



The Daily Gremlin

Newsletter of the Third Cadet Training Group
and the Minnesota Wing Cadet Encampment

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The Day In Review C/1st Lt Tim Merhar

Today we began with what is usually the cadets' favorite activity of the week, other than graduating. The obstacle course consists of many wood obstacles that are made to not only judge your physical fitness but also to instill confidence in the cadets.



C/MSgt Sudjapun at the Confidence Course.

At the obstacle course was voluntary for the cadets, so if they did not want to do a particular obstacle they did not have to. Most of the cadets were very eager to prove themselves at this course and show their fellow cadets that they have the "right stuff."



The Big One!

The largest and most imposing of the obstacles is called "The Big One." This consists of a very high cargo net

and many other obstacles that are very imposing to even the largest cadets.



Airman Goddard of the Security Police Squadron shows the cadets how it's done.

Other obstacles included wall they had to jump and swing over, ones where they had to balance to make it across the water and other obstacles were momentum was the key. They all had a lot of fun but are almost guaranteed to be even sleepier than usual tonight.



Cadets wing walk on a KC-135.

Also the cadets had the opportunity to go to the flight line at the base and tour the KC-135 Stratotankers that are stationed there. Most cadets really enjoy this because they get to sit in the cockpit, tour the aircraft, and sit were the tail boom operator would sit during a refueling mission.

This is really the cadet's first opportunity to see the aircraft on the base. We have been very busy with the parts of the encampment which focuses more on the drill and discipline. They all enjoy this very much.



Chaplain Stier taking a break in the shade.

The cadets will have their second inspection in their blue uniforms tonight, which will be very useful in deciding how much the cadets have learned so far during the week. Well I must be going, have a great day.

C/1st Lt. Tim Merhar
MN Wing Encampment Group PAO

Tomorrow's Highlights

- CAP-USAF Briefings
- DDR Presentations
- Volleyball Competition
- Group Inspection and Final Exam

Academy resuming powered flying training

by Jennifer Brugman
U.S. Air Force Academy Public Affairs

0802/01 - **COLORADO SPRINGS, Colo. (AFPN)** –

The U.S. Air Force Academy here announced July 31 it is resuming powered flight training beginning in the summer of 2002.

There was no pilot training here for 18 months in 1997 and 1998 because of T-3 Firefly accidents in 1997. Training continued using sailplanes during the moratorium on powered flight training.

Introductory Flight Training is now being done by civilian flight schools in the area.

The problem with the current situation is that graduated lieutenants sometimes have to wait up to 18 months before going on to undergraduate pilot training, said Col. Korky von Kessel, 34th Operations Group commander. Also, the current IFT program neglects to give cadets the military training in flight operations that will help them succeed at UPT.

"UPT student briefings are standardized," Doby said. "If we give students a taste of that here they're going to be

much better prepared. Confidence is a major part of UPT."

During a UPT briefing, lieutenants must stand up while they are drilled with questions about safety and emergency situations.

"We are the smallest commissioning source, yet we provide almost 50 percent of the pilots (at UPT)," he said. "We take the aviation piece of our job very seriously."

The academy has a 50-percent lower attrition rate for pilot training than Reserve Officer Training Corps or Officer Training School.

"The better we do our job, the stronger our Air Force is," von Kessel said.

During the moratorium, attrition rates at UPT jumped to more than 20 percent at some bases.

"We realized we had to fix this," he said.

The current IFT program started in 1998. "The schools we're currently using are doing exactly what we're asking of them, but what's missing from that is the military oversight," von Kessel said.

The proposed powered flight training would consist of 300 students to start; with the option to increase to 500 students in years to come. They would train for 50 hours and obtain their FAA private pilot's license.

All this means that the total number of local sorties will be down to 6,000 to 9,250 per year compared to nearly 10,000 sorties per year in previous programs, von Kessel said. The maximum number of sorties scheduled will be 96 per day.

The new program would be run here by a civilian contractor with supervision by Doby's office.

"Our role will be to quality control the program and help the contractor structure the training to be more like what the students will experience in UPT," she said.

The Air Force will pay the contractor \$6,500 per student, which equals to about \$3.2 million per year. A contract has not been awarded yet.

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