



Rocky Mountain Metropolitan Airport, Broomfield, Colorado Volume. 2, No. 2 March, 2009

AIRWAVES

Change of Command

by 1Lt P.D. Sargent



Maj Robert Smith will pass leadership responsibilities to 1Lt Jennifer Kauffman April 16. Squadron Commander is a key leadership position embracing all aspects of Civil Air Patrol.

After serving four years as Jeffco Squadron Commander, Maj Robert Smith “will pass the baton” and deliver the keys, to Deputy Commander, 1Lt Jennifer Kauffman whom he appointed Deputy Commander November, 2007, before she deployed to Afghanistan. Smith’s predecessor was Lt Col John Butler.

Before accepting the post of Squadron Commander, Smith served three years as Communications Officer. Communication has been his passion as he relishes his service as a ham operator; he enjoys the connection with emergency response to crisis. “My business is saving lives,” he jokes.

But it no joke that his passions embrace



Photo by 1Lt P.D. Sargent

immediate response to any form of disaster. With ham operation and Civil Air Patrol, Smith is among first responders whether it is to violent storms off America’s shores, like Katrina, terrorist activity in the nation, such as New York City’s attack on 9/11, missing aircraft over the state’s mountain passes, or lost souls who venture out in Colorado’s wilderness romanticizing a walk through Colorado forests without proper equipment, food, or training.

From Barnyard to Dinner Table

Brought up on the values of farm life, Smith said, “I’m a Pennsylvania Dutch farm boy. Actually, my fraternal grandfather was the dairy farmer. But by the time I came on the scene the family had most of the land leased out to neighboring farmers, and my dad and his brothers took day jobs in the town of Reading.

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COMMANDER STEPS DOWN

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“On the other side of the family, my maternal grandfather and his brothers were butchers who ran an abattoir of local fame,” he said. Still the family maintained a huge garden--several acres--just for family produce. “To help the family,” Smith said, “most of my summer jobs as a kid involved farm labor. “I’ve picked potatoes, shucked corn, harvested peas, and milked cows--all by hand. So I’ve pretty much experienced the whole process--from barnyard to dinner table.”

Smith’s father left the farm for a time to serve in the United States Navy after which he gained employment as a mechanical engineer for Western Electric in Reading, Pennsylvania. Not long afterward in 1971, he transferred the “new” Westminster, Colorado plant. Smith was in junior high school at the time. “After the rolling hills of Eastern Pennsylvania where my best friend lived just several farms away, I thought we had moved to the big city--Broomfield!”

Brave New World

The nation faced new problems. To farm folks, and to city dwellers as well, the Cold War shook American confidence. Fear of Communism and a threat to the American Way of Life loomed largely. Then came the Vietnam War. “The Commies wanted to kill us all,” Smith said. School children were taught to crouch under their desks and cover their heads with crossed arms--a procedure begun in the 1940s and WWII. “I remember my teachers discussing the possibility that ‘duck and

cover’ might not work!” In the nuclear age, they were undoubtedly right, but if a direct hit from a non-nuclear bomb was not made, windows might be blown out and ceilings might fall. The desk and the covered head might well avert injuries to the survivors.

To a young child, war’s consequences were novel. “An older cousin got his eye shot out in the Vietnamese war,” he said. “And another kid from town was seriously wounded. He lived, but he sure looked different when he got home. He looked twenty, but he walked like he was 100.”

The horrors of war came home to people whose lives, for the most part, were untouched by the gravity of the glories of war. While their fathers were drafted into the two World Wars, many hometown men volunteered. They entered the service as teens and returned in just a short time as serious older men. Prisoners of war, who were lucky enough to return to their homeland, told stories of unbelievable tortures and vicious acts of man’s inhumanity to man.

“If It Feels Good, Do It!”

“And then there were the Hippies,” Smith said. Everyone my age thought they were ‘cool.’ Our parents thought the world was coming to an end! Imagine--free love! Peace! What a bunch of long-haired freaks, they grumbled, And what was that they were smoking?”

Marches against the war, burning of our precious flag, Woodstock, and while the marchers shouted ‘peace,’ their non-peaceful demonstrations wreaked havoc to the businesses along the march.

All went against the grain of traditional American values. What was left of a farm family who thought the farm was no longer a viable enterprise? What would their children become if there was no respect for authority figures, including national leaders and parents? The country teemed with rebellious youth. For certain, Smith’s elders thought the world was indeed coming to an end.

A Turning Point

Despite the marches against the war and despite the flag-burning, Smith considered enlisting in the Navy as a high school senior. But after the recruiter finished telling him about the opportunities, he decided having his father talk down to him was enough. “I didn’t need a surrogate,” he said. And besides, the young man was expected to cut his hair. “It was, after all, the 70’s!”

A little wistfully, Smith now recalls that decision to forget the Navy and attend Denver Automotive and Diesel College, where he made the Dean’s list. “Looking back,” Smith said, “I know I should have looked for another recruiter, maybe even another branch of the service, but at that age, I knew everything and those thoughts never occurred to me. Now I work with military retirees younger than I, doing the same job and earning a comparable salary--in addition to their military pension and benefits. They remind me every day that I could have made better choices as a younger man.”

Smith has two sons. The eldest, Seth, lives in upstate New York with his wife, Jenna,

COMMANDER STEPS DOWN



Commander Smith attends to business at a SAREX briefing and with colleagues in the field.

and Smith's two grandchildren, Dylan, age 4, and Alana, age 1. "I think everyone knows Zach. He's been an honorary member of the squadron since he was three years old. He enlisted in the Army a few months ago," Smith says with mixed feelings. "I imagine every soldier's dad goes through this, but I find myself vacillating between pride and fear. He's been the center of my universe for seventeen years. Separation anxiety is already setting in." Zach is one of the main reasons Smith is stepping down from squadron command. "I want to spend these next few months being a full time Dad."

The Last Word

I should probably mention that I have been offered a Wing position, possibly as Community Liaison but nothing

is official." What is official is that now as of March 9 Smith wears silver oak leaves. Our former Major will now be addressed as Lt Col Smith.

Parting Comments

In parting, I want to thank all the members of Jeffco Squadron who supported the missions of Civil Air Patrol and allowed me to 'Fly left seat' for the squadron these past four years. This has been one of the most rewarding tasks I have accepted. I've learned a great deal about people and organizations; lessons which are already serving me well in my professional life. I even learned a few things about myself. For one there is a great deal of personal fulfillment to be found in performing service to others.

CROP DUSTING: ANOTHER AVIATION THRILL

1LT TODD BACHMANN STANDS TALL WITH GUEST SPEAKER PROGRAM

by 1Lt P.D. Sargent

Once again, Aerospace Education Officer, 1Lt Todd Bachmann, provides Jeffco Squadron with a quality speaker. Members sat rapt in the imagery of a small plane skimming the tops of corn or wheat as the pilot Sam Rogge talks of spraying herbicides and pesticides to bring pristine produce to the market.

The benefits outrank the dangers as businessmen-pilots like Rogge enjoy the service they provide to agriculture. Rogge served in the United States Marine Corps before returning home to go into the crop dusting business. *Continued on page 4*



Photo by 1Lt P.D. Sargent

1Lt Todd Bachmann smiles as he introduces Ag Aviator, Sam Rogge.



CROP DUSTING IS CRUCIAL TO THE BUSINESS OF MASS PRODUCTION OF FOOD. . .AND IT'S FUN!

Flying under electrical grid wires, leaping upward to clear a brace of trees with a steep angle of attack, and getting a close personal look at the roots of corn, wheat, or other produce, crop dusters perform their duties with skill, expertise, and luck. While the business looks like fun, it is a serious, risky, and necessary business avoiding rocks, trees, power lines, stop signs, and of course, the ground.

Other hazards like visual illusions, hidden obstacles, birds, and emergencies like engine failure.

“Do young men get into this business because it is a necessary service and a rewarding business idea, or do they get into it because it is “a rush?” I asked. After thoughtful consideration, the speaker smiled and said, “Sometimes the pilot follows a family tradition.”

Sam Rogge talked about how important dusting is to crops and fruit trees. Looking at the low level of flight, sometimes not more than eighteen inches off the ground, there is always risk. Being the parent of three sons, I realized that the challenge was exciting and the service a necessary one for the salability of massive production of fruit and produce.

In any form of aviation, risk is always present. Mountain mission pilots fly close to mountain and the high peaks of sometimes fourteen thousand feet searching for downed aircraft and missing people. Jet fighter pilots maneuver heavy aircraft even at the speed of sound, and astronauts soar above the earth



Photos on this page provided by Jet Stream Ag



in the ozone, hop out of the shuttle to make repairs, and return to conduct scientific experiments. Man, and particularly young men, I surmise, are born risk takers. Assuming his own share of risk—following a stint in the U.S. Marines—Sam Rogge has been in the business of crop dusting for 14 years. His business is located in Fowler, Colorado. If are considering the profession, call him at 710.263.5300, or email sam@jetstream-ag.com, or visit his website <http://jetstream-ag.com/>

AWARDS AND PROMOTIONS



Capt Daryl Berg receives the red service ribbon for two years of service.



Lt Col Dick Sargent receives a "Find" Certificate. This was Sargent's second "Find" within a period of ten months.



SM Dan Burkett was promoted to 2Lt.



2Lt Patricia Sargent was promoted to 1Lt.



1Lt Paul Luthy receives the Disaster Relief Ribbon w/Valor: Windsor Tornado Responder.



Maj Tom Bellinger receives the Red Service Ribbon for 15 years of service.

PROFESSIONAL DEVELOPMENT

As each of us remains in the squadron to serve the missions, we constantly strive to improve. This we can do by following the Professional Development ladder, taking specialties tests, fulfilling specific tasks, and performing duties. With dedication to the mission of search and rescue, members take pride in representing themselves, their community, and the nation through professional appearance and pride that we continue to reach for higher goals. This we do by wearing the appropriate uniforms and by displaying the ribbons earned for a job well done.

Members are required to complete Incident Command Courses, ICS, and take tests in chosen specialties, but ribbons and awards are earned by participating in special tasks above and beyond requirements. For photos and explanation of ribbons check **Wikipedia, CAP Awards and Decorations**. You may want to copy for your records.

Did You Know?

*That you may earn a ribbon for two years of service to Civil Air Patrol and continue earning one for five year increments of service?

*That you may earn a ribbon for volunteering your skills in disaster relief? Some of our members served long hours helping communities after the Windsor tornado, the Katrina floods, and even some national catastrophies such as New York's 9-11. Our ham radio operators connect with disasters over the entire nation.

*That any member may initiate an award by nominating an individual who has given special service. You may also apply for some ribbons on your own behalf.

*That Leadership Courses like SLS and CLC are required for promotion.



Group II Commander, Maj Ryan Lord visits the February 2009 SLS course taught by Lt. Col Randy Carlson of the Boulder Squadron.



1Lt Jeremy Sing and 1Lt Tricia Sargent of Jeffco Squadron, complete the SLS course. Lt Col Carlson will offer CLC in October.

CALENDAR

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. Fee.
May-31 ICS 200, **June 4-5** ICS 400, **June 1** IS 700/800* (also are free on line)

*COWG Director of Operations, Maj Fairfax O'Reilley has advised us to contact Capt Bill O'Connor smoconnor970@msn.com for information regarding all ICS Courses. We are asked not to contact FEMA, Colorado Department of Emergency Management or local law enforcement agencies but to use our Civil Air Patrol point of contact, Capt O'Conner. Doing this will enhance Civil Air Patrol's professional image and avoid multiple or uncoordinated requests.

April 18-19 Group II SAREX at BJC ***By April 25 Complete Equal Opportunity Course online**

April 25-26 Wing Conference, Westin Hotel near RMMA. The conference will include a general assembly, seminar breakout sessions, and a banquet on Saturday, April 25.

July 20-26 Evaluated SAREX. TBA.

IMPORTANT CONTACT INFORMATION

CIVIL AIR PATROL NATIONAL HEADQUARTERS <http://www.gocivilairpatrol.com>

COLORADO WING WEB SITE <http://www.coloradowingcap.org>

JEFFCO SQUADRON <http://cowg.cap.gov/jeffco>

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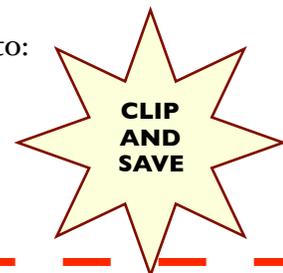
SENTINEL http://members.gocivilairpatrol.com/safety/the_sentinel_newsletter.cfm

WESTERN AIR FLIGHT ACADEMY www.westernairflightacademy.com/

Our Communications Team: Webmaster, 2Lt Todd Gamber, 1Lt Todd Bachmann, 1Lt Jeremy Sing, 1Lt Mike Linn and Lt Col Bryan Raley, has provided a link to reach a tutorial on how to reach the Jeffco Squadron web site with ease:

<http://tinyurl.com/c38ugt> Also very helpful on the website are links to:

- *Rocky Mountain Metro Airport
- *Colorado Search and Rescue Boats
- *Weather (ADDS)
- *Weather Buff
- *Wings Over the Rockies Museum



MEET 1LT ROBERT PATLOVANY

by 1Lt P.D. Sargent.

Born in Houston, Texas, in 1955, 1Lt Robert Patlovany was a typical “straight arrow” child of the 1950s whose parents had transitioned from the farm to the city. “As a child,” Robert said, “I most enjoyed time with my family on road trips, camping, fishing, water skiing, and hunting. I also played the guitar to Beatles’ music, sang in a high school chorus group, took pictures for the high school yearbook and newspaper, and built and launched lots of model rockets.”

Farm Life a Treat

But returning to the farm was a special treat for the family of six. “The grandparents’ farm was an almost monthly weekend destination, where I enjoyed the rural alternatives to my city home. The farm provided opportunities to learn how to fish, hunt, drive a tractor, harvest crops such as corn, potatoes, watermelons, cotton, hay, and maize.” Robert also learned to vaccinate cattle, build fences, and repair whatever needed to be fixed.

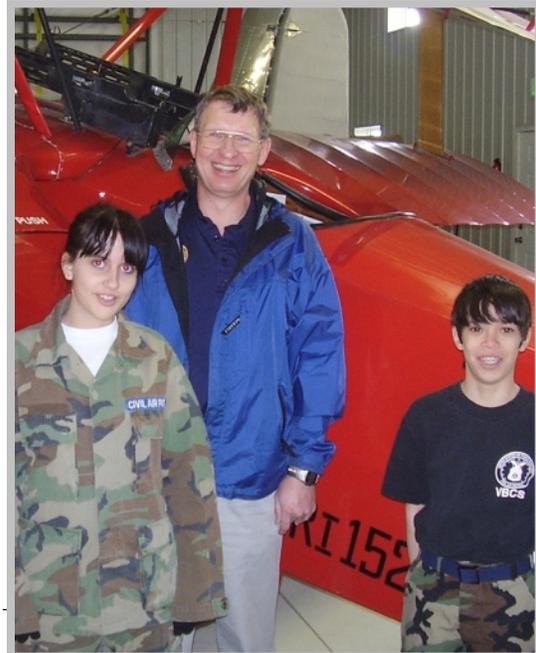


Photo Courtesy of 1Lt. Robert Patlovany

1Lt Robert Patlovany with Happy O-Ride Cadets

Threat of WWII

“When I was born.” Robert continued, “the biggest problem of our nation was the very real threat of Communist domination of the world, or its nuclear annihilation in World War III. The Third World willingness to offer their loyalty to the highest bidder, while being naively vulnerable to subjugation by the most aggressive militants, placed the free world in direct and deadly competition with what President Ronald Reagan would eventually describe as the very real ‘Axis of Evil’.”

Fearing attack, children were taught to take cover from potential attack as best they could. “As a child, we practiced ‘duck and cover’ in our elementary school hallways away from windows in hopes of improving our survival odds during a nuclear attack expected from Cuba by missiles of remarkable explosive power and not much accuracy” he said. Always fearful of attack, children and their families and teachers studied resources to ascertain how vulnerable they were. “We looked at newspaper-published maps showing which cities were vulnerable to intermediate range ballistic missiles from Cuba.” Was Dallas a target? “We knew that everywhere was a target knowing that Sputnik demonstrated the vulnerability of the entire nation to large-scale nuclear annihilation.”

Every age has its fears, but Robert’s era enlarged them with the knowledge that technology could outpace even the most immediate response. The President was said to have a red

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telephone at his desk to give the command to launch an attack or counter attack on Russia or Cuba. People scorned the anti-missile response calling the venture “Star Wars.”

Still, there was always the hope that something could deter certain horrible death--or worse, a slow, living death of hideous disfigurement from radiation burns in the event a “ground zero hit” was not made.

Vietnam War

“My earliest current affairs consciousness evolved with the Vietnam War, which boys my age assumed from grade school age would be a likely destination upon graduation from high school,” said Robert. “My first girlfriend often wore her older brother's uniform shirt after he was killed in combat. That war wound down soon enough that my high school graduating class was the first to not be assigned draft lottery numbers.”

Pop and Sub Cultures Grow

But as the nation quivered for fear of attack, society somewhat muted the fear with diversion as it always does. As his life revolved around family, the nation was transitioning from the war-trauma of the 1940s to the prosperity and social changes of the 1950s. Bikini Queen, Brigitte Bardot, was wearing swim gear that had a rapidly diminishing waistline. American

starlets filled the beaches with “teeny, weenie,” bikinis. For starlets and some movie stars, the costume became *de rigeur*. In the later part of the 1950s people flocked around Elvis Presley and listened to Johnny Mathis, and Chet Atkins. But as a quiet and private young man, Robert chose to study higher mathematics and look forward to a career as an engineer. “As far as “pop culture,” he said, I was never ‘with it.’”

In the late 1950s and 1960s social unrest led to new hairstyles, including the “Afro” and long, unkempt hair styles which became a symbol of militant, anti-war statement. On the entertainment scene, while some kids swooned over Elvis, Robert swooned over airplanes and mechanical wonders.

“I learned to fly in 1977 at Bryan, Texas at Coulter Field while I was a senior engineering student at Texas A&M,” he said. “I built the KR-2 because I didn’t imagine I’d be able to afford to buy an aircraft,” he added. “I built it right out of college when I was 22-25. I flew it for a year for about 70 hours,” he said.

Robert earned a Bachelor of Science degree in Nuclear and Mechanical Engineering, and shortly after beginning work in Colorado at Rocky Flats, he also earned a Masters degree in Environmental Science and Engineering from Colorado School of Mines in Golden.



Building the KR-2, an experimental, tail-dragging aircraft with a turbocharged Volkswagen engine.

Photos Courtesy of 1Lt Robert Patlovany



Stepping into Beachcraft Dutchess preparing to take his multi-engine check ride.

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While he was employed at Rocky Flats, from 1992-2000, he was a Nuclear Criticality Safety Engineer. He ran computer simulations to determine if certain amounts of nuclear bomb material could be safely handled without starting a nuclear chain reaction. "I inspected the nuclear work areas to see if anything else could go wrong," he said. Robert now works at a Littleton office of Lockheed Martin as a safety engineer on NASA's Orion spacecraft for replacing the shuttle.

"My closest experience with the military was with Texas A&M University classmates who were in the Corp of Cadets, which constituted about 10 percent of the enrollment at the College Station campus when I started university studies, he said.

Civil Air Patrol

But Robert has served his country in other ways. In addition to a highly technical, critical career, in 2000 he joined Civil Air Patrol. "That organization provided my first opportunity to wear a uniform in some way related to the military," he said. As an engineer and a pilot, he has published scholarly papers regarding mid-air collisions

and proposed a way to change FAR rules to avert disaster. One of his articles, "Climb and Maintain What?: Cruising Altitude Rules Increase Your Risk of a Mid-air Collision," can be seen at the Magazine, *Aviation Safety*, December 1998. Presently Robert serves as the Flight Operations Officer for Jeffco Squadron.

Robert lives in Westminster with his wife, Terry, and his daughter, Christine. I asked him what hobbies he enjoyed and he said, "CAP keeps me pretty busy." No doubt with SAREXs, REDCAPS, check rides, and O-Rides," I have also been interested in photography, electronics and radio controlled aircraft," he said. Robert does stay busy--so busy that his first love resides in the garage waiting for him to keep his promise to "fix things up." His early passion, the KR-2 waits patiently year after year for the much needed overhaul after its first year of flight.

Robert just smiles and says, "When I first promised to repair and upgrade the aircraft, I got pretty busy with a new marriage and later the coming of another lady, Christine. Now that Christine is fifteen, perhaps Robert will give the KR-2 a little attention.

MEMBERS' BENEFITS

Besides the opportunity to fly, to save other people in times of emergency, and to serve our country, check out other benefits including tax exemptions and other goodies.

<http://www.cap.gov/visitors/members/benefits/>

PAY SQUADRON DUES NOW

Send \$ 18.00 to

Jeffco Squadron, Civil Air Patrol
11675 Airport Way
Broomfield, Colorado 80021

Avoid Late Payment

After March 31 dues increase to \$25.00

SAFETY FIRST!

All air crew personnel are requested to read *Darker Shades of Blue*. The safety of the entire mission depends on every crew member. If you haven't read it yet, check it out from Maj Tom Bellinger at the squadron meeting. Be sure to sign your name on the inside cover of the book, and return it at the next meeting.

Read the *Sentinel* for safety: If you are unable to make the Safety Meeting, read the article then email

Maj Bellinger trbellinger@aol.com

August Sentinel

<http://level2.cap.gov/documents/Sentinel.pdf>



LARRY WIDHELM
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LEADERSHIP POSITIONS OPEN

HOW CAN **YOU** SERVE?

Professional Development Assistant

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Lt Col Bryan Raley, raleyb@concentric.net

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Mentor Program Leader

Maj Bob Smith, JeffcoCAP@comcast.net



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, at which awards will be conferred. 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. Attendees from previous years say, it's a great experience. This is a time to attend seminars, share experiences, and visit with friends from other squadrons. Check your regulations for appropriate attire and to see if attendance will help your promotion.

Saving a Drowned Airbus

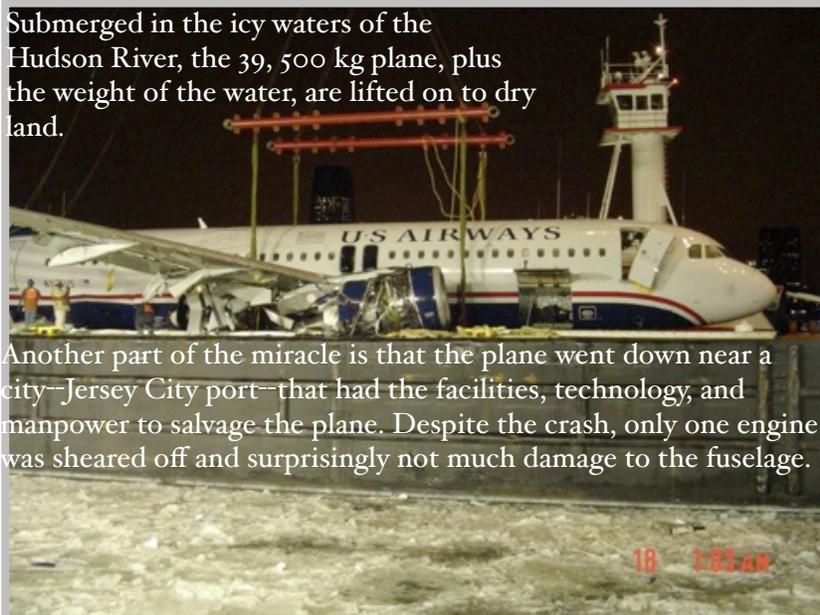
When Capt. Chesley Sullenberg III landed his U.S. Airways plane full of passengers safely into the Hudson River, retrieval of the craft was yet another story--a salvage miracle!



Heavy Lift Operations by Weeks Marine takes less than eight hours, with the help of engineers and hardworking salvage crews, to free the craft.



Submerged in the icy waters of the Hudson River, the 39, 500 kg plane, plus the weight of the water, are lifted on to dry land.



Another part of the miracle is that the plane went down near a city—Jersey City port—that had the facilities, technology, and manpower to salvage the plane. Despite the crash, only one engine was sheared off and surprisingly not much damage to the fuselage.

RECORDS

Moved? Name changed? You may need to update your records. Log on to eServices on line. Your updated information will be used for the squadron roster. Please visit:

<https://www.capnhq.gov/default.aspx>.

Contributors

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Dick takes photos and provides research for articles.



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