# A Message from the Commander  
**Major Tim Anderson**  
**Commander, Cheyenne Composite Squadron**

Cheyenne Composite Squadron,

Welcome to our newsletter. I hope you find this to be a great source of information. Thank you so much for all you do in your service in Civil Air Patrol as we have a great responsibility to our local community to provide Emergency Services, and we could not do it without your efforts and participation.

Let me also take this opportunity to encourage you in your service, in order to be effective in Emergency Service we must always be ready and a critical component of our readiness is Integrity. This means that we can be trusted to do what is right...all the time and we must exemplify integrity in all that you do because our community counts on us, and through integrity we ensure their trust is not broken.

Keep up the good work.

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**Making IT Matter, Making IT Relevant**  
**Major Aaron Seng**  
**Safety Officer, Cheyenne Composite Squadron**

I am your safety officer and, I hope, most of you have come to realize that the Civil Air Patrol and I take safety very seriously. Unfortunately, in today’s culture many people take safety for granted and believe they can write off safety without a second thought. It’s easy to disregard safety with justifications like: I know what I’m capable of, I’ve done this a thousand times, I know I’m good at this, and I’m only going a short distance. However, it gets scary when people justify their disregard for safety with: I don’t have time for that, I didn’t pay for it, it needs to be replaced anyways, who’s going to notice this one time, etc., and most times, disregarding safety is fine and you get away with it. That is until it is not fine and you do not get away with it. Even if I was not a Safety Officer, disregarding safety is not an appropriate mindset.

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I can talk all day about CAP specific safety issues every time I give a briefing, but at the end of the day, there are only so many subjects that I can talk about until you are receiving the same briefing week in and week out. I realize that that is not fair, nor is it fun, for me to present or for you to listen to the same subjects repeatedly. However, I will continue to brief some topics that have continued importance and that will not change.

One aspect of our participation in CAP is that a vast majority of our time is spent away from CAP, the Squadron, and CAP activities. In fact, for the average Cadet, you spend just 10-15 hours a month participating in CAP activities and for most Senior Members your time participating in CAP can range from five to over 160 a month. Please think about this: a 30-day month has 720 hours and therefore a cadet will only spend about over 2% of their month on CAP activities, whereas an active Senior Member can spend up to 28% of their month participating in CAP activities. Therefore, over 72% of a member’s life takes place outside of CAP and I think we, as a Squadron and CAP, need to address safety outside of CAP because I think we can do better and be safer in our everyday lives.

In my weekly safety briefings, I attempt to cover material that can and will affect us as we participate in our CAP activities. However, it is just as important to deal with safety related issues in our daily lives. Such was the case of my safety briefing on October 3, which dealt with firearm safety. While CAP does not use firearms, except in a few highly regulated instances, the briefing had nothing to do our CAP activities, but it did have plenty to do with the recent events in our communities and our country. In addition, firearms can be a safety hazard detrimental to the wellbeing of our members, associates, and friends.

My goal, as a Safety Officer, is to make our Safety Program have substance and to be relevant to what we do. Obviously, a one size doesn’t fit all safety program does not work and must be tailored to the group it serves. Without making safety relevant and important all of my (somewhat) inspired safety briefings only become a task to be endured or meaningless babbling that has zero impact on real life. Just ask yourself how much real help a safety briefing on the dangers of life in space is going to affect you in the near future. I would wager that there is 0% chance of that. One of the keys to making safety matter and relevant is knowing which topics are needed, wanted, and of interest to the leadership and the personnel of our Squadron.

In the coming weeks I will be coming around and asking questions about safety related issues and I would like to know what each of you think would be beneficial to your life and to others around you. Even if it is something that you would just like to know more about, that is ok because that is where real safety begins. I thank you for your time and I look forward to what we can accomplish with our safety program together.

**Cadet Red Service Ribbons – Summer 2016**

*Tech. Sgt. Salvatore Chiporo*

*Leadership Education Officer, Cheyenne Composite Squadron*

The award of the Red Service Ribbon is at the end of 2 years for Cadets and Senior Members in Good Standing. Congratulations to the following Cadets on their achievement: Master Sgt. Joshua Reyes-Meiring, Tech. Sgt. Ryan Leach, Staff Sgt. Elizabeth Syvanen.
My Encampment: A Cadet Essay

Cadet Airman Chase Brush

Today I am writing about Civil Air Patrol Encampment and how good an experience it was for me and the other cadets I shared it with. On the first day as soon as I entered the reception area, I was asked to recite the cadet oath. After the cadet oath, a cadet mentor checked my stuff to ensure I did not bring anything that was not allowed. After finishing reporting, I was instructed by a senior cadet to go to the barracks, put my things on my bunk, and pick up my sheets, blanket, and pillow. The pillows were yellow and gross to most of the cadets.

During meals I waited in line reading my SOP’s (Standard Operating Procedures), when my turn came I went inside the dining hall and waited in a line again. Before eating we had to fill out a sheet with our CAP-ID number before we were allowed to take a plate. After receiving my plate, I had to stand at parade rest and move forward with the line to get my fork, spoon, and knife. The line moved very slowly. At the head of the line, I performed a right face and placed my plate on the counter. After my plate was on the counter I had to tell the servers what I wanted to eat so that they could put food on my plate. After receiving my food, I marched to my table, put my plate, fork, knife, and spoon on the table and remained at attention until my table filled up with three other cadets. We were told that there was no talking or looking around and we had to remain seated until excused. Breakfast, lunch, and dinner were the same.

At encampment I wore my BDU’s the whole time except in the mornings, at night, and graduation. At night and during PT (Physical Training) I wore PTU’s (PT Uniform and in the morning I wore my blues. At encampment we marched everywhere. We learned that if you can’t stay in step you will learn to quickly because with marching comes cadence. We practiced drill, like right face, left face, and about face. I learned about Aerospace and ground teams, the history of CAP and the Cadet Program, and I learned about leadership and teamwork. The instructors tested us on our SOP’s a lot. We had a lot of room inspections at encampment in addition to studying and getting quizzed on our SOP's. Our beds had to have hospital corners, our blanket could not have any wrinkles, and our pillow had to smile. My BDU’s, blues, and shoes had to be spaced (correctly). Shoes had to be a foot like the foot you are standing on and my hangers had to be 4-fingers apart.

For PT we did pushups, sit-ups, and a lot of stretching. We also did the obstacle course, which is not timed. Usually, the mentors and instructors would split us up into two groups for PT and the obstacle course. On the obstacle course there are a lot of balance beams. After PT was our safety meeting. Before anything is safety and safety comes first in everything. We did fire drills and other safety training at encampment. I got to fly on a Blackhawk helicopter and it was awesome! I also got to ride in a C-130. One of the fun things to do was shoot pretend guns at computer-generated turkeys.

At the end of encampment is graduation. We practiced graduation the night before and in we reviewed it in the morning. We then put up our gross pillows, blankets, and sheets and made sure we had all of our stuff put away and ready to go home. After graduation my battle buddy and I went back to the barracks to pack my stuff and sign out of encampment. Then I got to go home with my parents.
Squadron Commander, Major Tim Anderson; Deputy Squadron Commander for Cadets, Major Tim Heaberlin, and all the Members of the Cheyenne Composite Squadron would like to congratulate all of our Cadet promotees from this past Summer and Early-Fall of 2016.


Congratulations!

Cheyenne Frontier Days Wyoming Air National Guard Open House: Displaying Civil Air Patrol Core Values and its Missions

Tech. Sgt. Salvatore Chiporo
Public Affairs Officer, Cheyenne Composite Squadron

Every year Cheyenne, Wyoming welcomes over 250,000 visitors for Cheyenne Frontier Days. These visitors come from every state in the United States and from around the World. During the 2016 “Daddy of them All” western celebration, the Cheyenne Composite Squadron joined other military and non-military organizations at the Wyoming Air National Guard Base Open House on Wednesday, July 27, to celebrate aviation and military excellence.

Major Tim Anderson, the Squadron Commander, led the charge in displaying CAPs Core Values and CAPs three-fold mission of Aerospace Education, Emergency Services, and Cadet Programs by setting up and managing and information table loaded with Civil Air Patrol pamphlets and addressing questions one-on-one with Open House guests. Exemplifying the Core Values, helping to disseminate information to the public, and assisting Major Anderson were Cadet First Sergeant Master Sgt. Joshua Reyes-Meiring and his team of fearless Cadets: Tech. Sgt. Ryan Leach, Staff Sgt. Kayla Shepard, Senior Airman Joshua Anderson, and Airman 1st Class Adam Maret. Joining the Cadet team and showing off two of the Wyoming Wings Red White and Blue Cessna 182 aircraft were Wyoming Wing Commander Col. Ken Johnston and Composite Squadron senior members: Major Harlan Ribnik, Major Michael Heaberlin, Captain Dan Nordin, and Chief Master Sgt. Mike Moore. With two aircraft available and plenty of Personnel support, the Squadron was able to open all four doors on the aircraft and give the public a fully immersive look at the workings of the Cessna 182’s with a more personalized attention granted to each guest.

During the course of the Open House, two Colorado CAP squadrons and Wyoming’s Laramie Valley Composite Squadron visited the Squadron. The Open House showcased the Civil Air Patrol and the Cheyenne Composite Squadron and proved that both are vital members to the Cheyenne community, the State of Wyoming, and the Nation. The Cheyenne Composite Squadron proved itself as a local volunteer service community leader and a great way to meet new people and spread the greatness of CAP around the world. The Open House also enhanced the Civil Air Patrol’s image within the Rocky Mountain Region, across the United States, and around the World.
“What CAP Means to Me” Essay Contest

First Place Essay

What CAP Means to Me
Cadet Staff Sgt. Kayla Shepard

Civil Air Patrol used to be foreign words to me. The first time I walked through those doors, I never thought I would be doing anything like this. Now as I write these words, I have seen and felt what a difference CAP is making.

Civil Air Patrol has quite a few meanings, when you ask others, but I see CAP as world changer. CAP has opened my eyes to a few things. My behavior has changed. I used to have no respect for my peers, what so ever. Now, that no respect has sky rocketed. My parents and friends have seen the difference. I used to have problems with speaking in public, now I can easily stand in front of crowd and say what I need to, without feeling completely embarrassed. Civil Air Patrol flipped my world upside down, shook it up, and flipped it quickly right side up, without warning. It taught me responsibility, leadership, and respect.

CAP has shown me the reason why people do what they do. Without it, I would probably be really rude, bossy, and care for no one, but myself. Now I see things in a different light. It has been worth every minute. I was told recently that I had been slightly out of character, like I was before I joined CAP. I agree whole heartedly. I had been acting up. But now, I’m determined to set that right. I’ve been pointed in the right path, and I’m going to take it.

To someone who has just joined, you may not understand everything I just said, while cadets, who have been around for a while, might understand every word. It just depends on who you are. But what I’m trying to say here is that CAP means one thing to me. Everything we do. Every time we help find someone in a search and rescue mission. Every time we listen to a safety briefing. We are all in this together. CAP means to me that I am here to make a difference. We are here to make a difference.

Second Place Essay: Tie

What CAP Means to Me
Cadet Airman David Sack

I joined the Civil Air Patrol this year, which has taught me so much about myself. I have wanted to be a pilot since I was three years old. I have also thought a lot about joining the Air Force following in my grandfather’s footsteps. My grandfather served over twenty years in the Air Force, and I greatly admire him. This program will give me the knowledge and skills of both careers. The curriculum has taught me all about character building and leadership. It has made me aware of my own strengths and how to use them. For example, I have really enjoyed the fitness program. I keep in shape as a black belt in martial arts, but Civil Air Patrol challenges me to push farther. I work on becoming a better person each day and setting an example for others.

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I love learning about aviation, space and the technology of flying a plane. It has been a dream come true to fly with an instructor. A twelve-year-old getting to learn and participate in the career of my choice at such a young age. This is so rewarding to me. Someday I hope to be able to give back to my community in search and rescue missions, or other areas to help out.

I am so proud to wear the Civil Air Patrol uniform. This program has given me a chance to become a leader, honoring God and my country. I hope someday to become more like my instructors and educate others in becoming great pilots and leaders of our nation.

What CAP Means to Me

_Cadet Airman 1st Class Adam Maret_

When I joined the Civil Air Patrol in the early months of 8th grade, I joined because I finally wanted to do something about my urge to fly as well as my bad grades, two things that do not go very well together. At this time, I had been doing flight simulator at my home for almost three years, starting out doing barrel rolls in Boeing 747s and slowly moving into spending hours of my time doing touch and goes at Cheyenne Regional. When I joined, I knew the basics of almost every single engine aircraft one could imagine. While I enjoyed my small home simulator, I knew it could not compare to the real thing, I figure the place that could help make my small, Cessna sized dreams come to life would be CAP.

While I joined for the flying, I came to realize that it was a lot more than that. While flying is fun, the feeling of wanting to serve my community had always been in me, and through CAP, I learned that it was very much there. I found that I enjoyed helping and educating the community on the various things that CAP is about, especially the Cadet Program. The Cadet program gave me motivation to do better in school, and through this motivation that CAP had given me I finished my 8th year of school with a high B in math, a class that I previously struggled in.

Aside from academics, CAP introduced me to several other "aviation minded" people, which to this day are some of my dearest friends. CAP opened my eyes about making the military a career, and because of this, I joined JROTC and now plan on going into the Airforce for an aviation related career. I have several thanks to give to the Cadet Program and the folks who were appointed to teach me everything that I now know about the military, aviation, and leadership.

O-Flights and Air Ops Branch Managers

_Tech. Sgt. Salvatore Chiporo_

_Public Affairs Officer, Cheyenne Composite Squadron_

Saturday, August 13, 2016 dawned clear, bright, and cool as the Cheyenne Composite Squadron prepared to provide Orientation Flights (O-Flights) to several of its Cadet Members. Senior Member 1st Lt. Robert McKinney, acting as Air Operation Branch Manager for the schedule O-Flights, arrived early at the Cheyenne Legend AeroServe Fixed Based Operator (FBO) location on Evans Avenue, adjacent to the Cheyenne Regional Airport to set up his equipment, he needed to track flight times and sorties in the Civil Air Patrol’s Web Mission Information Reporting System (WMIRS). Lt. McKinney volunteered to act as Air Ops Branch Manager for the Squadron’s O-Flights to complete his upgrade.

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As Lt. McKinney set up his equipment Senior Member’s Maj. Tim Anderson, Maj. Michael Heaberlin, and Tech. Sgt. Salvatore Chiporo arrived to give support and facilitate the flow of Cadets and Mission Pilots for the scheduled O-Flights. With the arrival of pilots Wood and Twitchell and their Cessna 182’s, Cadets Wellnitz (Sack) and Espey were ready for their very first O-Flights.

O-flight 1 or Powered Flight 1 consists of information and familiarization of concepts and instruction contained in Cadet Textbook *Aerospace Dimensions*, Module 1. The sequence of events begins with a pre-flight briefing by the pilot instructor and then moves to the aircraft where the Cadet will learn proper ground handling of the aircraft and pre-flight procedures and inspections prior to flight. Once in the cockpit the pilot familiarizes the Cadet with the use of checklists and discusses and familiarizes the Cadet with take-off procedures and emergencies. After take-off and once the aircraft is at a stable flight altitude, usually 2,500 feet Above Ground Level (AGL) the pilot will turn over controls to the Cadet and explain visual navigation using visual ground references. Upon approach back to the airfield the pilot will resume control of the aircraft and provide familiarization training for their Cadet on approach and landing procedures as well as roll-out procedures once the aircraft is back on the ground and on its way to the FBO. The final event in O-Flight #1 is the post-flight briefing and a Question and Answer session. When Cadets Espey and Wellnitz (Sack) returned to the FBO their smiles stretched from ear to ear and were brighter than that early August sun.

Cadets Anderson, Maret, and L. Miller were ready and excited for their second O-Flights and prepared by flying the Squadron’s Flight Simulator Kit while waiting for their flights.

O-Flight 2 uses the same textbook module as Flight 1 but the mission parameters and goals are different. Flight 2 begins with a discussion of the Cadet’s previous flight experience and the principles of flying safety. Once in-flight about 2,500 feet the Cadet learns the essentials of using flight trim to control and maintain level and straight flight. The pilot instructor also teaches the Cadet about the effects of lift, drag, and gravity on the aircraft as well as the effects of lift versus Angle-of-attack and relative wind on straight and level flying. The final demonstration and hands-on portion of the flight is a shallow bank that teaches the Cadets about the effects of load factors on the aircraft during such maneuvers. The pilot follows the flight with a question and answer session as well as an evaluation of the Cadets performance at the aircrafts controls. Once again the Cadets hit the ground running with smiles and a lot of back slapping and laughing as they congregated in the FBO waiting for their parents to pick them up after their successful O-flights.

While the Cadets were flying, Maj. Heaberlin and Tech. Sgt. Chiporo took lunch orders for the Senior Members and pilots and brought back lunch for those keeping the mission flying and on schedule. As the afternoon progressed the weather, while still beautiful, began to get choppy or turbulent around the airfield as the tarmac heated up and the surrounding land remained cool. The pilots, worried about the slight chop decided to finish the O-flights with the more experienced Cadets. The final two Cadets of the day were Cadet McKinney and Cadet Leach whom were both on their third O-Flights. The Cadets use the same textbook module for flight 3 that they used for flights 1 and 2. After the pre-flight briefing and discussion the Cadet and the pilot head to the plane and begin their flights. After take-off and above 2,500 AGL the pilot demonstrates and guides the cadet through climbing turns while instructing on proper techniques for collision avoidance. After competing climbing turns the pilot demonstrates slow flight at the minimum controllable airspeed or MCA and straight ahead and turning stalls as well as medium and steep banking turns, all of which the Cadet gets to try.

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During the steep banking turns the instructor familiarizes the Cadet with rudder coordination, control stick maneuvers, and the load factors of the maneuvers. Next the Cadet gets a chance to experience steep spirals and spins and how to recognize the differences and the dangers associated with each as well as the excessive load factors present on the aircraft when these maneuvers take place. Finally, the Cadet learns several search patterns associated with CAP’s Emergency Services Mission. These patterns are the parallel track, S-turns, and the expanding square. Once on the ground again the pilot debriefs the Cadet on their flight and offers an evaluation of their performance.

After the last flight of the day, Lt. McKinney and the rest of the Senior Member crew ensured the Cadets were taken care of and picked up by their parents and guardians and headed home to prepare for day two of the Cheyenne Composite Squadron O-Flights.

Sunday, August 14 dawned just as bright, clear, and cool as the day prior as Maj. Heaberlin, Tech. Sgt. Chiporo, and Maj. Harlan Ribnik met once again at the FBO to finish O-flights for the Cadets. This time pilot Schreurs flew down from Gillette to provide support. On the docket were Cadets Keenan and Brush, both completing Flight 2. Once again the day went off without a hitch as all nine Cadets completed their O-flights in nine sorties in 12.4 flying hours (includes pilot flight times to Cheyenne). Overall, all the Cadets and senior Members were pleased with the outcome and the turnout and hope to provide Cheyenne Composite Squadron O-Flights in the future.

**Final Thoughts**

*Tech. Sgt. Salvatore Chiporo*

*Public Affairs Officer, Cheyenne Composite Squadron*

I would like to thank everyone who contributed to this inaugural issue of Cheyenne Composite Squadron’s Quarterly Newsletter. However, there is much more to do and I need your help dear reader to submit stories and articles that are of interest to our Civil Air Patrol Community. I am learning as I go and see things that I can and will improve as we move forward in this endeavor. I am sorry there are no photographs in this issue but that is another thing we need to work on. If you find yourself thinking that something will make a good story for the newsletter or other Squadron news outlets, please write it up. If you are at an event that you think would be interesting for the webpage, Facebook, or the newsletter, then please take pictures and pass those along to either myself or Major Anderson. We appreciate everything you do throughout the year and therefore we need to celebrate it and let the community know that it is important to us.

Thank you and stay “Always Vigilant, Always Forward!”