aircraft for the event, to get the aircraft up and running. Cadets were then given one on one instruction in flying the aircraft. Cadets were very excited about the aircraft they were able to fly:

“There were some really nice aircraft, but you





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had to focus to fly them well. It was a lot of fun!”
 – Cadet Airman Kyle

Each cadet was provided with a fully operational radio controller or “buddy box”; which was connected to the master controller held by the instructor in case they needed to take control of the aircraft. However, cadets were able to have full control of the flight including elevation changes, cornering, and even some loops and barrel rolls. Cadets also learned about managing the airspace and flying in the correct pattern so as to not hit any other RC aircraft in the air.

“My instructor taught me that you have to fly your plane at ‘Three Mistakes High’ so that if you mess up, you have plenty of time to recover before you crash.” – Cadet Tech. Sgt. Beninati

Some of the harder aspects of flying the RC aircraft included keeping track of your own aircraft among the others in the air, and making sure you knew which side of the aircraft you were looking at so you understood its direction of

travel and pitch.

“I learned that you have to keep your eye on your aircraft at all times, or else you could lose sight of it really easily!” – Cadet Tech. Sgt. Liu

The event ended with a BBQ hosted by the association and a demonstration by the members showing off their aircraft and more difficult maneuvers. Cadets thanked the Ute RC Aircraft Association members; and left excited and are looking forward to future events with their club.

FREE Youth Memberships to the Academy of Model Aeronautics (AMA) are available to all cadets by going to modelaircraft.org! ★

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What To Do When Everything Gets VERY Quiet

By Lt. Col. Rand Woodward, CAP

Check Pilot Examiner

With contributions from Craig Teerlink, UTWG DOV

Check pilots throughout Utah Wing often comment to me that some pilots are unsure of the proper procedures during the most dramatic of all emergency situations, the Engine Failure During Flight. Practice of this emergency situation should be a part of every pilot's annual Form 5 check ride. Observers and scanners should also be aware of these procedures. They can be of great help to the pilot in this situation. Remember, we are all strapped into the aircraft together.

First of all, the standard, boilerplate disclaimer. These are my opinions and techniques; developed over 39 years as a Certificated Flight Instructor, 27 years as a CAP Check Pilot, and three times as a Wing Stan/Eval Officer. But they are only my opinions. Should anything in this article contradict Federal Aviation Regulations, CAP Regulations, or the Aircraft Flight Manual; those sources take precedence.

The first things to accomplish in any emergency situation are the Immediate Action Items, sometimes called BOLDFACE by military trained pilots because they are often written in boldface type in most aircraft flight manuals. These procedural items must be committed to memory, and executed immediately upon the onset of the emergency. The boldface items for the Engine Failure During Flight emergency are:

1. Establish Best Glide Speed and Configuration (and trim for that airspeed).
2. Select a Suitable Emergency Landing Area (within gliding distance).

Mr. Cessna has helped us out in this regard. In most Cessna aircraft, full nose up trim approximates engine out best glide speed. So, immediately trim to near full nose up, find a place to land, then

tweak the trim for exactly the best glide speed. If a suitable landing location is found nearby, or right underneath, you don't need best glide speed anymore. Now you need TIME to finish your off-field landing preparations, make radio calls, prep the cabin, closely examine the intended landing area, finish checklists, etc. Minimum sink speed isn't usually published for airplanes, but it's normally a bit slower than V_x , Best Angle of Climb.

If the pilot performs these two items correctly, and the related follow on procedures, all occupants of the aircraft should be able to walk away from the aircraft safely and uninjured. You have now covered your proverbial hind end, so what's next?

Why did the engine quit? And will it restart? A restart would be worth trying, but quickly. What is required for an engine to operate? Fuel, spark, and air. Check all of those things, sometimes in more than one place. I like to call this the rainbow check, because in this order, the progression looks like a reverse rainbow.

1. Fuel Selector Valve – Both
2. Mixture – Rich
3. Throttle - Open
4. Carburetor Heat – On
5. Ignition Switch – Both (or Start if propeller is stopped)
6. Primer – In and Locked

Although these items are not technically boldface, they also should be committed to memory, because the pilot does not have time to look in the checklist at this point.

Now, there is a technique that I teach that needs mentioning here. I like to pull the Carb Heat - On immediately when the engine fails, even before Best Glide Speed. Why? Well, aircraft engines are

air cooled. If it was because of carburetor icing that the engine stopped, if the pilot delays there may not be enough heat left to melt the ice. Some may question that, but it only takes an instant, and that item will be accomplished soon anyway.

Well, did the engine restart? Sometimes it does. The single most common reason why an engine stops is that the fuel selector valve was inadvertently moved to the off position, or to an empty tank. With fuel restored the engine often roars back to life.

But of course, that never happens on your check ride (it's all simulated anyway). So, what's the next step? While the pilot is maneuvering to land, make a radio call. "Mayday, Mayday, Mayday! This is Cessna 1 2 Sierra Oscar Lima. I've lost my engine and I'm going down about five miles north of Podunk."

We are all in Civil Air Patrol, right? Even if you filed a flight plan, how long will it take before CAP comes looking for you? Flight Service will not even be concerned until 30 minutes after your scheduled arrival time. Then they will call the airport, call surrounding airports, and ask if you are on the ramp? That will take 30 minutes. Then they will call the Air Force Rescue Coordination Center, who will call the CAP Wing Alerting Officer, who will appoint an Incident Commander, who will call out aircrews. Then the aircrews will have to meet, be briefed on their assignment, and launch to their grid. Darkness will probably intervene somewhere in that process. The point is, even with a flight plan, and the system operating correctly, it will be hours before CAP comes looking. Now, how long will it take for someone to come looking if you make a radio call? Instantaneously!

So, to quote Ghost Busters, "Who ya gonna call?" The emergency frequency, 121.5, is a good guess, but many pilots don't know that most ATC facilities, and airliners, don't even monitor 121.5 unless they are aware of an emergency. The better frequency would be your last known frequency, unless it has been some time since you last used it. Flight following with Center is good. Or, Flight Watch on 122.0 is monitored by all Flight Service Stations. As a last resort, transmit in the blind on 121.5. Also squawk 7700.

Now, you've found a place to land, tried a

restart, and told someone. Anything else? Yes. If you have time, and only if you have time (like your engine quit at 8000 ft. in cruise) get out the emergency checklist for Forced Landings. My experience is that this is where most pilots jump to first, when it is really the last thing you want to do. Also, if it's not already on the checklist, and if your ELT is equipped, it would be a good idea to manually activate your ELT.

Now let's discuss the actual pattern to the suitable emergency landing area. I would much rather that the pilot err on the high side, for two reasons. First, without an engine altitude can be lost, but not gained. You have many drag devices and procedures to lose altitude, but if you are too low there is nowhere to go. So, I recommend staying high, in the clean configuration, until landing is assured. Then select full flaps, gear, and slip if necessary to lose altitude.

Secondly, if you do misjudge, I would rather that you land long and hit the fence at the end of the field going 20 knots than hit the fence at the beginning of the field going 60 knots.

One more item on the pattern: consider the wind. To minimize the ground speed on touchdown you should land into the wind, and plan your pattern accordingly. But many pilots misjudge the wind, and again find themselves low and short. Remember, while attempting to land into the wind, the wind will also be pushing you away from your landing site. So again, stay high until landing is assured.

Let's also discuss a suitable landing site. A nice, straight, paved road would be nice. But there are hazards. Traffic could be on the road, and I guarantee that in a collision between a light aircraft and a heavy car, the car will win. Also, often there are power lines along most roads, and bridge abutments. I would prefer a long, flat field or pasture, oriented into the wind. You might damage the aircraft a bit by landing on a less than hard surface, but you will probably walk away uninjured.

Thank goodness that with the reliable engines of today, engine failures are rare. But I guarantee, you are going to have a simulated engine failure on your next Form 5 check ride. Study, practice, and be ready. ★

A Different Kind of Haircut

*By 2nd Lt. Sean Wardwell, CAP
Phantom Squadron PAO
Utah Wing*

PROVO – Haircuts are a fact of life for CAP cadets, but on 15 October, that act transformed from duty to compassion as six cadets of Utah Wing’s Phantom Squadron had their heads shaved to show solidarity with those living with breast cancer.

According to the Breast Cancer Research Foundation, an estimated 281,840 people will be diagnosed with the disease before the end of 2015. Those statistics also state that in the same time period, 40,290 people

will die from it – a mortality rate of roughly 17 percent.

However, to Cadet 2nd Lt. Trey Talcott, Phantom Squadron Cadet Commander, those statistics are far more personal.

“I have an aunt who died of breast cancer a couple of years ago, so this is to show our support for the cause,” said Talcott, adding that the idea had come about the previous week and approved by the other cadets.

One by one, the cadets took their seat while the electric

clippers shorn their heads nearly bare to the encouragement, and occasional humor, of their fellow cadets.

“It feels bare,” joked Phantom Squadron’s Cadet Flight Sargent, C/Msgt Brett Willis, as he rubbed his palm of his newly shorn scalp. “I feel good about the cause but I don’t know what I think about the hair.”

After each cadet finished saying goodbye to their hair, they each received a pink ribbon



Phantom Squadron cadets pose with their new, much shorter, haircuts. L-R: Cadet Senior Airman Mauoni Otake, Cadet Airman 1st Class Matthew Graves, Cadet Senior Airman Arturo Morales, Cadet 2nd Lt. Trey Talcott, Cadet Master Sgt. Tyler Wright, Cadet Master Sgt. Brett Willis.



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pin from Talcott.

Capt. Wayne Manning, Phantom Squadron Commander, couldn't help but be proud of the cadets' initiative.

"This is fantastic. No one put them up to this. The decision was theirs on how to go about creating that solidarity," said Manning. "It makes sense, with our requirements for haircuts this was just a nice easy connection to make to say we're with you and we understand."

He continued, "These young cadets are military-bound for the most part. If they aren't military-bound, they're definitely the leaders in their communities and schools. Let's face it, a good looking haircut can only help with your message."

"I'm overwhelmingly proud of them," he added.

For Talcott, however, he



Cadet 2nd Lt. Trey Talbott awards Cadet Master Sgt. Tyler Wright a pink breast cancer awareness ribbon upon completion of his haircut.

hopes that this act causes more people to be aware of the disease.

We want (the public) to show support. That's why we're doing it – to raise awareness so that more people know it's a problem and show their support as well,"

said Talcott.

Other cadets, however, hope their parents won't be too shocked at their new look.

"I told my mom that it wasn't going to be completely bald, but I don't think she'll be completely thrilled, joked Willis. ★



Leading by example, Cadet 2nd Lt. Trey Talcott leads by example as he becomes the first one to get his head shorn by 1st Lt. Douglas Nelson.

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Orientation Rides

In October, four cadets from Blackhawk Cadet Squadron - UT080 participated in Cadet Orientation Rides with each cadet having time in the co-pilot seat and taking the controls.

The cadets flew from Salt Lake Regional Airport to Heber City, where the cadets changed seats.

They then flew to Nephi and again changed positions for the next flight to Tooele Valley. Next stop was back at Salt Lake Regional Airport.

Cleaning the plane was part of the agenda and the cadets happily joined in and soon the plane was bug free.

The weather cooperated with only slight turbulence and a few clouds, but later that day thunderstorms inundated the valley.



Cadet Senior Airman Nicholas Cooper is elated as he takes control of the Utah Wing Gipsland 8 on his birthday. Fairfield Mountain, Saratoga Springs, and Utah Lake can be seen in the background.



L-R: John Lui, Thomas Remund, Nicholas Cooper, Lt. Col. Max Kieffer, Gabriel Beninati

Desert Hawk Encampment XIII



The sun is hot against my uniform; the wind is hot and dusty to my tongue. Still, at the moment there is nowhere that I would rather be because today is the first day of Desert Hawk Encampment XIII. As the minutes tick towards noon you can feel the tension across the entire camp wind a little tighter. The encampment staff is holding their collective breath, each hoping that their individual effort preparing for this moment was enough. Then the first van of cadets arrives and it is as though a dam broke loose as everyone steps into their assigned roles, haltingly at first then with greater confidence.

The in processing of basic cadets marks the start of a collective journey. From the moment that a cadet is assigned a colored hat they are brought into a flight that will be their team, their family for the coming week. While at encampment basic cadets quickly learn that every person has something to contribute and that their flight is strongest when everyone is pulling in the same direction. They have many leaders helping to point the way, the cadet command and support staff as well as

the various senior members, but in the end it is the leaders and members of their individual flight that make the greatest impact in these youths' lives.

A basic cadet is with members of their flight nearly every moment of the day. In the morning camp awakes at dawn to complete PT while the temperatures are still reasonable. Under shelter of the massive Enola Gay hanger the voices of the three squadron's sergeants echo as they give orders to the surrounding cadets. Even after days of PT, it is not uncommon for you to catch a cadet or senior member taking a moment to look up in awe at the history that surrounds them.

During the heat of the day cadets have the opportunity to learn and apply the Civil Air Patrol's four core values. Classes in moral leadership and lectures in military history helped to nurture Integrity. Learning search and rescue protocols and interacting with CAP aircraft taught cadets about our organization's commitment to Volunteer Service. SOP's, drills, and barrack inspections gives each cadet the opportunity to master Excellence. Customs and courtesies allow



cadets to constantly show Respect.

While there is a lot of hard work and learning that occur at encampment, the command staff still makes sure that there is time for fun. Cadets had the opportunity to test their skills at shooting range, try their hand at rock climbing, hit the pool for water PT, and tour historical military facilities in a deuce and a half. Still, after chatting with several cadets it is clear that one event really stuck out in their minds, the opportunity to fly in a CAP aircraft during orientation flights. For many cadets it was the first time that they had ever been in an aircraft, for all of them their interacting with Civil Air Patrol pilots was a memory they would keep for a lifetime.

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In time, even though encampment is a valuable experience, it must come to an end. As the cadets you have watched grow over the past week march in formation at Pass and Review, it is difficult not to feel a bit melancholy. Even as these young men and women greet their parents and start the long trip home, I am reminded of the

fact that next year many of these graduated basic cadets will return to encampment. Only next year these cadets will no longer be basics, instead they will be the leaders whose example will guild next class of basic cadets. They will be the ones who help carry the torch at Utah Wings Desert Hawk Encampment XIV. ★



Cadet Receives Recognition For Lifesaving

Desert Hawk Encampment XIII was one of the wing's largest on record and every single member of staff did their very best to make sure that activities were as safe as possible. Still, when the encampment's only major incident occurred it was a reminder that prevention can't shield you from everything. When faced with those unexpected emergency situations it is important to have members with the training to respond.

On June 28, 2015 at approximately 1230, otherwise known as noon chow, Logistics Officer 1st Lt. Alana Mabey choked on a piece of chicken. Cadet 2nd Lt. Emily Haskins quickly recognized that the Senior Member was in distress and quickly



sent a fellow cadet for help as she began Heimlich Maneuver. After 10 thrusts, Haskins was able to dislodge a foreign object and return Mabey to normal breathing.

Cadet Haskins learned how to perform the Heimlich Maneuver when attending the ground training school at NESAs. And though she indicated that she was shaken up after the event she said that during the emergency, "Because of my training I wasn't scared and I didn't hesitate."

For Cadet 2nd Lt. Haskins quick thinking under pressure she received the Certificate of Recognition for Lifesaving at encampment pass and review. Speaking of the incident and award, Encampment Commander Maj. Scott Carlisi stated that, "Cadet Haskins actions were in the best tradition of the Civil Air Patrol, and reflected well upon her training, her duty assignment, Desert Hawk Xii, and upon herself."



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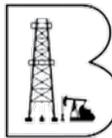
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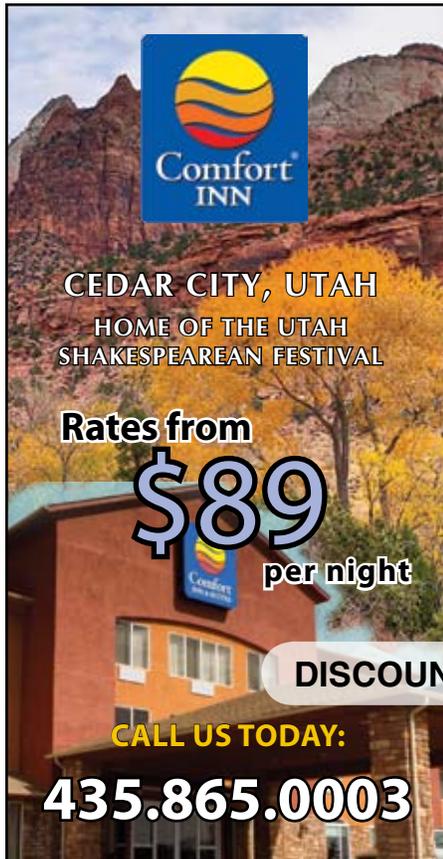
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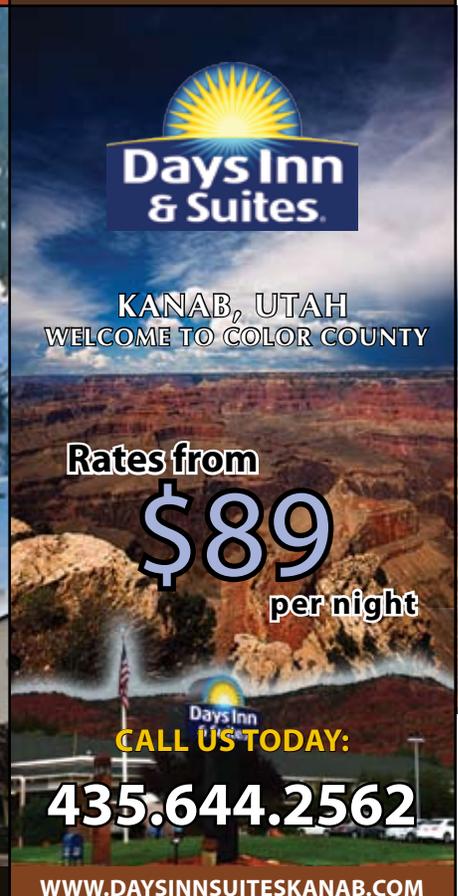
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