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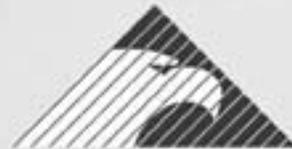
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Commander's Comments

Col. Michael Fernandez • Utah Wing Commander

Greetings Utah Wing!

A lot of great things are happening within our Wing! The Emergency Services and Operations Team completed our Air Force Operations Evaluation and received a Highly Successful. Congratulations to everyone that participated and made success possible. Well done!

For the fifth consecutive year, 30 of our members participated in the annual Honoring Allies and Remembering Together (HART) FTX in Canada this past November. Special thanks to Capt. Sarah Borden for her leadership role making this event so successful. If you get the chance to experience this opportunity in the future, I highly recommend it.

Our cadet program embarked on the Wing's first Class A Winter Encampment in December, with students from five different wings in attendance. It was a great success, giving our youth an opportunity to work with our new drone program. Watch for additional information to come out later this year from Lt. Col. Scott Carlisi, our Director of Cadet Programs, regarding the next winter encampment opportunity. You don't want to miss it!

The annual Summer Encampment, Desert Hawk, is also currently well into the planning and implementation process and will be upon us in a few short months. We hope to see many of the friends we've made along the way come out and join us for another week of team building, character development and military leadership. Contact Maj. Cory Setera, this year's Encampment Commander, if you want more information.

Lt. Col. Stu Boyd and his team are in negotiations with Hill Air Force Base to obtain a long term usage license for the Wendover Training Facility. Success with this project will create an updated, viable campus for our summer encampments. This also opens up many other training possibilities, such as the first Utah Wing

Continued on page 11 . . .





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One of Civil Air Patrol's Original Pilots Still Serving The Berlin Candy Bomber

By Lt. Col. James Stewart, CAP

Stories, and the lessons that they bring, are the glue that holds any organization- and culture- together.

Seventy years ago, in post-WWII Berlin, devastation was everywhere. The once proud capitol of the Third Reich lay in ruins, its building and monuments had been reduced to rubble by American and British bombers coming from the west, and Soviet artillery coming from the east. Broad boulevards became dumping grounds for broken masonry and other fractured building materials as Berliners tried to clear some of the wreckage to find some shelter.

The people of Berlin were in dire straits as well, having to rely on the goodwill of the victorious Allies who were occupying their capitol: Americans, British, and French to the west, and Soviets to the east. Food, clothing, and fuel all had to be brought in from either direction to support this city of over 2 million people. Supplies- especially food- were scarce, and closely rationed.

The city itself was divided asunder: West and East. East Berlin was administered by the Soviet Army, while West Berlin- sitting as an island of freedom deep within the Soviet controlled East Germany- was administered by the American Army. The contrasts were sharp: free to the west, oppression to the east.



In violation of treaties, the Soviets closed off all surface transportation routes to West Berlin on June 26, 1948 to starve the people there into submission and force the western allies out of Berlin. In response, The US Air Force and the Royal Air Force initiated the Berlin Airlift- codenamed "Operation Vittles". A vast aerial armada congregated on airfields in West Germany- but this time instead of delivering destruction, they were determined to bring food and hope.

Among the throngs of air- men deployed to Germany was a young pilot from Garland, Utah: Lieutenant Gail Halvorsen. Hal, as his friends called him, grew up on a farm. He hoed sugar beets while watching airplanes flying overhead that were travel-

ing to exotic places only imaginable in the mind of a young boy. Hal was smart and lucky- he won one of the few slots in a local Civilian Pilot Training Program school. After the attack on Pearl Harbor, he joined the newly formed Civil Air Patrol in Utah to gain valuable flight experience prior to entering the US Army Air Corps.

Hal and his crew immediately began flying up to three missions per day, carrying up to 10 tons of supplies to Berlin Templehof Airport in his Douglas C-54 Skymaster. During one such mission, Hal encountered a small group of children who impressed him with their desire to remain free. Taking personal initiative, Hal devised a plan to use his candy ration to give hope to destitute



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children and make friends of former enemies. Candy tied to small parachutes fashioned from handkerchiefs began floating down onto waiting crowds below soon became a symbol of American goodness and charity. Thus began the career of the Berlin Candy Bomber.

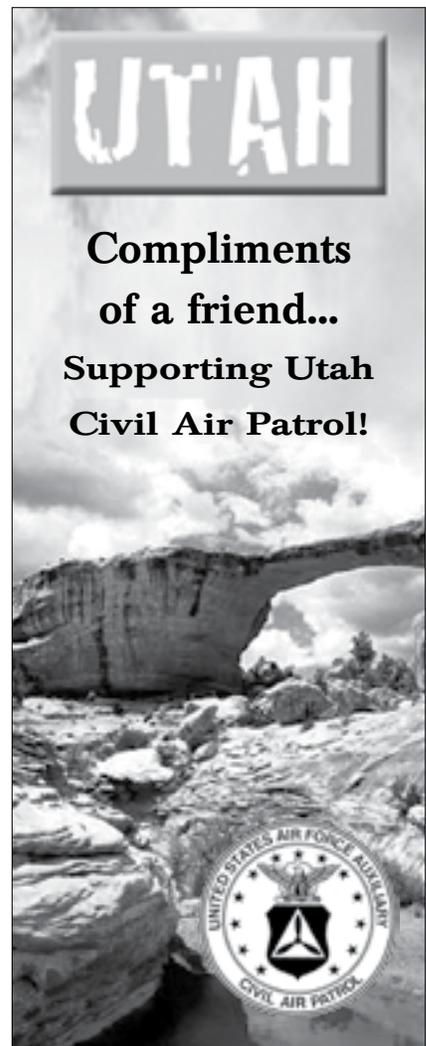
Halvorsen returned to the states to earn a master's degree in Aeronautical Engineering, and was involved with the USAF space program. Halvorsen's Air Force career was capped when he was assigned to be the Commander of the USAF presence in Berlin. During that final posting, he continued to be an ambassador of goodwill by connecting with many of the now-grown children who were on the receiving end of his candy drops. Former commander of US Air Forces Europe, General Robert Oaks said of Halvorsen's service, "Hal developed a relationship with the people of Berlin that belied the animosity that existed just a few years before. That friendship continues to this day."

After retiring from the USAF he returned to Utah, purchasing a farm near the city of Spanish Fork. He was an assistant dean of student life at a local university, and is still a popular fixture on campus. Due to his deep love of aviation, he purchased a Cessna Skymaster to take his family on trips in the region. Halvorsen renewed his earlier connection with Civil Air Patrol, and is the subject of an Aerospace Education module for K-6 graders. The Candy Bomber was one of the few living CAP members in Utah that received the Congressional Gold

Medal commemorating his early wartime service in CAP. Over the years, Halvorsen continued to maintain close ties to the people of Berlin. He participated in many humanitarian airlift operations- and continues to do so now at 97 years old.

To preserve the legacy of the Berlin Candy Bomber, a small group of CAP members and community members organized the Gail S. Halvorsen Aviation Education Foundation as a 501c3 charitable education organization in 2016. The purpose of the Foundation is to encourage schoolchildren enthusiasm for science, technology, engineering, and mathematics (STEM) topics by offering educational enhancement opportunities. The Foundation is partnering with the Phantom Composite Squadron to promote CAP and its programs.

In commemoration of the 70th Anniversary of the Berlin Airlift the Foundation is raising \$1.5 million through donations and corporate sponsorship to erect a 10,000 square foot facility at the Spanish Fork Airport. This modern facility will serve as the platform for Foundation educational activities, community gatherings, and CAP operations. One feature of the building will be a memorial plaza where donors can help with the project by the purchase of an inscribed brick to be placed in the plaza (to purchase a brick go to this website: www.brick-srus.com/donorsite/thecandybomber). The Foundation website is www.thecandybomber.org and has further information and videos about the project



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and its progress.

This exciting project brings the Candy Bomber story to full circle: youth looking to the skies of Utah and dreaming of the future. Join us, won't you? ★

The Berlin Candy Bomber

Capt. Clayton Forsythe, CAP

A number of Civil Air Patrol volunteers are working to construct the Gail S. Halvorsen Aviation Education Center. This brief video will help explain why this project is worthy of your participation: www.youtube.com/watch?v=udwL1XCyJno



Attached is an architectural rendering of the Center which will be built at Spanish Fork Airport- where Gail hangared his Cessna A/C after he retired from the USAF. The facility will be approximately 10,000



square feet and will provide space to preserve and display some of Gail's mementoes, enable educational enhancement experiences for K-12 students locally, and house CAP aircraft and other equipment.

We are raising \$1.5 million to complete construction, and develop an endowment to provide for on-going maintenance and upkeep for the facility. Our fundraising strategy involves three projects: direct fundraising from regional philanthropists

and corporations, community events, and sales of personalized inscribed bricks to be included in the memorial walk leading to the front of the facility.

I want to invite you to purchase one or more of the inscribed bricks for the memorial walk. The bricks can have up to three lines of characters, and can be personalized for yourself, or placed in memoriam for someone that you would like to honor. The bricks can be purchased for \$250.00 each at this website: www.bricksrus.com/donorsite/thecandybomber

Also, if you have a social media platform would you invite your friends to go to the Foundation FB page and "like"/"follow" our page: www.facebook.com/GSHFoundation/?pnref=lhc Visit the project website at: www.thecandybomber.org to follow our progress.



An Honored Tradition

By 2nd Lt. Grace Anderson, CAP



TRADITION – On July 28, members of the Weber Minuteman Composite Squadron (WMCS), Civil Air Patrol, assisted by members of the Utah National Guard and Marine Corp. Reserves, put to rest eight American Flags. The flag burning ceremony was held at Benchmark Behavioral Health in Woods Cross, Utah.

CAP 2nd Lt. Taylor Anderson and Cadet Col. Rosalyn Carlisi are both members of Weber Minuteman Composite Squadron. Anderson is a specialist in the 124th Support Company, Utah National Guard as a generator mechanic. Carlisi is a Cadet Third Class at the U.S. Air Force Academy.

Joining the WMCS members were lance corporal Houston Crudele an electro-optical ordnance repair specialist in the 4th Marine Tank Battalion, Company C. and Utah National Guardsman specialist Tony Thackeray, a musician with the 23rd Army Band.



The four man team folded several of the Flags, one at a time. Then each member placed two American flags into a fire on the patio as the residences of Benchmark Behavioral Health watched. Russ Jeffers, a supervisor at the center spent several minutes between the two ceremonies to teach the residences about flag etiquette and about the different locations the flags flew. Two of which came from Fort Bragg, NC where Jeffers served in the 82nd Airborne, U.S. Army.

These members and service members respected our nation's flag in the best way possible in this ceremony as they put these eight flags to rest.



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Commander's Comments

Continued from page 1

Desert Scorpion ES/Comm School to be held in summer 2018.

Our Communication Unit, under the Direction of Maj. Mike Collett, is opening new mission opportunities with local Search and Rescue, National Guard and local law enforcement agencies.

We also now have fully qualified tow pilots that are able to support Glider Orientation Flights for our Cadets. Lt. Col. Max Kieffer is always willing to help make that opportunity available for our cadets.

Several AFRCC mission calls have come in requesting CAP assistance to track down Emergency Locator Transmitters (ELT), resulting in great feedback from the USAF regarding our team's ability to get the job done.

The Wing conference is scheduled for 24 March 2018. Please plan on joining us for training and updates. CAP Chief Operating Officer, John Salvador will be in attendance, as well as several Rocky Mountain Region (RMR) staff, including the RMR Commander, Col. Tom Kettell. Don't miss the evening dinner and awards banquet, as Hill AFB Base Commander, Col. Jennifer Hammerstedt will be our keynote speaker.

Our Compliance Inspection is set for 22 July 2018 and wing staff is working diligently to get ready and show USAF inspectors what we already know – Utah Wing is Mission Ready!

Finally, congratulations to Blackhawk Cadet Squadron for being this year's Wing Cadet Competition winners. I couldn't be prouder of these cadets, and know they'll represent our Wing proudly at the upcoming regional competition.

These are great times to be part of the Utah Wing. I continue to see members and units stepping up and getting the job done. Your continued support of the mission is appreciated as we move forward together with purpose. I always remember that none of this is possible without professional members like you. Thanks for all you do! ★

Risk, Hazard, Safety, or Survival?

*By Lt. Col. Steve Rogers, CAP
Wing Director of Safety
Assistant Wing Standards/Eval Officer*

Where did safety begin? Did safety come to us like breathing, walking, or a part of the evolution of human existence? Yes; however, as we are confronted with risks and hazards that are more complex, we must adjust our behavior to minimize our risk and increase safety.

In our activities and duties in the Civil Air Patrol we are confronted with the risk for potential damage to vehicles, aircraft, and most importantly, potential injury to our most valuable asset, our personnel. Since our activities pose greater danger than encountered by the general populace, we require outstanding training to prevent injury and mitigate risk.

As you may recall, Wile E. Coyote is not noted for his operational risk management during his pursuit of the Road Runner. He suffers injury at every attempt and is never able to reach his operational goal.

My job as the wing director of safety is to help you reach your operational goals safely. We should all develop an attitude of safety throughout the wing. We are all members of the wing safety team. True safety can only be accomplished through team work. We each have a duty to set an example for other members and create a safe environment. This attitude of safety needs to come from each of us through example, training, practice, and vigilance. Complacency will destroy our safety program and risk lives.

Between now and June 2018 it is our goal to visit each squadron within the wing and assist with their individual safety plans.

If you have any questions or concerns prior to my visit to your unit, please contact me at (801) 698-3819 or email me at lrc.rogers.cap@gmail.com.



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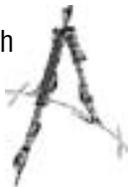
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H.A.R.T. Ceremony

By 2nd Lt. Grace Anderson, CAP

- Honoring Allies Remembering Together -

Thursday, Nov. 16, 30 members of the Utah Wing headed to Helena, Mt. These members, both senior members and cadets from across the state, met with other Civil Air Patrol (CAP) members from all of the Rocky Mountain Region (RMR). On the morning of Nov. 17 all the RMR vans headed north to cross the border into Canada.

For the last six years RMR has taken part in a Hart Ceremony with the Alberta Royal Air Cadets in Lethbridge, Alberta. It is the largest Hart Ceremony in North America. It is a time when the American and Canadian cadets come together to honor each other as allies,



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their Veterans, and those who have died in service to their countries.

The ceremony started early on the morning of Nov. 18, the Civil Air Patrol Honor Guard and Royal Air Cadet Flag Party Commanders started the event with a salute and hand shake. The band, provided by the Royal Air Cadets played the national anthem of both countries.

Following the opening ceremony a mix of cadets from both countries presented the Gold Star and Silver Cross family's wreaths in remembrance of their fallen family members. As the wreaths were presented the cadets shook hands and hugged the family members before returning to their starting position.

The hour long ceremony concluded after several short speeches from heads of many different organizations, including CAP Col. Tom Kettell, RMR Commander.

After the ceremony ended the cadets from both countries took time to trade patches that they brought from home before lunch was served. Following lunch the cadets held their annual volleyball competition. This friendly competition was



held in two different tiers that teams got to opt into.

"I learned there is more than just American soldiers that fight for their own freedom and for our country's freedom. My favorite part of the trip was being able to meet different people from a different country," said CAP Cadet Staff Sgt. Mikayla Falkner, from Utah Wing.

The evening ended with the cadets talking about the differences in their organizations, the various national activities they could be part of, and a drill competition.

The following morning the CAP members started to pack up for their long trip home. Vans were loaded with bags as the cadets said goodbye to the new friends that they had made on the trip.

"This event is very important to both CAP and the Royal Air Cadets. It gives them a chance to meet with each other, to strengthen the partnership between countries, and a chance to remember the veterans of both sides," said CAP Lt. Col. Raymond Atanacio before the ceremony started. ★





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Desert Hawk XV

By Cadet Staff Sgt. Mikayla Falkner, CAP

Wendover Air Base, Nev., June 21, 2017, is the place where it all started. The previous day had been packed full of packing and mentally preparing for what I had gotten myself into. The day had finally come, we arrived and everything was going smoothly as I loaded my bag into the CAP van. The next thing we knew we were there, as soon as they had opened those doors, yelling. It was confusing and terrifying at the same time.

As we went through in-processing, the first part of Encampment, there was so much yelling and things going on you were all over the place. If you dropped your things then the staff would yell at you when you stopped to pick it up. As you exited the building, where most of the confusion was, you had to arrange your things so you could run to your barrack. Once we arrived in our barrack we were immediately told to set up our bed and make sure everything was put in a tub.

Girls then started to arrive and soon enough there was 18 girls in our barrack. It was tight and you didn't even have one foot of space between our cots. Little by little the girls were separated into their flights. I was later assigned to a guide on.

The day had gone by fast, and not much happened besides in-processing and we marched around and then sent to shower then bed.



The next day we were woken up by pounding on doors and everyone panicking to get their shoes on and get out of the bar-rack. It was cold and everyone was tired and stiff, we were marched to a dirt field where formation happened. We did PT, which was difficult because it was dark and you were getting eaten alive by mosquitoes and the fact that you were exercising in the dirt and on the rocks.

After PT we were again sent to showers. After showering we had time to change and get ready before our flights came to get us.

When I met up with my flight I found out it was breakfast, after breakfast we went to a classes where you could tell everyone had dozed off at least once. When our classes were finished it was about lunch time.

After lunch was over we again had more classes. Again you could tell people were dozing off. After our classes at the Officers Club we marched back to the compound where we had flight time, and dinner. After dinner we were sent to shower and went to bed. The whole process started again, the wake up, PT, breakfast, classes, lunch, drill, classes, dinner, showers and bed.

The sixth day we were inspected and screamed at because we had messed up, the inspection was fast and nerve racking, and the regular schedule continued after. The seventh day we started the day with an extra hour of sleep and it was nice. Later in the day we started to practice for pass and review for the last day of encampment. That night was a special banquet for dinner, there was a grog and the Officers Club looked amazing.

There was cider and the place was so fancy and nice that I had forgotten that it was the place where most people had dozed off during the day. The cadet deputy commander put together the grog, it was disgusting.

After dinner had been served and everyone was done eating, awards were given out. There were



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several awards given out and I was surprised that I had gotten both The Warrior Spirit Award, and The Cadet of Encampment Award. I was shocked and couldn't believe I had made it this far.

The next day, we didn't only get an extra hour of sleep we weren't woken up to yelling and screaming. We were woken up to the song "The Final Countdown", and the staff being nice. Today was graduation day, the final day.



After we had loaded all of our things into the mess hall we got dressed for pass and review. We wore our blues and we looked as sharp as possible. We loaded into the vans and were transported to the parade field to practice and perform pass and review.

The time had come, pass and review. It was so nerve racking and special at the same time. After pass and review we loaded back onto the vans and went back to the compound for out processing.

Finally we signed out, got our things, and our Certificate of Completion. We were done, free to mingle and have fun. Then it came time to leave, I changed into PT gear, loaded up in my car and headed home.

So whenever anyone tells you that Encampment is the worst and best week of your life, they are right. So take my word for it and go when you have the chance. ★



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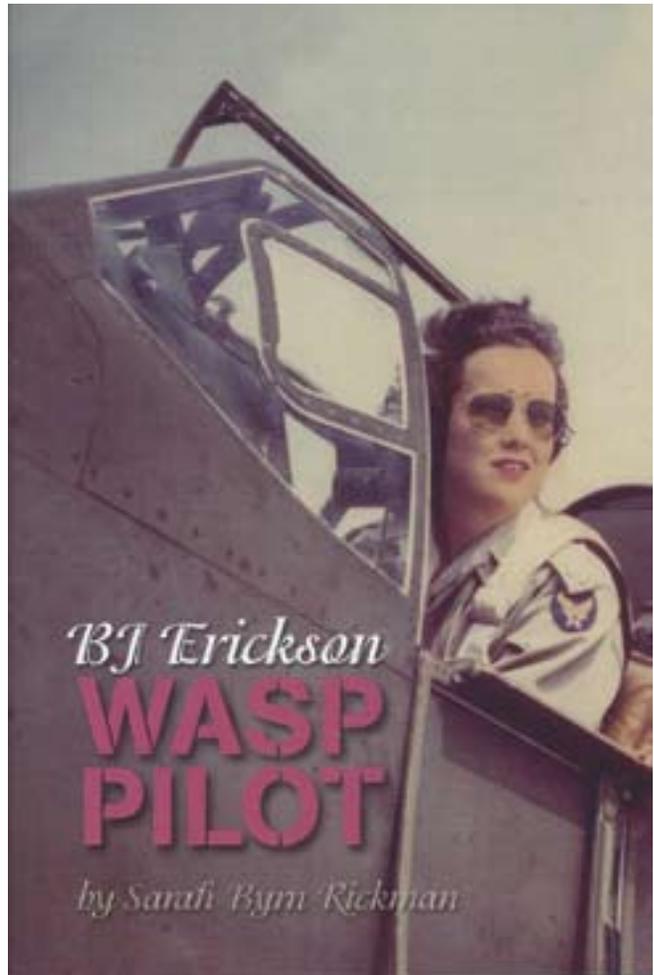
COVER TO COVER

BJ Erickson: WASP Pilot

By Sarah Byrn Rickman
Published by Filter Press

World War II gave young women an unprecedented opportunity to fly military aircraft for their country. In 1939, Congress approved the Civilian Pilot Training Program (CPT). One student out of every ten could be a female. More than 2,000 women learned to fly through CPT, just in time to make a difference in the outcome of the war. One such young woman was Barbara Jane Erickson of Seattle, Washington.

BJ Erickson: WASP Pilot, is the biography of Barbara Jane Erickson who became a Women Airforce Service Pilot (WASP) and it's specifically written for young adult readers so it's ideal for the Civil Air Patrol cadet audience. The book includes an informative history of WASP, WWII aircraft and a glossary of terms in addition to the various experiences and photos of BJ Erickson and the different planes she flew such as the B-17 Flying Fortress, B-25 Mitchell Bomber, P-38 Lightning, P-40 Warhawk, P-51 Mustang and many others.



This is an excellent book to complement CAP aerospace education training and inspire our young cadets, especially female cadets, to pursue their aviation goals. Here are some testimonials from notable female aviators:

“Personal stories like the one told by Sarah Byrn Rickman in *BJ Erickson: WASP Pilot* offer us a window into WASP, the inner workings of the Army Air Forces, and World War II. Sarah has done us all a service by writing this engaging book that brings flying to life and offers a valuable resource for historical research.”

Michelle D. Johnson, Lieutenant General, USAF Retired
Superintendent, U.S. Air Force Academy, 2013-2017
Graduate, AF Academy Class of 1981; C-141 Starlifter Pilot

“BJ Erickson blazed a trail for the women of my generation. I know, as I was part of the 1980 US Air Force Academy Class - the first to graduate women! *BJ Erickson: WASP Pilot*, is an amazing story that will challenge today's young women to blaze new trails as BJ did, no matter the obstacles.”

Margaret “Peggy” Dennis Carnahan, Lieutenant Colonel, USAF Retired
Captain, NetJets Aviation

BJ Erickson: WASP Pilot is a 6” x 9”, 172 page softcover available for \$12.95 from Filter Press at www.filterpressbooks.com. Mention you saw the book featured in *Cover to Cover* in your CAP wing's magazine to receive a CAP member discount.

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Blackhawk Tackles Army LRCs

By Cadet 2nd Lt. Beninati, CAP

Blackhawk Squadron took on the challenges of the Leadership Reaction Course at Camp Williams. Camp Williams is an Army National Guard base just south of Riverton. Among the base's facilities is a collection of obstacle courses known as Leadership Reaction Courses, or LRC's. They are designed to present a situation, whether it be building a bridge to span a river or escaping a POW camp. The object is to work with your fellow cadets to solve the puzzle, typically under a time constraint. These courses help build important teamwork skills, like the value of communication and the importance of planning. LRC's help prepare you for possible challenges that you will face during CAP missions, and get you in the mindset of thinking quickly and creatively. A few of the courses are very challenging, and require a steady hand to complete. Needless to say, it feels good when you stand on the other side of the course knowing that you helped your team succeed.

Blackhawk Hosts Aviation FTX

Cadet 2nd Lt. Nicholas Cooper, CAP

It is probably no doubt that one of the favorite aspects of CAP for cadets that they get to get 5 powered flights and 5 glider flights at no cost. Most cadets stay for the fact they get to fly, and get lots of flight training at an exponentially lower cost than most other groups, flying clubs, or flight schools.

Recently, Blackhawk took up the challenge to create an entire FTX dedicated to o-flights. Cadets from Blackhawk, Weber, Sevier, and Phoenix came together during the 19-21 of October to celebrate o-flights, and get in lots of flight training.

The event took place at the Spanish Fork Airport (U77). When everybody arrived, the hangar was filled with excitement as this would be the first time flying for most cadets. There was pizza for dinner, and a character development class, and for any cadets without aircraft ground handling, there was a class for aircraft ground handling. Behind the scenes, the sortie team was hard at work in the FBO putting together flights for the next day.

The next morning, cadets ventured out onto the flight line to wait for their flights. Cadets that were waiting got to learn how to use radios and do flight line marshalling. Cadet 2nd Lt. Cooper taught cadets about radios, while Cadet 2nd Lt. Searle taught flight line marshalling as he is a graduate of National Blue Beret.

Phantom Squadron provided pilots and a place for the cadets to sleep, a large hangar at the airport. The phantom pilots did a fantastic job teaching the cadets. During the 2½ day FTX the pilots flew more than 30 O-flights. As cadets walked off the flight line, they had the biggest smiles and happiness gleamed in their eyes as they took to the skies for their first time in a CAP airplane, and maybe even ever.

On day one the flights were canceled at around noon as the wind speed was too high for CAP airplanes, the wind was so powerful it even knocked down a nearby radio antenna. When everyone had returned to the hangar, a few cadets got to learn about UDF (Urban direction finding) and had a chance to explore the L-per and listen to the horrible, screeching, beeping that the L-per makes. At the same time, all cadets without their first rank went through 6 hours of leadership training conducted by Cadet 1st Lt. Liu.

The next morning, the same excitement filled the hangar as cadets went out to go flying. However, other groups were flying as well, and the airport flight line was much busier. This all meant that the flight line marshallers had an interesting job, and they handled it very well.

At the end of the activity, everyone packed their bags, got in the vans and went home. Everyone was super excited that they all got to fly front seat and learn about airplanes and enjoy the airport environment.

Blackhawk Lends a Hand at 4 Airshows this Year

By Cadet Senior Master Sgt. Dawson J. Rogers, CAP

Civil Air Patrol or CAP has many different opportunities and experiences you can get involved with, one of which is airshows. Blackhawk cadets along with the help of cadets from other squadrons helped with four air shows this year. Balloon Fest, Warbirds over Utah, Wendover and Idaho. Cadets have opportunities to do things like crowd control, parking assistance, recruiting booths to help promote CAP, and general service to help better their community.

Warbirds over Utah and the Balloon Fest were day events that we participated in. At the Balloon Fest Cadets got hands on with helping set up the balloons. It was a Long day of hard work and was the only air show that dealt with hot air balloons. Warbirds over Utah was an air show made up mainly of WWII aircraft. Cadets helped with parking and a recruiting booth. Blackhawk couldn't have done this alone and didn't have to thanks to help from Uinta Wilderness and Thunderbird Squadrons.

Wendover and Idaho air show were both weekend events. At the Idaho air show cadets had an opportunity to stay in the barracks and meet cadets from Idaho Wing. The Idaho trip included cadets from Vernal, Weber, and Blackhawk. Cadets also worked crowd control and an awesome STEM booth. At the Wendover air show cadets stayed on the Historic Wendover Airfield in the firehouse. Activities included parking, flight-line security, and the flag ceremony. Squadrons include Blackhawk with support from Wendover and Phoenix.

Blackhawk Promote CAP at Local Parades

By Senior Member Mayers, CAP

Blackhawk Squadron of the Utah Wing of Civil Air Patrol participated in the Days of '47 Youth Parade on July 22, 2017, the Days of '47 Parade on July 24, 2017 and the Veteran's Day Parade on November 11, 2017. The Squadron provided an Honor Guard to represent the Civil Air Patrol for each occasion and to honor our military in the Veteran's Day celebration.

The Days of '47 Youth Parade and the Days of '47 Parade commemorate the date in 1847 when pioneers entered the Salt Lake valley, and July 24 is an annual Utah state holiday. A youth parade with participants 13 years of age and younger is held first. The main parade on the anniversary date extends almost two miles south and east through Salt Lake City, and both are some of the nation's largest parade events. Blackhawk cadets were joined by cadets from Phoenix squadron for our march in the Days of 47 Parade. Both the Days of 47 youth parade and main parade aired on TV and the Civil Air Patrol Cadets looked great on TV. The Veteran's Day parade is held annually in Magna, Utah and runs east to west through the Township. The Blackhawk Squadron honor guard was highlighted on Chanel 4 News for their participation in the Veteran's Day parade.

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Joining of Two Wings

By 2nd Lt. Grace Anderson, CAP

GOWEN – Gowen Field Air Guard Base, Idaho (Nov. 1, 2017) From October 13 - 15, 22 cadets and 5 senior members from Weber Minuteman Composite Squadron (WMCS), Blackhawk Cadet Squadron, and Uinta Wilderness Cadet Squadron assisted Idaho Wing with Gowen Thunder 2017. This air show was held at Gowen Field Air National Guard Base, Idaho.

“This was a fun experience for me. It gave me the chance to help other cadets learn how to work at an air show,” said CAP Cadet 2nd Lt. Dillan Searle, a Blue Beret and member of WMCS.

The cadets started early in the morning on Saturday. They were split into five groups to secure the length of fencing between the audience and flight line. In addition to working security the cadets also helped run a STEM booth. The cadets worked closely with both the public and members of the Air Guard. This booth was used to inform the public about CAP’s STEM program and to recruit new members to CAP.

“Having the chance to engage with future cadets and their parents is important to growing our squadrons. It seemed that more parents were interested in our programs and the different qualifications that CAP offered through,” CAP Cadet 2nd Lt. Bradon White, Cadet Deputy Commander of WMCS, said about his time working at the STEM booth.

Once the air show was over for the day cadets from both Idaho and Utah Wings spent the rest of Saturday night with each other, they had evening chow and watched a movie at the Boise Composite Squadron building on Gowen Air Base.

“Doing air shows with the Air Force is a good experience for everyone due to all the different training everyone needs. It is also a great way for CAP to build a better relationship with the Air Force”, CAP 2nd Lt. Taylor Anderson of WMCS said.

Sunday, the cadets once again went out to work at the air show. The members from the Utah Wing left early in the afternoon to return home. Cadets and senior members of the Idaho Wing pulled together to cover all the positions for the rest of the day.



Cadet 2nd Lt. Dillan Searle of Weber Minuteman Composite Squadron is assisting the Air Force with vehicle marshaling between the flight line area and the public side. Searle is a Blue Beret, who had been through training to work at air shows.



From left to right, Cadet Staff Sgt. Kevin Workman and Cadet Tech. Sgt. Cadence Largent of Weber Minuteman Composite Squadron walked the fence between the flight line area and the public. This was to make sure that the public was able to view the air show from a safe distance from the flight line.



Members of the Weber Minuteman Composite Squadron are hanging out in the dining hall after working at the air show. The members of the squadron had come together to eat pie and talk about the day’s events.

“I haven’t worked at an event like this before. I gained so much experience and many new skills that going forward will make me a better senior member,” said Anderson.

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# Astronomy FTX

*By 1st Lt. TeriLee Hammond, CAP*

Blackhawk Cadet Squadron hosted an Astronomy FTX at the Mountain Dell Scout Ranch in Sanpete County from September 22nd through the 24th. The FTX introduced cadets to Astronomy, team building and astronaut skills. Capt. Sarah Borden and Lt. Randy Mansfield did an amazing job organizing this event and making sure the cadets had a fun but educational and hands on experience.

Upon arrive at Camp Tifie on Friday afternoon, Cadet 1st Lt. Liu sorted the cadets from Blackhawk, Thunderbird, Phoenix, Raptor and Uintah squadrons into flights and then assigned billeting in the basic cabins. Cadet 2nd Lt. Kligman, and his kitchen staff, then organized the kitchen supplies and prepared to feed the cadets for the weekend.

That evening, Lt. Thomas Quayle instructed the cadets on how to assemble and maintain a clas-



sic Dobsonian-style telescope. He also taught them skills that included optical alignment of telescope mirrors, targeting stars using both traditional lens optics as well as laser-finder methods, determining



  
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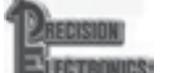
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minimum and maximum eye-piece powers that can be used, basic use of filters and various eyepieces so the cadets could study the stars that night. They also learned about star orientation skills and how to use guide stars and seasonal constellations to find certain objects in the night sky.

Saturday morning everyone woke up to a cold and frosty day that later turned into the first snowfall of the season. The cadets learned about and helped assemble radio telescopes that allows astronomers to see details about stars and the cosmos that are blocked from view of visible light. Another activity was held in the heated pool where the cadets learned the basics of scuba diving and neutral buoyancy. They had to work together as a team to put together an underwater structure

which they then had to maneuver in and out of. This helped the cadets understand how astronauts trained for zero gravity.

There were also team building activities including a High Cope Course which had two levels of rope bridges and obstacles 15 to 25 feet in the air ending with zip lines that also challenged the individual cadet's strength, balance, focus and nerve. Another activity was a drone assisted search and rescue. One team would be assigned as ground team and the other as air support. They used a drone as the eyes in the sky so the team could radio to the ground team how close they were getting to the search target.

Saturday night was too cloudy to gaze at the stars again but cadets were kept busy with indoor activities as the snowflakes really started to come down. By Sunday morning there was a good covering of snow on the camp and the higher elevations. The FTX was a great opportunity for everyone and the cadets left with a broader understanding and hopefully a spark to continue in science and related education and careers. But kids will be kids and we had to finish out the activity with a good old-fashioned snowball fight before everyone went their separate ways. ★



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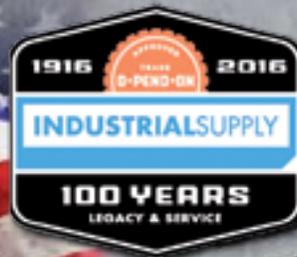
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# Rocky Mountain Rescue Dog FTX

*By 1st Lt. TeriLee Hammond, CAP*

This past September, sixteen Phantom and Raptor cadets got together to participate in an FTX with the Rocky Mountain Rescue Dogs in the Goblin Valley State Park. A few years ago, the Phantom Squadron joined with Rocky Mountain Rescue Dogs or RMRD to give their search dogs some extra practice with fresh targets. RMRD is an all-volunteer, non-profit canine search and rescue organization that employs teams which consist of a handler and their dog that is trained to locate human targets in the event of a missing person or fatal injury in the wilderness. The dogs are specially trained to locate human targets from miles away, even in adverse weather or challenging terrain. The activity was a practice SAR designed to give their incident commanders an opportunity to dispatch up to 8 teams to locate victims in a desert setting.

During the three-day activity, the cadets worked on their radio communications and learned how to use GPS handheld units. Each cadet was assigned to one of three CAP teams, led by Cadet 2nd Lt. Robert Hammond, Cadet Chief Master Sgt. Taylor Maki and Cadet Technical Sgt. Hayden Maki, which were then assigned an area in Goblin Valley State Park so the cadets could hide among the hoodoos to wait out the night until a rescue dog found them.

Saturday morning, the cadets headed into the park to find and then mark hiding spots on the GPS before heading back to camp to get some lunch and rest up for the adventure that night. Once dusk was upon us, the cadets headed back to Goblin Valley to get into their hiding holes for the long night and then the waiting began for them. Meanwhile, RMRD prepared to



deploy search dogs, equipped with GPS collars, and their handlers into an assigned area to ‘find the lost hikers’.

Incident Command was set up at the pavilion in the park where Courtney Lawrence, a member of RMRD, could see on her laptop where each of the cadets were hiding and was able to watch in real time the dogs GPS as they searched and honed in on their targets. Throughout the night each cadet had to radio their team leader





every 30 minutes for a comms check and then the team leaders would radio into IC at the top of each hour and report to 1st Lt. Kris Nelson that all was well.

As the night went along cadets were found by the various teams with Cadet Airman 1st Class Khyber Lee from Richfield being the last find early Sunday

morning around 0200. Everyone then headed back to camp to get some well-deserved rest before heading home later that day. ★



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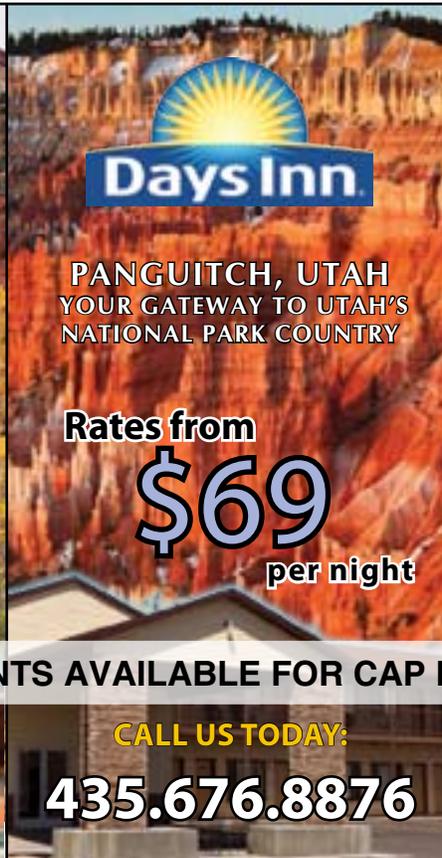
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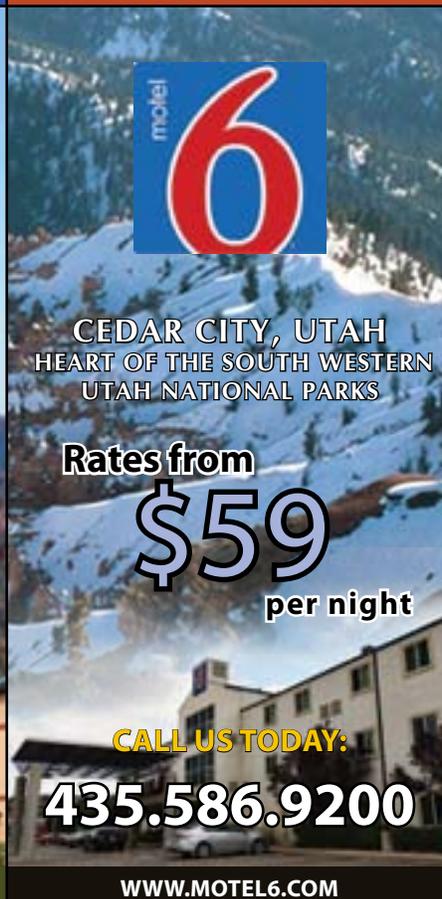


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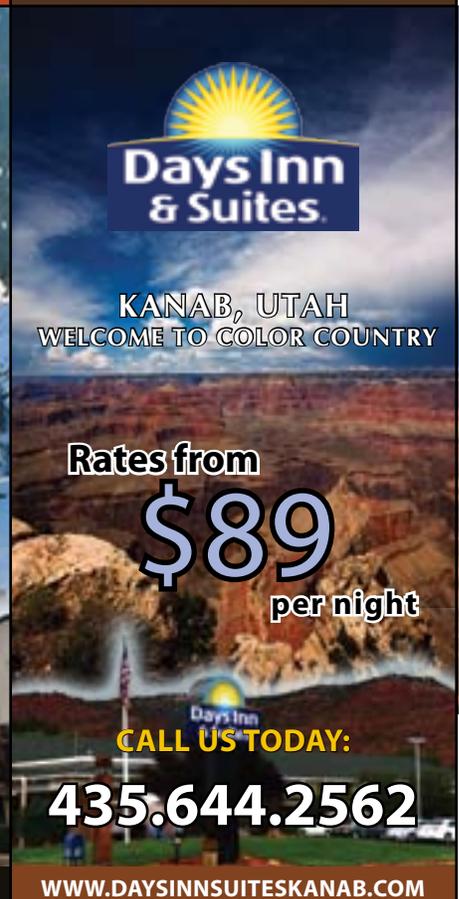


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