



HEADQUARTERS NEVADA WING
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
2890 Vassar Street, Suite A
Reno, NV 89502

2021 Crisis Communication Plan

INTRODUCTION

This Crisis Communication Plan (CCP), required to be prepared and updated annually by CAPR 190-1, applies to the Nevada Wing (NVWG) Headquarters. This plan supports the National Civil Air Patrol Public Affairs Crisis Policy and CAPR 190-1. This plan does not override normal command functions and decisions of incident command staff or wing command staff. This plan is not intended to change the way emergencies are initially reported. All applicable CAP regulations will be followed in the initial and subsequent reports. The plan is designed to be used in conjunction with the normal decision-making process of the Wing Command Staff. Command staff should be familiar with the contents of this plan and use it as a guide when responding to a crisis.

PURPOSE

This crisis communications plan is established to:

- Familiarize command staff with procedures and their roles in the event of a crisis.
- Assist the Public Affairs staff in presenting a unified message.
- Establish guidelines for dealing with a crisis situation.
- Ensure the flow of accurate and timely information to internal (wing and national leadership and staff) and external customers (family, media, general public).
- Provide the media with appropriate access per CAP regulations and policy.
- Minimize damage to the reputation of Nevada Wing and CAP.

DEFINITION

For this plan, a crisis is any event that the wing staff determines may have or will have a significant impact on Nevada Wing, Civil Air Patrol, or its members. This may include line-of-duty injury or death, death or injury of a member of the public caused by CAP, police investigations involving CAP requiring a public response, or protests involving CAP and Green Flag West. This list is not all inclusive, and Nevada Wing must be prepared for a flexible response.

PREPARATIONS

The general public is dependent on the media for most of its information. In order to aid in the dissemination of accurate information, good media relations are essential. Timing and follow up information are critical.

- We need to understand how Americans' changing news habits have a tremendous impact on how and to what extent our organization functions within an informed society. News consumption is undergoing two fundamental shifts across the globe:
 1. The rapid rise in news audiences accessing journalism through their phones and mobile devices.
 2. The rapid increase in people who read or watch news through social media platforms, such as Facebook, YouTube, Snapchat, WhatsApp, or Twitter.

These trends are not national phenomena confined to the U.S. or a few small markets. They are playing out all over the world. What is perhaps most important about this development is the speed of information dissemination and the profound change it signals for CAP.

For most events it is a mistake to reserve comment. Refusing to comment leaves the door open for outside sources to make uneducated conjectures that could show CAP in a poor light. Providing well-planned timely, up to date accurate information will help prevent media issues.

Failing to provide accurate and timely information can lead the media into reporting inaccurate or false statements leading to confusion and damage to CAP and/or a deepening of the initial crisis. High speed mass communications can lead to rumors and can be a devastating result for CAP. It is imperative we prevent this from happening. Therefore, we must put forth timely and accurate information before we allow uninformed conjecture. Methods include: emails and blogs, websites, traditional press releases, interviews and any social media methods that get our story out quickly.

CRISIS COMMUNICATION TEAMS

The Crisis Communications Teams (CCT) are established to advise regarding what information is being presented by outside sources and to create a unified internal and external message. The Wing Commander makes the decision on what is to be released.

National Headquarters and/or the NOC will be notified through the chain of command when the Nevada Wing Crisis plan is put into effect. Status updates will be provided by the Wing to NHQ.

Members of the NVWG Crisis Communication Team will be consulted during any incident. Additions may be added as needed.

The Wing Commander and the Wing Public Affairs Officer are the designated spokespersons for the Northern part of the wing. Lt Col Rich Hazeltine, Wing Vice Commander, is the primary spokesperson for the Southern part of the wing. Lt Col Harvey Irby is the assistant spokesperson. These individuals are responsible for interacting with the media. No other person may release information unless authorized by the Wing Commander or Wing Vice Commander. Otherwise media representatives must be referred to the designated spokesperson or crisis center. This does not refer to a numbered mission operating under the Incident Command System. Normal NIMS procedures will be followed.

When the incident is primarily a local squadron issue the Wing Commander and Wing PAO are available to assist the local unit and can act as a spokesperson if needed.

Should a crisis impact a large geographic area or be severe, the Wing Commander and Wing PAO may be required to assist. Squadron Commanders will interface with Wing HQ to coordinate efforts. When the level of unit that will have primary responsibility is determined, other CCTs will then provide support and backup.

CRISIS COMMUNICATIONS CENTERS

NVWG is capable of both fixed and virtual centers. NVWG headquarters also has one ICS trailer in the North should it be required for remote incidents. NVWG has email, conference call, landline, and cell phone. Should the decision be made to establish a crisis center, the NVWG HQ staff, in consultation with the section CCT will determine the size, staffing and virtual versus fixed location. The Wing Commander makes the ultimate decision if a crisis communication center will be established.

RESOURCES

The NVWG PAO Staff will maintain a resource list/reference material for use in a crisis situation (located in e-Services). Reference materials may be maintained in electronic format for ease of storage and distribution. The following delegated materials will be maintained along with any additional materials the Wing PAO and/or Wing Commander may wish.

- NVWG Crisis Communication Plan
- Contact Information for all relevant wing staff / may come from e services
- Contact information for National HQ PAO staff
- List of qualified NVWG PIOs
- Media contact list or media contact websites, i.e. Nevada Press Association.
- CAP Fact Sheets

Any information released to the public should be uploaded to the wing website and Facebook page as soon as practical. Internal communications will use email or phone communications as appropriate. Nothing shall be released internally until it has been cleared by the Wing Commander.

CRISIS RESPONSE CLINICAL PATHWAY

Immediate Response Phase

The Wing Commander will determine if an official statement should be prepared and released. If warranted, the NVWG/CCT will develop answers to specific questions that may be asked by the media and the media release statement.

In some cases, it may be appropriate for CAP to make an initial announcement of an accident or incident. In others, it may be better to “wait and see.” Regardless, if representatives of the media inquire about an event or occurrence, CAP should make a prompt response.

Talking points should be developed by the NVWG/CCT. Talking points are short simple messages that tell our story, emphasizing positive points. The Wing Commander shall approve all talking points prior to dissemination to CAP members authorized to speak to the media.

It is often more effective for CAP if multiple authorized spokespeople are available to speak with the media using the same talking points and message, as opposed to a single member being the only person to grant media interviews. As such, in a major crisis generating broad media attention, there should be authorized spokespeople at the Wing and Squadron levels. These additional spokespersons will be designated and approved by the Wing Commander.

Ongoing Management Phase

In an ongoing crisis, the NVWG/CCT will:

- Provide (via the news media and on the web) the public and constituents with basic information about the crisis.
- Provide (via electronic mail or other means) the membership with basic information about the crisis.
- Ensure that updates are concurrently sent to NHQ PA staff.
- Instruct the public on how to obtain further advice or information.

Recovery Phase

NVWG/CCT will issue media updates for as long as necessary, then scale back activities as warranted. Media updates should be posted online.

Upon termination of the crisis, NVWG/PA will schedule a meeting of all NVWG/CCT members to review actions taken and lessons learned. These will be included in an after-action report forwarded to the Wing Commander and other appropriate Command Staff, and higher headquarters Public Affairs.

Tasking during an incident:

- Gather information – Who, What, Where, When, Why, How and prepare an official news release.
- Prepare and brief staff and commanders and anyone else who may interact with the media.
- Verify and log all sources of information.
- Clear news releases with the Wing Commander or designee.
- Log/document all media inquiries.
- Log all internal and outgoing information activities.
- Monitor local and national media output and be prepared to send corrections.

FILE PLAN

This plan will be reviewed and updated every January. Revisions may be made as needed and as warranted and uploaded to eServices.

POINT OF CONTACT

NVWG Public Affairs Officer:

Capt Maryan Tooker, CAP

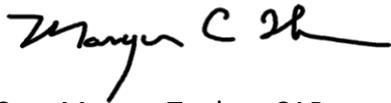
775-240-2456, maryan.tooker@nvwg.cap.gov

ACCOUNTABILITY

Plan monitoring is delegated to Wing Chief of Staff and Nevada Wing Public Affairs Officer.

Submitted: 3/30/21

Approved: 3/30/21



Capt Maryan Tooker, CAP
NVWG Public Affairs Officer



Col Deborah Pierce, CAP
Commander, Nevada Wing

Appendix A: Nevada Wing Crisis Communication Team

NVWG CCT North

Role	Name	Primary Phone	E Mail
Spokesperson	Col Deborah Pierce Wing Commander	916-947-8423	deborah.pierce@nvwg.cap.gov
Assistant Spokesperson	Capt Maryan Tooker Wing Public Affairs Officer (PAO)	775-240-2456	maryan.tooker@nvwg.cap.gov
Command Center Coordinator / Wing HQ	Col Deborah Pierce Wing Commander	916-947-8423	deborah.pierce@nvwg.cap.gov
Wing Resources	Col Carol Lynn NVWG Director of Operations	702-419-4680	Carol.lynn@nvwg.cap.gov
Wing Chaplain	Capt Matthew Mendenhall	(702) 419-0124	Matthew.Mendenhall@nvwg.cap.gov

NVWG CCT South

Role	Name	Primary Phone	E Mail
Spokesperson	Lt Col Rich Hazeltine Wing Vice Commander	702-449-7530	richard.hazeltine@nvwg.cap.gov
Assistant Spokesperson	Lt Col Harvey Irby	702-429-1193	harvey.irby@nvwg.cap.gov
Command Center Coordinator / Wing HQ	Lt Col Rich Hazeltine Wing Vice Commander	702-449-7530	richard.hazeltine@nvwg.cap.gov
Wing Resources	Col Carol Lynn NVWG Director of Operations	702-419-4680	Carol.lynn@nvwg.cap.gov
Wing Chaplain	Capt Matthew Mendenhall	(702) 419-0124	Matthew.Mendenhall@nvwg.cap.gov

Appendix B: Nevada Wing Crisis Communication Centers

Crisis Center North

Center	Location	Phone
Primary Center: Nevada Wing Headquarters	2890 Vassar Street, Suite A Reno, NV 89502	775-358-3700 FAX 775-358-3757
Alternate Center: Douglas County Composite Squadron	Minden Tahoe Airport 1144 Airport Rd Minden NV 89423	775-782-6262

Crisis Center South

Center	Location	Phone
Primary Center:	The Ranch House /Interagency Hangar North Rancho Drive Las Vegas, NV 89032	702-647-2256
Alternate Center: Henderson Composite Squadron	Henderson Executive Airport 1600 Jet Stream Drive Henderson NV 89052	702-907-2793

Should these facilities not be available, the section CCT will locate an alternative place with the desire to use CAP controlled facilities first. Consideration must be made for control of media access and ability to utilize internet, bandwidth, phone, fax, printers, etc.

Appendix C: Nevada TV/Press Contacts

<http://www.stationindex.com/tv/by-state/NV>

[K02QW-D](#) 13 Off the air

City: Reno, NV

Owner: One Ministries

Station Info: Digital Low-Power - 0.3 kW

Market: [Reno](#)

[K39FF](#) 39 Independent

City: Reno, NV

Owner: Regal Media

Station Info: Low-Power - 89 kw

Market: [Reno](#)

[K41IO-D](#) 41 Enlace TBN

City: Las Vegas, NV

Owner: Enlace Christian Television

Station Info: Digital Low-Power - 15 kW

Market: [Las Vegas](#)

[K43FO](#) 43 3ABN

City: Las Vegas, NV

Owner: Three Angels Broadcasting Network

Station Info: Digital Class-A - 10.2 kw

Market: [Las Vegas](#)

[KAME](#) 21

ID: "MY 21"

City: Reno, NV

Owner: Deerfield Media (Managed by Sinclair/KRXI)

Station Info: Digital Full-Power - 53 kW

Market: [Reno](#)

[KBLR](#) 39 Telemundo

ID: "Telemundo Las Vegas"

City: Paradise, NV

Owner: NBC Universal

Station Info: Digital Full-Power - 230 kW

Market: [Las Vegas](#)

[KBNY](#) 6 Off-air

City: Ely, NV

Owner: Equity Media Holdings

Station Info: Digital Full-Power - 300 kW

[KCNL-LD](#) 3 Channel Guide

ID: "Channel 3"

City: Reno, NV

Owner: DTV Innovators

Station Info: Digital Low-Power - 3 kW

Market: [Reno](#)

[KEEN-CD](#) 17 Religious

ID: "KEEN 17"

City: Las Vegas, NV

Owner: Christian Television Network

Station Info: Digital Class-A - 4.1 kW

Market: [Las Vegas](#)

[KEGS](#) 7 AMG TV

City: Goldfield, NV

Owner: Equity Media Holdings

Station Info: Digital Full-Power - 22.9 kW

[KEGS-LP](#) 30 Independent

City: Las Vegas, NV

Owner: Mako Communications

Station Info: Low-Power - 150 kW

Market: [Las Vegas](#)

[KELM-LP](#) 43 Mexicana

City: Reno, NV

Owner: NGEN Solutions

Station Info: Low-Power - 28 kw

Market: [Reno](#)

[KELV-LP](#) 27 Unimas

City: Las Vegas, NV

Owner: Entravision

Station Info: Low-Power - 43 kw

Market: [Las Vegas](#)

[KENV](#) 10 NBC

ID: "NBC/KRNV"

City: Elko, NV

Owner: Sunbelt Communications

Station Info: Digital Full-Power - 3 kw

[KEVO-LD](#) 40 Independent

City: Sun Valley, NV

Owner: FMI Media

Station Info: Digital Low-Power - 0.05 kW

Market: [Reno](#)

[KGNG-LP](#) 47 Independent

City: Las Vegas, NV

Owner: King Kong Broadcasting

Station Info: Digital Low-Power - 13.4 kW

Market: [Las Vegas](#)

[KHDF-CD](#) 19 Independent

City: Las Vegas, NV

Owner: Northstar Media

Station Info: Digital Class-A - 150 kW

Market: [Las Vegas](#)

[KHSV 21 Heros & Icons](#)

City: Las Vegas, NV

Owner: Howard Stirk Holdings

Station Info: Digital Full-Power - 27.7 kW

Market: [Las Vegas](#)

[KINC 15 Univision](#)

ID: "Univision 15"

City: Las Vegas, NV

Owner: Entravision Communications

Station Info: Digital Full-Power - 1000 kW

Market: [Las Vegas](#)

[KLAS 8 CBS](#)

ID: "8 News Now"

City: Las Vegas, NV

Owner: Nexstar Media Group

Station Info: Digital Full-Power - 30.1 kW

Market: [Las Vegas](#)

[KLSV-LD 50 Shopping](#)

ID: "Jewelry TV"

City: Las Vegas, NV

Owner: Biltmore Broadcasting

Station Info: Low-Power - 10 kW

Market: [Las Vegas](#)

[KLVX 10 PBS](#)

ID: "Vegas PBS"

City: Las Vegas, NV

Owner: Clark County School District

Station Info: Digital Educational Full-Power - 105 kW

Market: [Las Vegas](#)

[KMCC 34 Azteca America](#)

ID: "Azteca America Las Vegas"

City: Laughlin, NV

Owner: Entravision Communications

Station Info: Digital Full-Power - 1000 kW

Market: [Las Vegas](#)

[KNBX-CD 31 Independent](#)

City: Las Vegas, NV

Owner: Mako Communications

Station Info: Class-A - 1.33 kW

Market: [Las Vegas](#)

[KNPB 5 PBS](#)

City: Reno, NV

Owner: Channel 5 Public Broadcasting

Station Info: Digital Educational Full-Power - 32.3 kW

Market: [Reno](#)

[KNRC-LD 14 Religious](#)

City: Reno, NV

Owner: Better Life Television

Station Info: Digital Low-Power - 4.5 kW

Market: [Reno](#)

[KNVV-LP 41 Univision](#)

City: Reno, NV

Owner: Entravision

Station Info: Low-Power - 150 kw

Market: [Reno](#)

[KOLO 8 ABC](#)

City: Reno, NV

Owner: Gray Television

Station Info: Digital Full-Power - 15.6 kW

Market: [Reno](#)

[KREN 27 Univision](#)

ID: "Univision 27"

City: Reno, NV

Owner: Entravision

Station Info: Digital Full-Power - 1000 kW

Market: [Reno](#)

[KRMF-LD 7 Independent](#)

City: Reno, NV

Owner: DTV Innovators

Station Info: Digital Low-Power - 3 kW

Market: [Reno](#)

[KRNS-CD 46](#)

ID: "CW 46"

City: Reno, NV

Owner: Entravision

Station Info: Digital Class-A - 15 kW

Market: [Reno](#)

[KRNV 4 NBC](#)

City: Reno, NV

Owner: Sunbelt Communications

Station Info: Digital Full-Power - 16.1 kW

Market: [Reno](#)

[KRRI-LP 25 Azteca America](#)

City: Reno, NV

Owner: NGEN Solutions

Station Info: Low-Power - 14 kw

Market: [Reno](#)

KRXX 11 FOX

ID: "FOX 11"

City: Reno, NV

Owner: Sinclair Broadcast Group

Station Info: Digital Full-Power - 1000 kW

Market: [Reno](#)

KTNV 13 ABC

ID: "Action News"

City: Las Vegas, NV

Owner: E. W. Scripps Company

Station Info: Digital Full-Power - 30.5 kW

Market: [Las Vegas](#)

KTVN 2 CBS

City: Reno, NV

Owner: Sarkes Tarzian

Station Info: Digital Full-Power - 90 kw

Market: [Reno](#)

KVCW 33

ID: "CW Las Vegas"

City: Las Vegas, NV

Owner: Sinclair Broadcast Group

Station Info: Digital Full-Power - 1000 kW

Market: [Las Vegas](#)

Nevada Broadcasters Association

<http://www.nevadabroadcasters.org/index.php>

<http://www.nevadabroadcasters.org/directory.php>

<http://www.nevadabroadcasters.org/contact.php>

Nevada Press Association

http://www.nevadapress.com/nevadapress.com/Daily_Members.html

http://www.nevadapress.com/nevadapress.com/Daily_Members_files/NPA%20members.pdf

Associated Press Contacts:

Las Vegas

P.O. Box 70

Las Vegas NV 89125-0070 (702) 382-7440

Carson City

102 N. Curry St.

Carson City NV 89703-4934

(775) 687-4190/4191

KSNV 3 NBC

ID: "NBC 3 News"

City: Las Vegas, NV

Owner: Sinclair Broadcast Group

Station Info: Digital Full-Power - 630 kW

Market: [Las Vegas](#)

KVTE-LP 35 Local Programming

ID: "Vegas 35"

City: Las Vegas, NV

Owner: Mountain Ridge Holdings

Station Info: Low-Power - 150 kw

Market: [Las Vegas](#)

KVVU 5 FOX

ID: "FOX 5"

City: Henderson, NV

Owner: Meredith Corporation

Station Info: Digital Full-Power - 86 kW

Market: [Las Vegas](#)

KWNV 7 NBC

ID: "NBC/KRNV"

City: Winnemucca, NV

Owner: Sunbelt Communications

Station Info: Digital Full-Power - 0.89

PRLog distribute press releases for free.

<http://www.prlog.org/>

Appendix D: Nevada Wing Media Contacts

Social Media

Facebook: <https://www.facebook.com/nvwg.cap/?ref=bookmarks>

Twitter: <https://twitter.com/NevadaWingCAP>

Instagram: <https://www.instagram.com/nvwgcap/?hl=en>

Website

<https://nvwg.cap.gov>

Civil Air Patrol Newsroom

<http://www.cap.news>

Appendix E: Crisis Kit Contacts

- Cell phone/charger
- 2 Hard Copies of Crisis Communications Plan
- Computer
- Printer
- Flash Drive
- One (1) Hard Copy of Media Outlets
- One hundred (100) current CAP fact sheets
- Local, state, and national maps
- Paper, legal pads, pens
- Handheld digital recorder
- Press credentials
- Laser Pointer
- Projector, if needed
- Business Cards

Appendix F: Crisis Scenarios and Action Plans For Response

Scenario 1: Fatalities or serious injuries sustained by CAP members. Adapt these general talking points as appropriate to the specific accident or incident. In many cases, the primary comments in bold will be all that needs to be said. Add the rest of the information only if asked.

- ***Our hearts go out to the families of the members involved, and to all of the Civil Air Patrol members in (where the members are from) who work hard to serve their state and country with a professional level of skill.***
- ***Civil Air Patrol's safety record — at a low average of two accidents per 100,000 flight hours — is well below the national average for GA accidents. Keeping the world's largest fleet of single-engine piston aircraft ready to respond requires a deliberately shaped safety culture.***

Additional information, only if asked to elaborate:

- ***When you consider that Civil Air Patrol's missions are typically flown only 1,000 feet above the ground, leaving little time to react in an emergency situation, Civil Air Patrol's low accident rate is even more significant. Though Civil Air Patrol flies in a high-risk environment, one of the reasons our accident rate is so low is because we have successfully used operational risk management - a technique developed by the Air Force safety community and adopted by Civil Air Patrol.***
- ***Every one of our pilots takes a flight safety check at least annually, and they are evaluated on their ability to fly mission profiles biennially.***

- *We have a safety education program whereby both aircrew and non-aircrew are briefed on safety issues during monthly safety meetings.*
- *Also, every Civil Air Patrol wing is given an evaluation on its ability to perform search and rescue/disaster relief missions biennially*
- *Civil Air Patrol aircrews are absolute professionals and highly trained in all aspects of aerial search and rescue [including mountain flying techniques].*

Additional information, only if asked to elaborate:

- *Aerial search and rescue are clearly a demanding mission, given the requirement to fly typically only 1,000 feet above the ground. However, our aircrew members fully understand the dangers associated with SAR missions and train hard to minimize them, but they consider their duties to be critical. Over the years, Civil Air Patrol has been credited with saving on average about 75 lives annually.*
- *Civil Air Patrol maintains its aircraft rigorously to standards that meet or exceed FAA standards. The maintenance is timely, thorough and carried out by FAA- certified mechanics Civil Air Patrol-wide. Bottom line: Civil Air Patrol maintenance policies are stricter than or as strict as general aviation standards in America, with greater emphasis placed on regular aircraft inspections throughout the fleet.*
- *There is no way I could speculate on what may have caused this to happen. I am sure it will be the subject of an official investigation. (TIP: Do NOT be trapped into discussing possible or hypothetical causes or explanations for what happened. Rather, go back to point #1 -- the investigation WILL happen, and meanwhile, our big concern is for the families and fellow members of the people killed/injured.)*

(Note: Do not feel that you must rush an answer. If you have to pause 10 seconds after the question is asked to formulate your answer, no problem. Remember that TV stations in particular will probably only use 10- or 15-seconds worth of your actual words, anyway.

Scenario 2: CAP members accused of sexual misconduct

Adapt these general talking points as appropriate to the specific situation:

The status of the accused is:

- No longer a member
- Suspended
- Other

No complaint has been filed with CAP adult or child or any family member (assuming this is true).

The CAP Cadet Protection Program ensures that more than one adult member is always present on activities with our youth members, and in

particular our rules prohibit private "one-on-one" interaction between individual youth and adult members.

TIPS:

In a media interview, always find ways to come back to these points. If the reporter asks you about your feelings or emotions, dodge the question. " I am glad that CAP has procedures in place to prevent inappropriate contact from taking place." Avoid repeating back the words the reporter uses in asking the question.

For example, a reporter might ask "would you say that CAP was lucky that there were no problems with this person?" If you repeat "was lucky" either to say CAP WAS lucky, or to say, "No, I wouldn't say CAP was lucky," you are allowing the reporter to put words in your mouth that may then be quoted. ***Avoid answering hypothetical questions.*** Do not feel that you must rush an answer. If you have to pause 10 seconds after the question is asked to formulate your answer, no problem. Remember that they will probably only use 10- or 15-seconds worth of your actual words anyway.

SCENARIO 3: Green Flag West

Public Information and Operational Security

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Civil Air Patrol began supporting Green Flag West in September 2009. The program flies modified Cessna 182s and 206s with a sensor array from an Unmanned Aerial Vehicle. This surrogate predator program is a high profile, mission for Civil Air Patrol and the US Air Force. Much like its target towing mission during the Second World War, this mission is assisting in training our warfighters to be prepared for when they are deployed.

The predator mission has aroused controversy and scrutiny in some media and among antiwar activists. It has also gathered enmity and threats among enemy fighters and allied international terrorist organizations. Threats were made against operations in Afghanistan, Pakistan and Nevada. At that time Civil Air Patrol shut down information releases on the Surrogate Predator Program. Threats against military targets and families such as the Cyber Caliphate computer hacks continue.

Also occurring were peace activists' protests against the Predator operations at Creech AFB. The 14 protesters were arrested outside Creech AFB 9 April 2009 during a 10-day protest vigil for attempting to disrupt operations.

The Surrogate Predator Program is thus under threat from both domestic and international groups. It is also at risk from both "peaceful" as well as violent people who have a vested interest in damaging the weapons system and disrupting the training. Civil Air Patrol needs to take appropriate precautions to keep these threats from the Green Flag West facility. We should not take these threats lightly. A protest at Green Flag could cause a significant amount of bad press for Civil Air Patrol and our participation in the Green Flag program. It would also place our volunteers at risk of retaliation by these groups.

Physical Security Challenges

The location of the Green Flag West Facility at the Cheyenne Air Center lends itself to easy protesting. There is a long, straight, public sidewalk in front of it with driveways that are not at all difficult to block. There are trees along the parking lot closing access even more. There are two bus stops in front making it easy to access the site by the general public. Several other businesses in Cheyenne Air Center would be affected. Security consists of a chain link fence and gate and a pedestrian door locked to public access. The building does not have Civil Air Patrol of Green Flag markings. There is a security gate requiring a card key outside of business hours. Private companies have facilities located in the same building and adjacent to Green Flag.



The Cheyenne Air Center is accessible and the entrance is visible from the street:



Cheyenne Avenue is also a major street and next to the North Las Vegas. Protesters might have an advantage in gaining media attention in comparison to Civil Air Patrol. In addition, since the sidewalk is public, as long as things remain peaceful the police would be limited in their actions.

At Creech AFB the protesters had to trespass to disrupt anything and even then, it was limited. At the Green Flag location, they have a sidewalk, open streets, and public bus stops.

For Civil Air Patrol members there is a significant safety risk from both international and domestic groups. The protesters would like nothing better than to goad a uniformed person into lashing out. Blocking access, throwing insults and guilt, and being intimidating to try and interrupt the work are the tools of their trade.

Public Information Challenges

The bottom line is things like protests are great media copy and this would draw mainstream as well as alternative media in large amounts. Another consequence is this would aid in getting the protesters message out and would do much harm to our message. Further, North Las Vegas Airport has had some very bad public image problems related to numerous General Aviation crashes, problems with runway incursions and airport noise. 14 The protest groups could very well feed a rumor that we are flying bombs over the nearby neighborhood leading to interference from the city, hostile press inquiries, problems with the neighbors and loss of support from the airport aviation community. While we are obligated to remain upfront, they are not. The last thing Civil Air Patrol and Nevada Wing needs is to have these people portray us as violent baby bombers and unconcerned with the safety of the surrounding community.

Conclusions

Bad press or poor publicity is not something where we want to play catch up. In a time of budget cutting and belt tightening things that cause controversy or are perceived as negative, unnecessary or even detrimental are the items that get funding slashed or removed.

Perceptions of (even if the perception is false):

Being unconcerned with neighborhood safety by flying those “unmanned planes” from an airport that has seen many crashes into homes.

- Having children (cadets) around weapons.
- Flying bombs.
- And others could very much harm the entire Civil Air Patrol program. We need to consider very carefully what we wish to discuss.