



July 2006 Edition

# Col James H Kasler Senior Squadron Indiana Wing – Civil Air Patrol Lieutenant Colonel Larry Lopshire, Commander



## Kasler Squadron Completes Unit Inspection

On Saturday, June 17<sup>th</sup>, the Central Group Inspector General along with other inspection team members descended upon the Kasler Squadron. The purpose was the biennial unit inspection. While the final inspection report has not yet been released, by all accounts the Kasler Squadron performed very well.

Unit inspections follow guidelines published by the Department of the Air Force, Air University, CAP-USAF. Inspections cover all primary areas of squadron activity including Aerospace Education, Cadet Programs, Emergency Services, Mission Support, and Command.

For each section evaluated, there are five (5) possible ratings to be given by the inspectors: Excellent, Outstanding, Successful, Marginal, or Unsatisfactory. Again, while the final inspection report has not been issued, initial indications are that the squadron received a rating of Excellent or Outstanding in all areas reviewed.

While all squadron members should be proud of their contributions to such a successful inspection, there are two key individuals to whom a great deal of recognition belongs: Lt Col Larry Lopshire and Lt Col Tony Cecere.

Col Lopshire has been squadron commander since mid-2004. He took over a squadron that was already in pretty

good shape. Nevertheless, he saw some opportunities to build upon previous successes, and has done so.

Col Cecere is a long time member of the Kasler Squadron. He was consistently rated as one of the top safety officers in the Indiana Wing prior to taking over as deputy commander under Col Lopshire. In addition to his duties as deputy commander, Col Cecere is also the squadron's standards and evaluation officer.

Col Cecere took on the daunting task to be certain that the squadron was ready for this inspection, or any other that may be required. With the self-inspection guide in hand, Col Cecere personally worked with each section head within the squadron to be certain all items were covered. He compiled all of the results into inspection books, which were handed out to the inspection team upon their arrival.

The whole inspection process has been of tremendous value to the squadron as a whole. It allowed us to take a careful look at what we are doing relative to what we should be doing. While there is always room for improvement, and we should never stop seeking to do our best, know that overall this squadron is doing a fantastic job.

Keep up the ~~good~~ great work!

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Griffith SAREX was a great success despite some wet weather.

Ground teams inspect simulated wreckage and distress beacon.



## Kasler Composite Squadron ?

One of the stated goals of Indiana's new wing commander, Colonel John Bryan, is to increase overall membership and encourage each squadron to become more active in all three areas of our congressionally chartered missions: Aerospace Education, Cadet Programs, and Emergency Services. To that end, Colonel Bryan approached the Kasler Squadron earlier this spring regarding the possibility of bringing in cadets and becoming the Kasler Composite Squadron.

If you have an interest in development of a cadet program, please contact Colonel Lopshire. Ω

## CISM Training

By Major Jamie Griffith, CAP

Lt Col Sherry Jones, Special Advisor to the National Commander for Critical Incident Stress Management (CISM), will teach an International Critical Incident Stress Foundation (ICISF) registered CISM: Group Crisis Intervention course at Grissom ARB September 16th and 17th.



The Group Crisis Intervention course is a pre-requisite to being a member of a CAP Critical Incident Stress Team.

The CISM: Group Crisis Intervention training program is designed to present the core elements of a comprehensive, systematic and multi-component crisis intervention curriculum. The two-day course prepares participants to understand a wide range of crisis intervention services including pre and post incident crisis education, significant other support services, on-scene support services, crisis intervention for individuals, demobilizations after large-scale traumatic incidents, small group defusings and the group intervention known as Critical Incident Stress Debriefing (CISD). The CISM: Group Crisis Intervention course specifically prepares participants to provide several of these interventions, specifically demobilizations, defusings and the CISD.

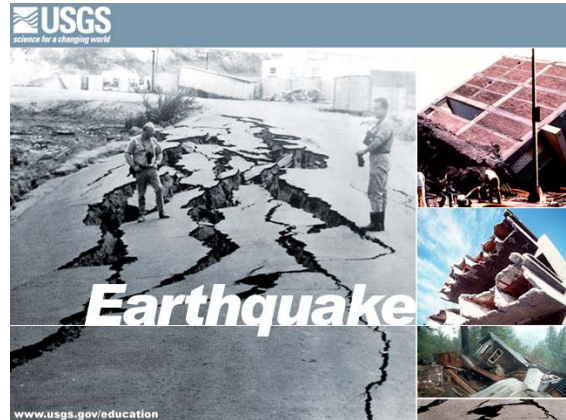
The need for appropriate follow up services and referrals when necessary is also described. Considerable evidence gathered to date strongly supports the multi-component crisis intervention strategy, which is discussed in this course. The CISM: Group Crisis Intervention course is designed to specifically teach crisis intervention and Emergency Mental Health skills such as demobilizations, defusing, and CISD.

At the completion of this course, participants will be able to: Define stress, CIS, and PTSD; List the 10 basic interventions of CISM; and Define and describe in detail the CISM group processes of Demobilizations, Defusings, and Debriefings.

Completion of The CISM: Group Crisis Intervention class and receipt of a certificate indicating full attendance (14 Contact Hours) qualifies as a CORE class in ICISF's Certificate of Specialized Training Program.

To sign up contact: Major Jamie Griffith

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## Earthquake in the Heartland!

During the winter of 1811 – 1812, three (3) of the most powerful earthquakes in U.S. history occurred along the New Madrid fault. In 1895, a New Madrid fault quake, with a 6.8 in magnitude, was felt as far away as the Atlantic shores of South Carolina. Scientists say that the probability is high that even a moderate earthquake will occur along the fault in the near future. They also say that the probability of a magnitude 6-7 earthquake within the next 50 years is higher than 90%. We could be hit at any time.

On June 19, 2007, a catastrophic New Madrid Seismic Zone event will occur and Civil Air Patrol will be there. The 3-day full-scale exercise, called SONS07 (spill of national significance), will simulate a large-scale earthquake incident within the New Madrid fault system. The exercise will cover numerous emergency response issues to be reviewed. Issues include oil and other hazardous substance releases; bridge failures; impacts on various forms of transportation including roads, rail, and water; flooding; urban search and rescue; and many others.

The SONS07 exercise is being designed to improve our nation's level of preparedness for a disaster such as this and test the ability to work effectively across various agencies. The Great Lakes Region of CAP is involved in this exercise along side of the Department of Homeland Security, FEMA, EPA, DOT, Coast Guard, Army Corps of Engineers, and others.

At this point, we do not know what the level of involvement will be for Indiana Wing. But, regardless, this is an issue for which we should all be prepared. Keep your ES skills sharp by participating in the wing exercises. In addition, make certain you have prepared for your family. Visit the Red Cross' web-site [www.prepare.org](http://www.prepare.org) to find out what you can do for your family to be ready. Ω

## Chaplain's Corner

Dave Harness, Captain, CAP  
Col. James H. Kasler Senior Squadron



Captain Dave Harness  
Squadron Chaplain  
(File photo)

I had a friend a few years back that was rated number two in the nation in college wrestling. He had won a gold medal in the Pan American Games and had trophy cases full of awards. He was invited to the Olympics but decided not to go.

After the Olympic Games were over, the number one rated person and the number three-rated person walked away with Olympic Medals. My friend would, in all probability, have won a medal.

He had an abundance of abilities but lacked the drive to make himself available to compete.

I also heard of a preacher who had spent a very tiring day working with his parishioners. He came home too tired to eat his supper and went directly to bed. Later, in the early hours of the morning the telephone rang and his wife answered the call. She told him that one of the members of the church had an extremely ill child and was asking him to come and pray for the baby.

When the preacher's wife went to him he told her he was so exhausted he could not go. The preacher's wife who was not prepared for the ministry got dressed and went to the home of the sick child. She prayed with much faith and saw the little child's fevered brow grow cool.

The point of this story is, while "ability" lay in the bed "availability" answered the call.

Not all of us have the same abilities but ability is not always the answer. Many things are accomplished in the CAP not by the one with the most ability rather by the one that shows the most availability.

In my opinion availability is above ability. We can have talents and abilities above measure but until they are put to use they are nothing. Ability that lays dormant is a ship without a sail. A small vessel can go anywhere with the wind to drive it. Our availability is the sail that captures the wind. Once captured, the wind can take us wherever we want to go. The sail is the catalyst of availability that overcomes the lack of ability of the small ship. Are you available should the call for service knock at your door? Ω

## Air Show & Open House Season



It is that time of year again for air shows and airport open houses. So, mark your calendars and be ready for both an opportunity to volunteer and an opportunity to have a lot of fun. Contact Major Gerry Inks of the Indy Senior Squadron regarding the Mt Comfort Show. Contact Major Tim Turner of the Kasler Squadron regarding the Greenwood Open House. Your help is desperately needed!

**Sat Aug 26 Indianapolis Air Show**  
**Sun Aug 27 at Mt Comfort**

**Sat Sept 30 Greenwood Airport**  
**Open House**



-- Article reprinted from *The Sentinel*, June 2006



## OPERATION CAPSAFE

The National Safety Officer, Col Lyle Letteer had introduced the CAPSAFE program last fall and we thought with the changes taking place at the Safety National Level we would reintroduce the program to the membership. Here is the program:

I cannot be everywhere and see everything. For this, I am going to enlist YOU. As you all well know, we consider everyone as a Safety Officer. Everyone makes risk management decisions everyday. When you cross the street, you look and see a truck coming. The decision is made, do I step out into the street to cross and get hit by the truck, or should I wait until it passes and cross Safely?

Everything we do in CAP and our everyday lives entails risk management decisions. Are we absolving ourselves of some of the decisions or are we purposely making decisions that will lead to the serious injury of a CAP member, permanent or temporary loss of a CAP asset, even death or injury of a friend. I do not believe that anyone of us would consciously make such a decision. However, take this possible scenario:

During a mission at a local VFR only airport the local weather is stated to be below VFR minimums. Upon looking at the sky and surrounding area the IC thinks that the weather report is wrong and decides that he should send up a pilot to see if they might just be able to get flights launched due to minimums for VFR. Now you have a risk management decision. If the pilot takes off and finds themselves in the clouds what should the decision now be? Should then pilot go below VFR minimums to get below the clouds or should the pilot file IFR and try to go elsewhere? Anyway you look at this situation it spells trouble. You have no situational awareness and violated the F.A.R.'s. The risk management decision to launch was a bad decision and poor management of the risk. We need your eyes and ears to help keep the CAP safe. That is why Col Letteer is implementing **OPERATION CAPSAFE**.

### OPERATION CAPSAFE

1. **PURPOSE**—To have every CAP member think about safety at least once a month. By doing this we have the capability to foster a habit pattern of risk management and safety considerations.
2. **APPLICABILITY**— This program applies to all Cadets as well as Senior members.
3. **RESPONSIBILITY**— Every CAP member has the responsibility of making their surrounding environment safe for the performance of their duties. Whether it be the Mission Pilot deciding on aircraft or crew capabilities, the cadet in the drill or mission environment, or the Aerospace Education instructor determining on where to place the extension cord for the projector so no one will trip over it.
4. **DESCRIPTION OF THE PROGRAM**— Every CAP member is requested to accomplish at least one of the following:
  - A. Once a month submit a suggestion to the National Safety Officer on how to make CAP Air Operations safer.
  - B. Once a month submit a suggestion to the National Safety Officer on how to make CAP Ground operations safer.
  - C. Each month there will be a selection made from the suggestions sent in for both Air Ops and Ground Ops.
  - D. Every month each winning submission will be awarded an **OPERATION CAPSAFE** coffee mug and MAGlite as a token of our appreciation.

These submissions may be either e-mailed to [LLetteer@cap.gov](mailto:LLetteer@cap.gov) or mailed to:

CAP National Safety Officer  
P.O. Box 1010  
Locust Grove, GA. 30248-1010

We want to receive an idea from each of the 60,000 CAP members every month. If each of you think of safety at least once a month we cannot help but improve our safety record. We guarantee that your suggestion will be read by someone on the National Safety Staff. Consider this, it may be your suggestion that has eluded everyone and it may be your suggestion that will be published in the CAP news that saves a CAP asset or a CAP member from injury or death.

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## Commander's Corner



LTC Larry Lopshire  
Squadron Commander  
(File photo)

### Teamwork Really Does The Job

Lt Col Larry Lopshire, CAP

I will not oversimplify the obvious, but the squadron pulling together under the expert leadership of Lt. Col. Anthony Cecere did a splendid job of preparing for and executing the recent staff evaluation by the Wing Inspector General. This is a superb example of the team

concept of working together and not letting any one person or small group of people do the work for the glory of many. It is a pleasure to be able to receive the comments of the IG and how impressed he was with your efforts.

But, that evaluation was only the beginning. We cannot rest on that reputation but must continue to exemplify that which has been done in the past. In an effort to make things more meaningful for the membership of the squadron, and create a reason to be a member of the squadron, the management team met after our last meeting and tried to formulate a plan for the coming 12-18 months. This plan has to do with our training schedule, but would more importantly develop ways to use our abilities in the time we have to ourselves.

Training proficiency will center on the meeting times, but we will also be tasking elements of the squadron to do some other things like developing a "customer base" who will take advantage of the CAP capabilities.

A major part of the squadron that we may have been missing in the past is the ability to have fun together. So we want to establish that identity and have a good time together and enjoy one another away from CAP. In other words, become really good friends.

As the activities increase within CAP, we have another area in which I would like to place some emphasis and that is recruiting. It is amazing how, as we talk to various people in our day-to-day activity, we can bring up the subject of Civil Air Patrol. That leads into discussions about how they can be of service. So recruiting is not difficult, but necessary to help share the burdens of the organization and give us all the ability to make a worthwhile contribution. We just need to extend the invitation.

Lastly, let me give you an update on the "Training Facility" progress. The Committee has met with a representative

from Morton Buildings and is presently in the progress of providing a down payment on the building to get it ready to build (final plans, permits and other approvals). I believe you will all like the building. In order to save costs, we have eliminated the second story but stretched the length to accommodate the loss of the floor space. Captain Aaron Pietras has developed a plan to get things moving and is also has gotten us a fundraiser by collecting used printer and copier cartridges. These can be resold and profit the squadron. He will be giving us more information on the program he has set up. In the mean time, I need for each of you to make contact with your employer, customers, etc to allow us to place containers in their business and then collect these containers periodically so that we can send them to the purchaser. In addition, I would appreciate it if you would also talk to those same people or any one else you can about donating \$1,000.00 to the squadron for the training facility. We will need about 150 of these folks to complete the task. We already have an electrical company to provide that part of the project and we also have an excavator that will provide that part of the project. So, we need those donations as soon as possible since the projected construction time is in the spring of 2007.

Thanks again for your support.

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### Glider Update

1Lt Jennifer Thompson, CAP

The airplane is leaving for Ohio on July 1<sup>st</sup> to have the glider tow kit installed. Finally, all of the pieces have arrived, and the shop is ready to get going.

When the plane comes back, we'll have a climb prop (same prop, different pitch), so the plane will likely be 5 knots or so slower than before. The re-pitched prop will help it cope better with dragging gliders through the sky, though. Ω

# Col James H Kasler Senior Squadron



## IMPORTANT DATES

### July

Sat	15	0900	Monthly Squadron Meeting
Sat	23		NESA schools begin
Sat	29		Mission Aircrew School

### August

Fri - Sat	11 - 12	1800	Training Leaders of Cadets at Lutheran High School
Sat - Sun	19 - 20	0800	SAREX - Seymour
TBD	TBD	TBD	Monthly Squadron Meeting

### September

Sat - Sun	16 - 17	0830	CISM Training - Grissom
Sat	16	0900	Monthly Squadron Meeting
Sat	30	0800	Airport Open House

## Col James H Kasler Senior Squadron

Commander: Lt. Col. Larry Lopshire, CAP  
 Deputy Commander: Lt. Col. Tony Cecere, CAP

For member exclusive information, refer to our squadron group on Yahoo!Groups



Newsletter Editor: Major Tim Turner, CAP

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