AIRWAVES

Rocky Mountain Metropolitan Airport, Broomfield, Colorado Volume 2, No. 1 January/February 2009

Amazing Landing: Pilot Still Cool!

by 1Lt P.D. Sargent

When his engines failed on US Airways Flight 1549 Airbus A320, pilot, Chesley B. Sullenberger, III, made an emergency landing in the Hudson River. His landing was routine, but the runway was a watery depth. His plane full of passengers, he remained cool under the most stressful experience of having to land in an extreme emergency. A board member of the NTSB stated it "has to go down as the most successful ditching in aviation history.

The mayor of New York said that Captain Sullenberger remained unruffled. "He emerged from the experience with not a wrinkle in his uniform. He hadn't even loosened his tie!" he said. Sullenberger reportedly sat in the airport after the rescue quietly sipping coffee.

FLIGHT FOR THE BIRDS!

Picture your Cessna 182 surrounded by birds, big birds, small birds, all beautiful birds when we watch them in flight, but when they approach an airplane they are the specter of terror, the harbinger of impending disaster. A seventy-five ton jet can be destroyed by a four-pound bird. This photo simulates what can happen when a commercial liner mixes it up with a flock of migrating birds.

Although the investigation is not yet complete, it is suspected that an errant bird caused the mishap.

Photos provided are the courtesy of 2Lt Dick Revette who submitted the Power Point story.

Please see page 2 .

Airwaves is the monthly newsletter of Jeffco Squadron, Civil Air Patrol. See http://cowg.cap.gov/jeffco or contact Maj Bob Smith at 303.246.7633.

CELEBRATING PROFESSIONALISM IN AVIATION

First photo of downed airplane taken by Janis Krums from Sarasota, Florida. His ferry rushed to pick up passengers who braved 20 degree weather. Source: the Internet

Trained, Deliberate Action, Clear Division of Labor in the Aircraft, and a Little Luck Saved the Day

by 1Lt P.D. Sargent

Throughout the Winter, Jeffco squadron speakers have stressed safety. Intensive, on-going training, experience, full team cooperation, and clear-headed good judgement are necessary components of safety. Captain Chesley had all the elements working for him. All 155 people survived.

Safety First, Last, and Always

Just as safety is emphasized in every squadron meeting, training, division of labor, and commitment to duty are clearly also what saved Flight 1549 that morning, January 15, 2009, when the Airbus took off from La Guardia field on what started out as a routine flight.

On-going Training and FAA Check Rides Are Essential

Airline pilots must train years before they are hired to fly the big commercial airliners that routinely fly us from place to place. However, those years of training and experience do not stop there, for once hired, they must continue training and take check rides to assure that the pilot's skills stay current. I always think about that training whenever I board a plane bound for business meetings and vacations far from home. However, I think about it the most on intercontinental flights that last long hours and fly over huge cities and great bodies of water. It is comforting to know that commercial pilots, not only fly frequently, but also continue to train in simulators, practicing tactics to avert accidents or making quick decisions when emergencies pop up. When engines quit or when a crash landing is imminent, there is no time to meditate

Please see p. 3.

on the problem. Procedures must be in place, must come as second nature. Response to an emergency must be quickly and made for sound reasons. Captain Sullenberger and his first officer, Jeffrey Skiles, had just three minutes after take off to made the cool, rational decision that saved the lives of 150 passengers and a full crew

Rationally, I realize that flight is big business, and if a company does not have a good safety record, people stop using the service. A good safety record means that passengers arrive at their destination unharmed and the plane is intact. In addition, emotionally I also realize that the pilot wants to have a safe flight not only for his passengers and the airline's 75-ton airplane, but also to save his own life. That thought provides a little comfort.

Everybody Does Their Jobs

It was the pilot's job to fly the airplane and determine a place to land the plane that had lost two engines. It was the copilot's job to review the checklists with procedures for restarting the engines. Likewise, Civil Air Patrol teaches that the PIC's job is to fly the airplane, the Observer's job is to work the avionics, scan the horizon for other aircraft, and keep a keen eye out for signs of downed aircraft or missing hikers. Additionally, it is the Scanner's job to watch the ground, scan the horizon, and take photographs of the terrain. Everyone has a job, and there is no doubt that the cabin crew of Flight 1549 worked together to keep passengers calm, appropriately informed of what to do in case of emergency, and take the lead in helping people use the life jackets and deplane safely.

AWARDS

Todd Bachmann is promoted to 1Lt

Maj Bob Smith awards new members: SM Jerry Cunningham, SM Terry Harvey, and SM Dennis Mercer their American Heart Association wallet cards for completion of the First Aid/CPR class.

Photo credits: 2Lt P.D. Sargent

Reminder:

CAPNHQ http://www.gocivilairpatrol.com
Jeffco Squadron Web site:
htpp://www.cowg.cap.gov/jeffco/
Airwaves Editor: capnewsletter

CALENDAR OF UPCOMING EVENTS

TRAINING OPPORTUNITIES

The following training meets at the Jeffco Squadron Office RMMA, at 08:00

May 9-10 **Ground Operations**

August 8-9 **Plans Section Chief**

These classes will cover required tasks except experience on SQTRS. People interested in getting signed off need to have minimum required ICS classes and Commander's approval. Qualified cadets are welcome. Current holders of these positions are welcome for refresher.

Contact: 2Lt Leonard Ginther to register so that enough student materials can be ordered. l.l.ginther@att.net 303-426-4955 (Home) Please leave a message.

ICS COURSES

March 31-April 3 Western Colorado All-Hazard Conference in Grand Junction. Offering ICS 100-400 as well as ICS 100 and 200 specifically designed for Public Works employees. Dates for specific classes have not yet been set. All classes at this conference are free; Does not include travel expenses, meals and lodging.

MAY 30-JUNE 5 at the Wildland Fire and Incident Management Academy in Montrose.

May-31 ICS 200
June 4-5 ICS 400
June 1 IS 700/800*

Cost $65.00, which includes breakfast and lunch. Registration deadline is April 1. After that, cost will increase to $75.00. Other meals and lodging are not included. * ICS 700 and 800 are free on line.

Both venues are also offering courses on Type 3 Incident Management Teams.

Contact:
Scott Morrill, Gunnnison County Emergency Management
smorrill@gunnisoncounty.org
970.641.2481 office
970.275.1370 cell
Maj Mark Young for questions or for registration
mark@yankeegirl.org

STANDARD OPERATING PROCEDURE (SOP)

Aircrew Alerting System

by 1Lt Jason Rew, Deputy Commander

EFFECTIVE 01 MAR 2009

1. Currently qualified aircrew will be assigned a location on the alerting roster. The current alerting roster will be available on the Jeffco Squadron website http://www.coloradowingcap.org/jeffco/

2. Newly qualified aircrew members will be assigned a position at the bottom of the alerting roster.

3. The top two crew men on the list in each respective position will be on alert, and should remain ready to be activated for the next funded mission.

4. Should a crew man on alert not be able to perform a funded mission when activated, they may choose to reject one mission before being automatically rotated to the bottom of the alerting roster. Crew men who have rejected one mission will have a notation next to their name on the alerting roster.

5. The third crew man on the list in each respective position will be on standby. If a crew man on alert is unable to perform a funded mission, the crew man on standby will be asked to perform the mission.

6. Should a crew man on alert or on standby know in advance that he/she will be unable to perform a mission, they should inform the crew man next on the list in that position and the Alerting Officer.

7. Once a crew man has completed a sortie he/she will be rotated to the bottom of the alerting roster.

8. Crew men may choose to be rotated to the bottom of the alerting roster at any time.

9. Crew men may choose to remove themselves from the alerting roster at any time. A crew man who has been removed may be added back to the alerting roster at any time, provided he/she is currently qualified for the position. Crew men may only be added to the bottom of the alerting roster.

10. Mission Pilots will perform the duty of Alerting Officer. Observers may also volunteer to serve as Alerting Officers.

11. When a mission is assigned, the crew men on alert will contact the Alerting Officer, and the Alerting Officer will attempt to contact each crew man on alert. Should the Alerting Officer not make contact with a crew man within fifteen minutes of the Incident Commander requesting an aircrew, the Alerting Officer will attempt to contact the crew man on standby in that position. Once the Alerting Officer has a confirmed crew, the Alerting Officer will contact the Incident Commander.

12. The same officer will act as Alerting Officer for a complete mission, regardless of the number of sorties flown. Once a mission has been closed, and if at least one sortie was flown, the Alerting Officer will update the alerting roster on the Jeffco Squadron website, send an email to the Jeffco Squadron and Boulder Squadron Members distribution lists with the current alerting roster attached, and the Alerting Officer duty will rotate to the next officer on the list. No position on the alerting roster, including the duty Alerting Officer, will be rotated unless a sortie is flown.

13. The Alerting Officer duty will be rotated at the end of each calendar month, regardless of the duration of the duty or whether a mission was flown.

14. The Emergency Services Officer will update the alerting roster at the end of each calendar month with newly qualified crew men, and confirm that each crew man on the alerting roster is currently qualified to perform missions.

PROFESSIONAL COURTESY

Use the air-to-air frequency of 122.75 MHz. It is not considered good etiquette to fill other frequencies with pilot-to pilot chats.

AOPA's *Flight Training* Magazine, August 2008

MAKING THE SWITCH

CAP Outfits Aircraft With 406 MH Frequency Distress Beacons

In a move aimed at making it much easier for 406 MHz distress beacon owners to register and update the registration of their beacons, NOAA's Search And Rescue Satellite Aided Tracking (SARSAT) Program's online 406 MHz Beacon Registration Database became operational on August 22, 2003. This will be a boon to owners of 406 MHz PLBs, ELTs, and EPIRBs and, hopefully, increase registration rates and the accuracy of the database for these emergency beacons, to the benefit of the entire SAR (Search and Rescue) community. This Web based registration system offers many advantages.

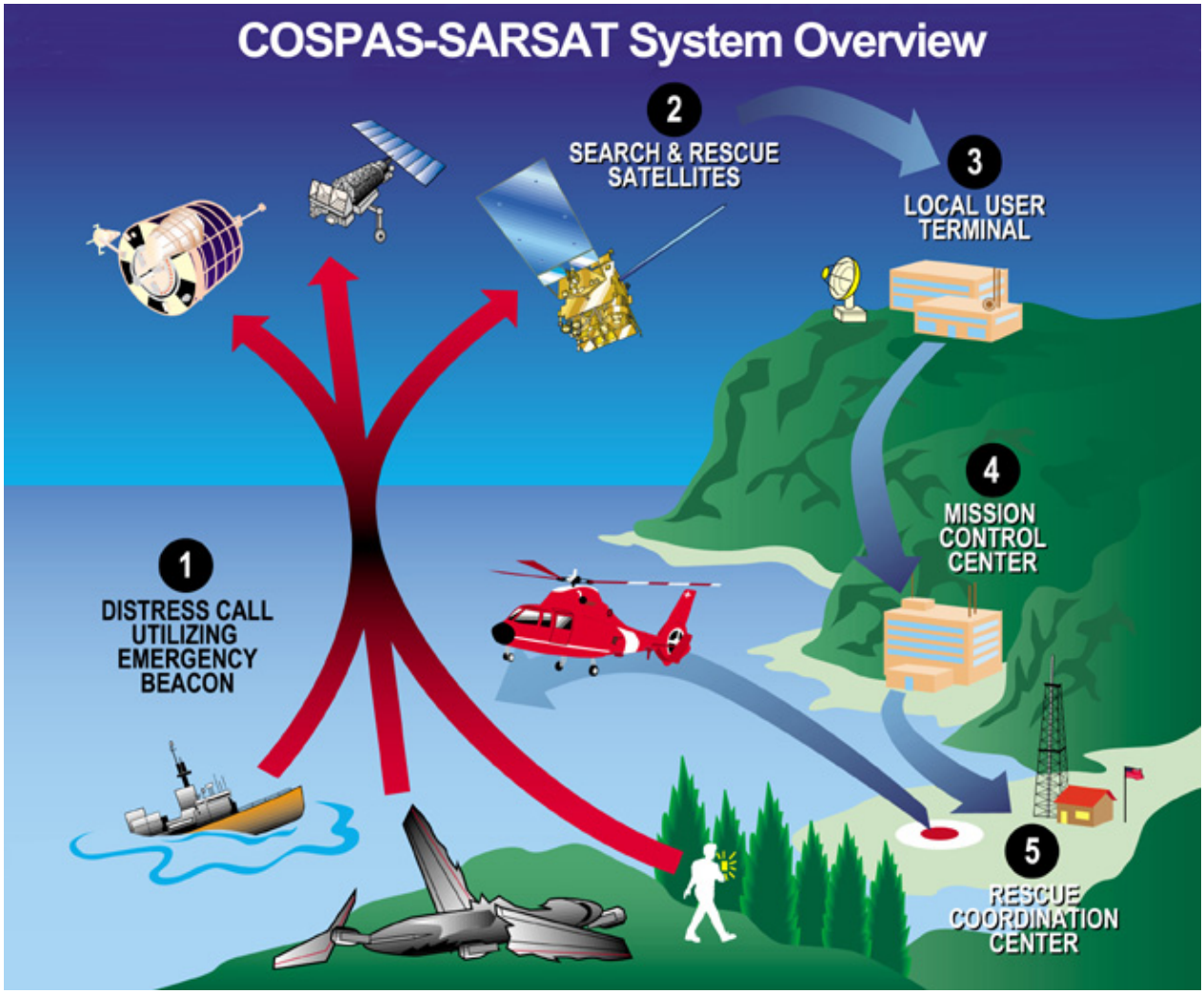
The registration information in this database provides one of the major advantages that 406 MHz technology offers over outdated and often ineffective 121.5 MHz beacons. Using this information, SAR can eliminate many false alerts along with the wasted resource involved in responding to them and can also respond quicker to many real distress alerts from beacons that do not immediately deliver a GPS derived location. Source: http://www.equipped.org/online_beacon_registration.htm

February 1 of this year a switch was made from the beacons that use only the 121.5/243 MHz analog frequency, which are no longer recognized via satellite. Civil Air Patrol was quick to register and transform their operating procedure. According to John Salvador, director of missions for CAP National Headquarters, CAP currently has over 200 aircraft equipped with 406 beacons and over 200 aircraft equipped with Becker DF units that can track both the 406 and 121.5/243 beacons. "As new aircraft are purchased," said Salvador, "they also are coming with 406 beacons and Becker DF units."

Used in the maritime industry, the 406 MHZ has proven its worth, but it is not without its challenges. According to *Volunteer* magazine, Maj Dennis Nall of Texas Wing's Sugarland Composite Squadron, who has extensive experience searching for ELTs, most recently after Hurricane Ike, said the phase out will challenge ground teams because the 406 MHz requires more attention to detail. John Desmaris, deputy director of operations for CAP National Headquarters, said the phaseout will change the data CAP receives from the Air Force Rescue Coordination Center for distress beacon searches. With no satellite data provided for 121.5 MHz only ELTs, CAP will primarily have to rely on reports from pilots flying overhead. Ground teams will have to work harder.

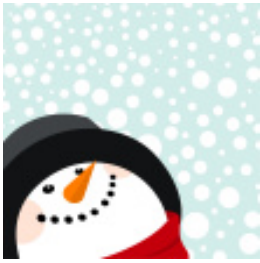
The change will not effect traditional CAP searchers in the field performing ground and airborne electronic searches for distress beacons, but it could become more manpower intensive.

Source: *Volunteer*, January/February, 2009. For a comparison between the older 121.5 MHz distress beacons (ELT and EPIRB) and the better 406 MHz distress beacons (ELT, EPIRB and PLB),



Continued from p. 5

WING COMMANDER'S INVITATION



Wing Conference, Westin Hotel near RMMA

April 25-26 2009 The conference will include a general assembly, seminar breakout sessions, and a banquet on Saturday, April 25. Squadron and Group Commanders will be invited to attend a Commander's Call luncheon on that day. Wing Staff members will meet on Sunday morning at the hotel.

Additional information will be forthcoming from Lt Col. Tricia Toussaint in the coming weeks. Attendees from previous years say, it's a great experience. Check your regs to see if attendance will help your promotion.

Personal Profile, a Patriot Concerned With Clean Air

by 1Lt P.D. Sargent

Photo by 1Lt P.D. Sargent

CAPTAIN SY JENKINS

Serious, jovial, and sometimes philosophical, Capt Sy Jenkins, Asst. Communications Officer, is a mainstay in Civil Air Patrol. I first met Sy in 2005 when I was in Lt Col. John Butler's Emergency Services class. It was there that I learned that I could rely on this man with a great heart.

The seventh child in a family of nine, Sy was born in 1937, right in the middle of the Great Depression. Times were tough; there were no jobs in West Central Alabama, but through family cooperation and subsistence farming Sy's family unity prevailed.

"My Dad worked on the railroad," he said. "plus we farmed,"Dad was only one of the men in the family with a full time job. We were cotton growers and we also did truck farming. My mom, 'the boss' took care of the nine children plus two others we took in."

With an extended family of at least eighteen aunts and uncles, the Jenkins family developed a barter system. What one family had they shared with the others. Sy's family grew cotton, peanuts, corn, cucumbers, peas, beans okra, squash, chard, and watermelons in the fertile black soil of Alabama. "We had a cotton gin, a molasses mill, and tree-logging contractors all contributing to the system, he said. "And we raised brood chickens for sale. Some families had orchards. They grew nuts: pecans, hickory, walnuts--and for a little home brew--peaches, pears, apples, and figs. "My family also shared our food with a couple of widows whose husbands were killed in WWII," he said. "We provided them with cornmeal and grits on Saturdays when we processed corn on the mill."

Five of the six boys in the family went into the military Service, while one attended college and became a Civil Engineer with a focus on Water Supply. The sisters became high school teachers; one became a high school guidance counselor. "She also served on the local school board," Sy said with pride.

Please see p. 12

In 1955, at age seventeen, Sy enlisted in the United States Army. “I wanted to do something besides working the plow and milking the six cows twice a day,” he said. During his ten-year military service, he served two hitches in Korea, one in Germany, a brief tour in Japan. On his first tour overseas his unit was segregated by color.

From his military experience, Sy gained a sense of responsibility, punctuality, respect for others, pride in purpose and productivity, and reliance on teamwork. “I guess I also learned that from my family,” he said thoughtfully. As a Master Sergeant, Sy had the opportunity to mentor young men headed in the wrong direction. “It was my pleasure to get them turned around,” he said. “Whenever I saw a youth floundering with military tradition, hygiene, and decorum, “I took him under my wing. It was great to see him grow, develop, and move up in rank.” As I struggled to complete the Communications part of my SQTR I was glad Sy took me under his wing too.

In the 1970s, Sy worked for General Motors Corporation in Van Nuys, California. There he performed conceptual design, assembly, calibration and maintenance of exhaust emission test equipment--which included analytical consoles, computers, constant volume samplers, two-way radios, dynamometers, facility calibrations standards and special projects. At General Motors he served on the West Coast Correlation Team and was the Coordinator to California Air Resources Board.

On the GM Engineering Staff, he actively participated in the GM Research/NOAA, “Brown Cloud Study” over Denver, Colorado. He performed ambient air monitoring, data collection, and data reduction.

Photo by 1Lt P.D. Sargent

In the 1980s he worked for the Environmental Health Department for the state of Arizona as an Environmental Field Technologist. There, he designed, constructed, and located air monitoring sites throughout the state, and later he brought the clean air emissions system to Colorado.

In the late 1980s and 1990s Sy was employed at URS consultants Inc.in Denver. As an Environmental Specialist he provided economic, technical, and policy analysis for infrastructure projects for stack sampling source evaluation, hazardous waste assessment, and best available control technology. In that capacity, he conducted air monitoring for pesticides, herbicides, dioxin, and particulate and meteorological at Vertac Industrial Superfund Site in Jacksonville, Arkansas. “When you see street cleaners out on country roads,” he said, “they are cleaning up not only gravel and trash, but more important, particulates.” See p.13

But life is not all work. Sy got interested in ham radio operation when he was in the service. He has since made that his greatest pleasurable hobby in retirement. Maj Bob Smith said, "'The proper term for ham is 'FCC Licensed Amateur Radio Station Operator.' Hams are technology enthusiasts who like to tinker with electronic gadgets to see how they work then figure out how to make them work better. Hams are responsible for many modern-day gadgets such as radar and microwave ovens."

Besides Capt Sy Jenkins, 1Lt Robert Patlovany, Maj Lowell Andrews, 1Lt Mike Linn, Maj Tom Bellinger, Maj Lynn Newman, Maj Bob Smith, Capt Scott Tippett, Capt Gary Oplinger, Maj Mark Stevenson, and 2Lt Leonard Ginther from Jeffco squadron are all licensed. In addition, many NASA Astronauts are also hams. Ham radio operators provide community service to the nation in an emergency when other modes of communication break down. Bob said, "We train to set up shop quickly in emergencies and natural disasters. One of the best known groups of hams is the Salvation Army Team Emergency Radio Network, SATERN. They provided the first communications link to downtown Manhattan on Sep 11, 2001 after all the television, radio and cell phone towers collapsed with the World Trade Center. Beyond that there is ARES, Amateur Radio Emergency Services, which has chapters in nearly every county in Colorado. They often work closely with the County Sheriff's Offices and Emergency Operations Centers."

Sy's life has been one of service to others. From the unified efforts of his extended family, Sy learned cooperation, loyalty, and team spirit. Every member of the family counted in the large picture of survival. All the children sold produce in stands along the country road. Each had a stake in earning enough hard cash for school clothes. "We in the South probably lived better than people in the North, particularly in the cities," Sy said.

His friend, Capt Sam Huston, has said, "Sy always brings a smile into the room. He has a smile for everyone, and yet he is a thoughtful listener as well as a willing instructor. He's a real pleasure to be around. He has always been a professional on the missions we've worked together. He's been prepared, he's known his tasks, he's carried out his part of the mission with initiative, he's done what is needed without being told, and he helps make the mission as enjoyable as possible. I'm proud to call him my friend." That perspective is echoed by other colleagues.

Sy has taken many turns down the crossroads of life. From simple beginnings on a farm in America's southland to military service in Asia and Europe, and from four years at Arizona State University studying Electronics Engineering to over a dozen technical schools specializing in hazardous waste management, he rose from the simple tasks of milking cows and selling produce as a boy to a six figure job with huge responsibilities in industry. Now retired, Sy lives in Denver with his wife, Beverly Reddick-Jenkins, community coordinator for the Colorado Cancer Control Initiative and a leader in Delta Sigma Theta, a private, non-profit organization whose purpose is to provide assistance and support through established programs in local communities throughout the world.

LEADERSHIP POSITIONS OPEN

HOW CAN YOU SERVE?

SPECIAL!

Project Officer to coordinate CAP's participation in the RMMA Airshow, August 21-23
1Lt Jennifer Kauffman
jennco22@yahoo.com

Personnel Assistant
1Lt Jennifer Kauffman, jennco22@yahoo.com

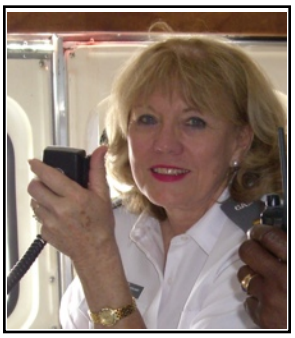
Recruiting and Retention Assistant
Lt Col Bryan Raley, raleyb@concentric.net

Crew Chief, Primary
1Lt Paul Luthy, luthypska@msn.com

Mentor Program Leader
Maj Bob Smith, n0zfy@comcast.net

This Month's Contributors

Many thanks for the article by
1Lt Jason Rew
and
Photographs by
2Lt Dick Revette



1Lt TRICIA SARGENT

Airwaves Editor and PAO Team Leader, she is responsible for the design, content, and format of the newsletter.

For corrections, comments, or suggestions, call 303.216.1931 or write: capnewsletter@mac.com.

LOWELL L. ANDREWS
THOMAS BENSON
PETE BOLDRIN
MATT CATES
GARY HENDERSON
MIGUEL MENDIOLA
JIM SLYE
GEORGE THOMAS

TODD BACHMANN
TOM BELLINGER
DARYL BERG
VIRGINIA BUTLER
JOHN DYNI
BOB MACHACEK
LARRY WIDHELM