



AIRWAVES

Change of Command

by 1Lt P.D. Sargent

As Lt Col Bob Smith Retires, Capt Jennifer Kauffman Assumes Squadron Command. Kauffman brings a new kind of experience, said Smith. "Military service will serve her well. My best advice to her: Delegate!"



Photo by 1Lt P.D. Sargent

Attended by Colorado Wing Commander, Col Ed Phelka, and Group II Commander, Maj Ryan Lord, the April squadron meeting was a festive occasion as numerous promotions, were recognized and awards conferred.

Most noteworthy was the change of command as Lt Col Bob Smith passed the flag to Capt Jennifer Kauffman.

The transition from Deputy Commander to Commander was delayed as Capt Kauffman served six months in Afghanistan.



Internet graphic

Kauffman has served as Squadron Personnel Officer since 2007, and she accepted the dual role of Personnel and Deputy Commander in November of that year.

"I have been looking forward to the Commander position for some time," she said. "And I am proud to take on the new responsibilities, None of this would be possible, however, without the guidance and the mentorship I have received from Col Smith."

Smith cautioned, "Don't be afraid to ask for help." He added, call on the squadron's seven former commanders."

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Asked why Smith selected Kauffman to be his Deputy Commander, he replied, “ She is compassionate, people-oriented, energetic, enthusiastic, intelligent, and has a military background—in that order.”

He continued, “I’ve said many times that I wanted to be careful to hand the squadron over to someone who would run the sort of organization I would want to belong to. I think I nailed that one,” he said enthusiastically. “Jennifer will bring a level of energy to the job that I could only hope to match on the best of days,” he said modestly. “I think we’ll find that she’s also better organized than I am and has a true vision of where this organization needs to head in the future. Jeffco Squadron is facing an exciting new era!”

Selected Deputy Commander to Maj Bob Smith in November, 2007, Capt Jennifer Kauffman brings a depth of service and experience to the job.

Kauffman spent her teen years as an adventure enthusiast, hiking and climbing mountains like Mt. Hood in Oregon and Mt. St. Helens in Washington. She also earned her black belt, and became an assistant Martial Arts instructor.

She and her twin, the youngest of four girls, could have attended college where their older sisters attended, but the twins sought other avenues in which to grow up. “Being an identical twin has been great,” she said. “It’s different as adults because we have built our separate lives and gone different directions,” she said, “but we are still close. JoAnn is the only member of my family who lives in Colorado.”



Photo Courtesy of Capt Kauffman

Capt. Jennifer Kauffman and her identical twin sister, JoAnn, grown independent as adults.

Their mother was a stay-at-home mom who showered the twins with attention, but although the girls dressed alike until they were about six, she allowed them to dress differently later in their childhood. “About that time,” Jennifer said, “we began to fight for our independence. JoAnn was a ‘Girly Girl’ and I was a ‘Tomboy.’” Still, they were *identical* twins. “JoAnn and I were very close. We would literally know what the other one was thinking and feeling. We learned at an early age the value of sharing, and we rarely fought. Sharing became natural not even talked about.”

As they grew older and in high school they had the same friends, some after school jobs, and even the same first car. “We each had a 1989 Nissan Sentra, which didn’t make much sense since often times we went to all the same places.”

A woman with a quiet beginning in a traditional home with siblings, Kauffman was born in Oregon City just south of Portland. “I had a great childhood from the 1980s to the mid 1990s,” she said. “My parents still live on the acre and a half of land in the country where they built the house where my three sisters and I grew up. The happiest memories were family vacations.” she said. “We had our three regular vacation spots, and every summer I always looked forward to visiting eastern Oregon at a desert resort in Bend. Another trip was to Lincoln City along the Oregon coast. But probably my favorite vacation would be in the Oregon mountains and going water skiing and camping at Detroit Lake.”



Commander Capt Jennifer L. Kauffman

Photo by 1Lt Dick Revette

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JENNIFER KAUFFMAN

Family was important and vacations were a special family reward. The family treated the girls to a vacation in Hawaii as a graduation gift. But from beach comber to boot camp recruit the world changed immediately.

“Before I knew it JoAnn and I were on a plane to Fort Leonard Wood, Missouri for basic training. Taking a relaxing trip to Hawaii was not the best way to prepare for eight weeks of misery” she said. “On reflection of that experience,” she said, “It wasn’t misery, but it *was* tough.” The ‘Girly Girl’ and the ‘Tomboy’ spent their eighteenth birthday in basic training. “Once the drill sergeants became aware of that fact, JoAnn and I had the honor of doing a series of exercises in front of the platoon until the drill sergeants got tired.” The twins made it out alive and ended up at Fort Carson, Colorado for the remainder of their three years of service.

Always the adventuress, Kauffman had talked JoAnn into joining the military service with her. “We enrolled into the Army’s early entry program and scheduled a basic training date.” At age seventeen, she also talked her parents into signing permission papers for the twins to join. Immediately following high school graduation, the twins joined the U.S. Army. Amazingly, they shared the same basic training platoon, tech school, and finally a duty station. After the service, Kauffman moved to

Broomfield as a civilian Youth Correction officer at Mount View YSC.

Besides volunteer service in Civil Air Patrol, she has served in the Wyoming Air National Guard for the past six years. As Intel Analyst, she provides threat briefs for C130 aircrews that transport cargo and troops throughout the Middle East. She and her unit were deployed to Kuwait for six months and spending time at bases in Iraq, Afghanistan, and Uzbekistan to “learn the ropes.” Asked why she volunteered for military service in one of the world’s hot spots, she said unsurprisingly, “Adventure.”

Although her experience has planted her feet firmly on the ground, her heart soars. Earning her private pilot’s license in December, 2007, the new Commander is presently attending Metro State College majoring in Aviation Technology, which will prepare her to be a corporate pilot.

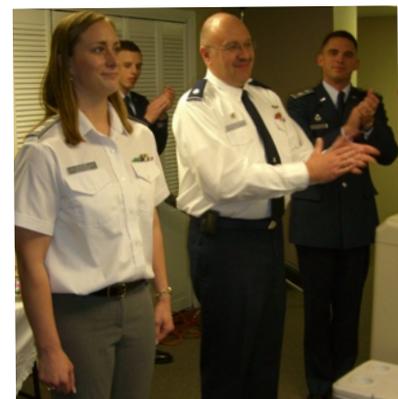
Besides her martial arts, she enjoys snowboarding and skiing. When asked, “What next?” she replied, “Boxing. I enjoy the adrenaline rush that contact gives me.”

As she steps forward, Kauffman will retain Capt Jason Rew as her deputy. Commanding a squadron is a big job with many details. Knowledge of CAP Regulations, traditions, and expectations will require close communication with members of COWG and NHQ staffs. Motivating volunteers is not like motivating a staff whom you employ. The rewards are not monetary.

Kauffman is surrounded by leadership with a depth of experience as Jeffco squadron boasts membership of seven former squadron commanders. For details, please see Todd Sainer’s article on page 4.



Photo by Maj Bruce Hertelendy



Passing the “Torch” of Command Keeping a straight face as they enjoyed a little levity.

Squadron Command Rich in History

by 2Lt Todd Sainer

“Those who cannot remember the past are condemned to repeat it.” George Santayana’s famous quote from Reason in Common Sense, the first in his six volume philosophical collection, Life of Reason written in 1905, rings true today. Our new commander is surrounded with depth on the Bench of Experience as seven former commanders stand at the ready to share experiences, challenges, traditions, and trade secrets of command. -Ed.

Capt Jennifer Kauffman doesn’t need to look very far for guidance as she takes the helm of Jeffco Senior Squadron. Seven current members have served as a squadron commander over the years, including four for Jeffco.

Jeffco Commanders

Lt Col Bob Smith is stepping down after leading “70 of his closest friends” for four years. He enjoyed having “the easiest job at SAREXs: getting to know visiting politicians and other VIPs while other members did the real work.” Smith said his squadron staff was the secret to his success.



2Lt Todd Sainer, PAO

Photo by 1Lt P.D. Sargent

“New members will roll-up their sleeves to jump into volunteer roles they enjoy,” said Smith, who was grateful to have an enthusiastic group of volunteers willing to pitch in. At times, leading the squadron felt like a second full-time job, but the work was rewarding and fulfilling, especially given the well-oiled machine that was handed down to him from **Lt Col John Butler**.

Butler spent a total of twelve years as Jeffco’s commander. During his first full year in 1994, he successfully acquired two hangars and office space for Civil Air Patrol’s use at Rocky Mountain Metropolitan Airport for only \$1 each year. Since then, the hangars and office space have moved around, but the great financial deal and relationship still exist today. Finding enough time to do everything was Butler’s biggest challenge. Since 1989, he has continually run Jeffco’s new aircrew training classes three to four times each year. And during his tenure as commander, he still found time to fly around the state co-training other squadrons’ aircrews in an abbreviated three-day crash course once a quarter for eight years. Butler first visited the squadron during **Capt Bob Machacek**’s decade-long tenure back when the squadron held their meetings at St. Anthony’s Central Hospital. During his command, the squadron moved several times before landing at BJC. Capt Machacek’s

Continued on page 5

SEVEN MENTORS

biggest highlight was meeting his wife, Kathy! Second to that, he was fond of all the friends he had made in Civil Air Patrol, including Stan Kilgore and former Colorado Wing commander Roger McDonald while chasing ELTs after dark and inadvertently becoming a ground team member for a practice sortie with McDonald. Current member **Lt Col Mike Mendiola** followed Machacke's term as squadron commander.

Other Colorado Squadron Commanders

Major Bruce Hertelendy oversaw the Boulder Composite Squadron in the late 1990s. Though he said he happened to be in at the right time with a great staff, the Boulder squadron was number one in the wing for mission response time under his leadership. Hertelendy was especially proud to have several of the cadets accepted into the military academies with the help of Tim Englert's leadership of the cadet program.

Kauffman can also turn to **Capt Bill Nettleblad**, who commanded Longmont's Vance Brand Squadron for several years during the turn of the century. He joined the squadron in the mid 1990s and quickly moved up the ranks through vice commander of cadets, finally landing as squadron commander in 1998. It was during this time the Vance Brand Squadron became a cadet-only squadron, and one of Nettleblad's biggest challenges was retaining enough senior members to support the cadets. He succeeded, and took great pride watching the cadets advance through the program and enter college and/or the military.

"My greatest satisfaction," said Nettleblad, "was in watching cadets come into the program and grow through all the opportunities and disciplines they received." Nettleblad confided proudly that the satisfaction came "watching those cadets turn around and teach it all to the next wave coming in." He added, "Many of our cadets participated in National Drill Team competition, IACE, National encampments, and other meaningful activities. Most went on to college and/or military service and are key parts of our next leadership generation, he said. "I also had the side benefit of watching both my daughters go through the entire program and serve as Cadet Commanders of the squadron." He concluded, "CAP was a huge benefit to them and helped them both get accepted by the USAF Academy and pursue their goals of becoming fighter pilots. My older daughter also achieved the Spaatz Award."

Finally, to complete the lineup of former commanders in the squadron is **Lt Col Bryan Raley**, who led the 225 member Black Sheep squadron from 1994-1998. Raley's local efforts helped to convince Congress against moving Civil Air Patrol out of the Air Force and into the Department of Transportation, which he believed would have been the death of Civil Air Patrol.

All seven former commanders, capable, experienced and qualified mentors all, can continue to provide Kauffman, our new commander, and other future leaders, with valuable management lessons as she guides the squadron in 2009 and beyond. Like every successful leader, Kauffman surrounds herself with capable volunteers eager to do the best job possible, and mentors who can provide her with experience.

Change of Band

by 1Lt Mike Linn, Communications Officer

All our radios are in the process of being reprogrammed to use both the old wide band frequencies and the new.

The Narrow Band transition comes about as the value of the airwaves increases. Just as there is a finite amount of land on earth, there is a finite amount of usable radio spectrum. Every transmitter requires a fixed amount of band with (or slice of the radio spectrum) to transmit without interfering with other transmitters and transmissions. With improvements in technology and radio receivers, it has been possible to reduce the size of the band width slice by half, narrow band, thus doubling the number of transmissions that can occur at once.

Several years ago, the Federal government, by way of the National Telecommunication and Information Administration, NTIA, decided that with the new technology the frequencies that CAP operated on would change. The NTIA licenses government radios in the United States in contrast to FCC, which licenses commercial radio operation. This change is finally coming to fruition.

In order for this to happen, all the hardware, radios and repeaters had to be replaced, and international treaties had to be re-negotiated. The former was done a couple of years ago, for the most part, at a cost of a couple million dollars and change. The latter was the stumbling block and was only completed recently. States along the border with Canada and Mexico would have the potential for interference problems were these issues not resolved by international treaty.

1Lt Linn, Communications Officer, also serves on the Web Team. see pages 7 and 11



In Colorado, we have a real challenge, because to communicate all across the state, we require repeaters, many of which are located on mountain tops. All our CAP radios are in the process of being reprogrammed to use both the old wide band frequencies and the new narrow band frequencies, and should be completed by the end of April. New repeater hardware has been shipped and will be installed as spring weather permits. The new repeaters hardware will allow users to complete the switch to the new narrow band channels. The transition is expected to be completed by the end of the Summer.

Once the transition is complete, one last step is required. We will have to reprogram the channel plans in the radios to remove the old wide band frequencies. This is required so that no one accidentally uses the old wide band channels, and because we are no longer authorized by the NTIA to use them.

The deadline for switching to Narrow Band on the Front Range is April 21. If you have a corporate radio and have not had it re-programmed, you will not be able to use it

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CHANGE OF BAND WIDTH IMPLICATIONS

until you do. If you are part of an Aircrew, be aware of this date, and in an alert, check with the Alerting Officer and the IC as to the proper channels to use.

The implications of the Narrow Band change to CAP members are:

1. Their older personally owned radios may not be compliant, and as a result may no longer be able to be used for CAP missions.

2. If you have a CAP owned radio, and it has not been reprogrammed, contact your Communications Officer and get that done.

3. CAP uses four different radios, hand held, mobile, and aircraft. The channel plans for each make and model radio is different, Tait, E. F. Johnson and Technisonic. Some radios have 256 channels, others 100, the aircraft still another number. The channel plan is a national plan, and in order to make it work for all the radios, the channel

numbers are not consistent. This situation could improve when the wide band channels are removed. We'll see. For you, the user, it may means some learning. If you are rusty on the radios, now would be the time to do training. There will always be a Communications Plan at a SAREX, that will provide guidance.

4. And just when you think you have it figured out, it will change again.

Good luck and good communications. Please direct your questions to me.

1Lt Michael Linn
Jeffco Communications Officer
linn.michael.j@gmail.com
303.348.1649



Contacts

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Professional Development

Capt Victor Sabatini
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COURSES AVAILABLE

ORM: Colonel Phelka Requests:

“Your National Safety Team has completed the 20 question on-line Basic ORM Course. We would like all members to complete this course to gain a better understanding of what is required for everyday use of ORM. Intermediate level and Commanders courses will follow in a few weeks.

<http://members.gocivilairpatrolcom/safety/>

ICS 400, May 2,3, 2009 Colorado Department of Fire Service, Ft. Collins, CO, Admin fee \$5.00

Also

Capt Bill O’Conner Announces courses taught from 0800-1700 at Ft. Lupton Fire Training Center,
2999 9th Steet., Ft. Lupton, CO

ICS 300: June 6,7, 2009

ICS 400 June 27, 28, 2009

Safety Requirements

by Lt Brian Riley, Assistant Safety Officer

Understanding the equipment and using it correctly is tantamount to a safe journey. The Safety Team continues to educate the squadron and includes a good workout. - Ed.

We understand that a few folks are unable to make some of the Thursday meetings, but they still email us confirmation of having read the Safety Briefs.

To give everyone the best opportunity to stay current according to the present National Safety Regulations for the Face-to-Face attendance, the Safety Team has offered Saturday Safety Brief/ Training/Education day once every three months to help keep everyone current if they miss the General Requirements

Meetings. We started these new Safety meetings Saturday, April 11th and may continue them in the future to satisfy the current regulations.

We all know the importance of safety around the hangars, and the importance of "Hangar Rash Prevention." So, last Saturday we gathered the troops to paint lines and hang signs to draw the attention of members who move the planes in and out of the hangars. The group also engaged in needed general hangar cleanup. Many thanks to Lt Col Bob Smith, Capt Victor Sabitini, 1Lt Mike Linn and Maj Tom Bellinger, who worked to upgrade the markings to ensure greater safety.

At the February meeting we had a great demo by pilot, Lt Col Bryan Raley, who discussed the oxygen system that we use in our aircraft. If you have not seen how our oxygen system works, please get training on it before your next flight. And don't forget to check the levels of oxygen on your pre-flights. I have provided the link for the *Sentinel* which explains it.

For future reference, below are all the latest Sentinels:

http://members.gocivilairpatrol.com/safety/the_sentinel_newsletter.cfm



2Lt Brian Riley, Assistant Safety Officer Explains Current Safety Requirements



Lt Col Bryan Raley, Discusses Pilot Responsibilities with Oxygen.

Photos by 1Lt P.D. Sargent

EVEN COMMANDERS HELP TO MAKE THE AIRCRAFT SAFE

GET INVOLVED!

CAP is a volunteer organization. There are many jobs to do. People who have the most fun and for whom the organization is most meaningful are involved; they volunteer; they participate. When you take a class, or work together on a project, you meet new friends. Today's the day!

GET IT DONE!

Lt Mike Linn and former commander, Lt Col Bob Smith labor on bended knee to repaint guide lines to help pilots safely guide aircraft into the hangar. Other members,"Robert Schmidt, Fred McFarland, Victor Sabatini and some neighbors also helped to paint.

UPCOMING EVENTS

2-3 May: ICS 400

Fort Collins, POC Bill O'Connor

9-10 May: Ground Ops Training

Jeffco Squadron

16-17 May: Squadron Leadership School (SLS)

Level II Requirement

Thunder Mountain Composite Squadron,

Grand Junction

Send a CAPF 17 to Major Rick Peterson by

email- kbbpete@aol.com

16 May:

National Check Pilot Standards Course

Western Air Flight Academy,

POC John Mitchell

30 & 31 May: Unit Commanders Course (UCC) –

Anyone may attend

Department of Military Affairs near

Centennial Airport

6-7 June: ICS 300

Fort Lupton Fire Department,

POC Bill O'Connor

27-28 June: ICS 400

Fort Lupton Fire Department,

POC Bill O'Connor

17-25 July: GSAR School Pilot Survival Training

20-26 July: Eval SAREX (25 for general members)

21, 22, 23 August: RMMA Air Show & Regional Fly-in.

**WE NEED 200 VOLUNTEERS
FOR THIS EVENT!**



PUBLIC RELATIONS IS EVERYONE'S JOB

by
1Lt P.D. Sargent.

Just as every person is responsible for safety, public relations is also every member's opportunity to inform the public of Civil Air Patrol's role in serving the nation. Everyone is an ambassador," especially the PAOs and Web Team.



Public Affairs Team meeting to discuss 2009 goals, individual squadron roles and aspirations, and ways to serve the squadron better. L to R: 1Lt Ed O'Brien, guest from the Black Sheep squadron; 1Lt Tricia Sargent, PAO Team leader; 2Lt Arif Gezelov, photographer; Capt. Jennifer Kauffman, new commander, 2Lt Todd Sainer, journalist; 1Lt Dick Revette, photographer; and Maj Bruce Hertelendy, PAO mentor; Missing are 2Lt Bridget Skjordahl, writer, who is on leave, and 1Lt Todd Bachmann who was attending a Web Staff meeting.

UPGRADING SKILLS

Members of the PAO team discussed how to improve skills by moving up in grade in the Information Officer specialty. Specific tasks like SLS and CLC, required ICS courses, and correspondence and other specialty courses to train in depth to understand and perform expected duties of the Public Information Officer and the Mission Information Officer were reviewed. Members will work together to help colleagues upgrade skills and rank to form a more professional team.

PAO TEAM SETS GOALS

Meeting the public relations needs for the squadron, and for Civil Air Patrol is the goal for the PAO team. Sunday, March 15, the team met to develop a stronger, more cohesive unit.

To meet that goal, the team aims to add writers and other interested contributors in the coming months.

Most needed are writers to assist with media releases, writing for *Airwaves*, making reports, researching graphics and detail for articles, and serving at SAREXs and other events such as Air Shows and Aerospace Education Day.

All members are encouraged to be "guest writers" and contribute articles about their specialty or items of special interest to volunteers, as well as Search and Rescue efforts, and Aerospace Education.

The newsletter, *Airwaves*, aims at three goals:

to inform
to educate
to entertain

Introducing new members, recognizing advancement and awards, and celebrating outstanding members and their service are major area of focus.





Totally unflustered by the commercial plane roaring overhead, L to R, 1Lt Todd Bachmann, 1Lt Mike Linn, 2Lt Jeremy Sing, and 2Lt Todd Gamber chose a beach setting to discuss web plans for 2009. Or did they?

Please see photo below

Expanding Horizons.

The Web Team has refocused its commitment to providing a more useful and usable web site for Jeffco Squadron members. With generous contributions from members of the newly formed Web Team, they now have the resources to accomplish the following:

2Lt Todd Gamber Webmaster

*Increase the number of people using the web site for routine CAP activities.

*Create an intuitive architecture for information on the web site.

*Enable staff members to promote collaboration by posting and sharing files with their teams on the web Site.

Vision.

“We aim to transform the Jeffco Web site into the primary resource for both new and existing members to find the information they need,” said 2Lt Todd Gamber, Webmaster. “We aim to centralize all squadron information on the site increasing the efficiency of information distribution.

To tour Jeffco Squadron’s new web site, please visit <http://tinyurl.com/dgd5k4>.

WEAVING THEIR WEB

By

*2Lt Todd Gamber
Webmaster*



BACHMANN

1Lt Todd Bachmann is also the squadron Aerospace Officer and often writes articles for *Airwaves*.



LINN

As Communications officer, he contributes countless hours to CAP. A professional programmer for over 35 years, he taught a Web Authors course at the April Wing Conference for non-technical people.



SING

1Lt Jeremy Sing graduated with honors in Computer Science. He works in IT Network for Johns Manville.



The Immortals

If you strongly suspect that the group photo above was contrived by web wizards, then just take a look at the immortal geniuses as the rest of us see them.- Ed.

*IMESON TAUGHT FLYING
Mountains Claimed Sparky*

*By 1Lt Ed O'Brien
Black Sheep Squadron*

Sparky Imeson, known up and down the Rockies as the guru of mountain flying, was killed Tuesday, March 15th in a plane crash. Mr. Imeson's Cessna 180 struck trees in the Elkhorn Mountains of Montana--ironically--literally at the site of Imeson's previous accident of two years ago. The wreck site is spread over hundred yards. The NTSB is investigating.



Sparky Imeson teaching the subject he loved.

According to the Associated Press, it is thought that he was surveying the site, taking some pictures for an article, got too low, and perhaps too slow.

Sparky Imeson was the 20,000-hour mountain goat of a pilot that I'd always hoped to be. Blue Jeans, plaid shirts, week old beard, blue eyes slung above basset hound lids -- Sparky was the authentic visage of a bush pilot. He is remembered fondly by those who learned from his skills and his colorful stories and few words.



Pilots from near and far came to learn more about mountain flying

To land on a mountain meadow and eat lunch then soar away as if carried by angels, is not a bad day to dream about. Sparky taught pilots to do things like that in little airplanes.

His mountain flying courses were renowned and well attended. The CAP, EAA, Bonanza Society, Cessna Owners, FAA, and AOPA all endorsed his programs. He taught thousands of pilots to fly the mountains over the past 30 years. His *Bible of Mountain Flying* and *Mountain Flying Refresher* are the high country pilots' authoritative source guide. In mountain flying, he had few peers.

From the Mountain Pilot Sparky Imeson comes a cautionary tale for all of us who fly in hostile territory. With respect for our crews, equipment, and skills we salute a lost guru.

1Lt Ed O'Brien, an accomplished journalist, is a guest writer from Black Sheep Squadron at Centennial Airport. -Ed.



G1000 Course Offered

By 2Lt Todd Gamber

Lt Gamber has assembled instructors and a general schedule for a G1000 course and is ready to recruit pilots who are interested in obtaining proficiency and a Form-5 check ride in a CAP C-182T G1000 airplane.

Who this course is intended for?

CAP members who:

- Hold have at least a Private Pilot certificate and wish to become proficient as a pilot and Form-5 qualified in a C-182T G1000 aircraft.

NOTE: This excludes those who wish to become proficient as a scanner or observer in a C-182T G1000 aircraft

What you need to sign up?

1. Availability for the following times:
 - 8:00 - 12:00 pm Sunday May 10
 - Either: 8:00 - 12:00 pm Sunday May 24 or 8:00 - 12:00 pm Sunday May 31
2. Between 7 and 12 additional availabilities between May 10 and June 21 for flight lessons.
3. Intent to achieve your Form-5 check ride by June 21

Current schedule:

- Ground School #1: Sunday, May 10 (probably from 8:00 am to noon) at BJC
- Introductory GPU and/or Flight Session: Scheduled individually between May 10 and May 24. Must be able to travel to FNL, BKF, or COS.
- Ground School #2: Either May 24 or May 31 (probably from 8:00 am to noon) at BJC.
- Proficiency Flight Sessions: Scheduled individually between May 24 and June 21 Must be able to drive to FNL, BKF, or COS.
- Form-5: Scheduled individually no later than June 21

What you will have when you're done?

Proficiency, knowledge, and one or more opportunities to take a successful VFR Form-5 check ride in a CAP C-182T G1000 aircraft



Maximum class size: 7

Contact (rtgamber@hotmail.com).

Cost: Between \$500 and \$1000 for Hobbs time for flight training.

COMMANDER'S COMMENDATIONS FOR OUTSTANDING DUTY PERFORMANCE

*Maj Sam Houston for his tireless work at 2008 Aerospace Education Day.

Recommended by Capt Brian Smiley

*iLt Patricia Sargent for her design and development of *Airwaves*, the squadron newsletter

Recommended by Maj Bruce Hertelendy

*Lt Col Bob Smith for leadership of the squadron for the past four years

Recommended by Maj Fairfax O'Riley and Capt Jennifer Kauffman

Aerospace Education



Public Affairs



Photo by Maj Bruce Hertelendy

Command



Photographs by Arif Gezalov

PROMOTIONS



Major Bob Smith Promoted to Lt Colonel



Captain Sam Houston Promoted to Major



SM Terry Harvey Promoted to 2Lt



1Lt Jennifer Kauffman Promoted to Capt



1Lt Jason Rew Promoted to Capt

Photos by iLt P.D. Sargent unless otherwise noted

RED SERVICE RIBBONS



1Lt Patricia Sargent, August 10 2007



Capt Jason Rew, May 17 2008



Lt Col Dick Sargent, August 10 2007



Capt Jennifer Kauffman, January 14 2007

two years



Photos by 1Lt P.D. Sargent



Col Phelka praises Lt Col Robert G. Smith who has served since January 29, 1994—fifteen years of service.

"The Civil Air Patrol grade of Lieutenant Colonel is reserved for a dedicated few. It usually marks many years of CAP service, and completion of Level Four of the Professional Development program. Members who reach Lt Col have demonstrated their commitment to Civil Air Patrol through attendance at numerous training courses, conferences, exercises, and other events. Civil Air Patrol Lieutenant Colonels are ambassadors of our organization, well-versed in all aspects of our program.

Lt Col Bob Smith leaves his post as Squadron Commander having served ably in the job and earned the respect of the members of his unit, as well as those to whom he reports. I am personally honored to participate in the ceremony promoting Bob to Lt Col, as I have a great deal of personal respect and admiration for the way he has performed his job as unit commander, as well as for him personally."

PASSING THE "TORCH"



Stifled grins and gleeful mischief reigned as Maj Ryan Lord passes the "torch" to Capt Jennifer Kauffman. Even Col Pheika and Maj Ryan Lord had to stifle a snicker. Only Deputy Commander, Capt Jason Rew, who is suspected of instigating the spoof, maintained a straight face. The plunger signifies that "it's a dirty job and things need fixing up."



iLt Jeremy Sing Earned Observer Wings.
Photo by Maj Bruce Hertelendy



iLt Patricia Sargent hosted Change of Command Reception



Capt Jason Rew earned "Find" Award as Ground Team Member for a non-distress ELT on 31 March 09.



Safety team focus on the Pledge of Allegiance.

Photos by iLt P.D. Sargent unless otherwise noted.

Aviation Archeology Course Offered

By Maj Andrew McKenna

IC and Operations Officer for the Boulder Squadron

Are you interested in the history of aviation? Would you recognize a vintage plane at a crash site? Do you want to know more about the story of the plane and its crew, and do the “bones” of aviation’s past kindle some archaeological flame in your soul?

Founded in 1966, the Colorado Aviation Historical Society, CAHS, acquires, restores, preserves and provides for public display, aircraft and other objects such as documents, items, and things of present or historical interest or value in the development and history of aviation in Colorado.

The Aviation Archaeology Program within the CAHS seeks to train interested folks in the art and science of Aviation Archaeology with the intent of building a base of people who are knowledgeable and capable of properly surveying historic aviation wreck sites in Colorado. Part of the goal is to be able to inventory and document the rich history of those wreck sites within the State. CAHS, <http://coloradoaviationhistoricalsociety.org>,

May 30 and 31, 2009, at Rocky Mountain Metropolitan Airport, CAHS is sponsoring an Aviation Archaeology course instructed by some of the most knowledgeable people in the state, Civil Air Patrol members are invited as are the general public. Please visit their web site: <http://www.coloradoaviationarchaeology.org/> and select the 2009 AvAr course link. Limited seating. Contact course director Mr. Brian Richardson at aviator_b@msn.com, or call 970.405-5377. Cadets must have his permission to enroll and must be accompanied by a parent/guardian.

The course focuses on the practical aspects of how to get involved in aviation archaeology and discusses research tools, equipment, legal issues, hazards, survey and documentation techniques with a focus on the historic crash sites in Colorado. I will be giving a presentation regarding my activities with The International Group for Historic Aircraft Recovery, TIGHAR, www.tighar.org, including updates on the search for Amelia Earhart in the South Pacific and our 2007 survey of the WWII P-38 Lightning in Wales. “Maj KcKenna’s presentation was facinating,” said Maj Bruce Hertelendy who took the course. “I feel that I had my hands on real history,” he said. Seating is limited. Register today!-Ed.



Maj Andrew McKenna in diving gear. Below: he is photographing the cockpit of a P-38 in Wales.



Photos courtesy of Maj McKenna



**Robert Bende
Daniel Burkett**

**Paul Gauthier
Bruce Hertelendy
Joseph Morales
Bryan Raley
Victor Sabatini
Jeremy Sing
Robert Smith**

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Contact: Capt Kauffman:
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Dick takes photos of meetings and contributes photos from Power Points and professional flight magazines.

2LT ARIF GEZELOV



Arif has many photos in this issue. Focus and experience brings us outstanding pictures of meetings, SAREXs, and Civil Patrol life in general.

2LT TODD SAINER



Todd is a graduate journalist from CU Boulder. Please see his article Mentors on page 4

1LT TRICIA SARGENT



PAO team leader, she is responsible for the design and format of the newsletter.

Please contact her with corrections or suggestions at 303.216.1931 or capnewsletter@mac.com

Many thanks to guest writers 1Lt Mike Linn, 1Lt Ed O'Brien, 1Lt Brian Riley, 2Lt Todd Gamber and Maj Andrew McKenna for submitting articles. Thanks also to proofreaders: Maj Bruce Hertelendy, Lt Col Dick Sargent, and 2Lt Todd Sainer.