



AIRWAVES

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Hall of Fame Aviator

Major General Patrick J. Halloran was among the first pilots to check out in the SR-71 spy plane. As Commander of the 1st Strategic Recon Squadron, his crew established records and won honors for performance. Who would have thought a Minnesota farm boy, who majored in music in college, would fly the world's fastest plane?

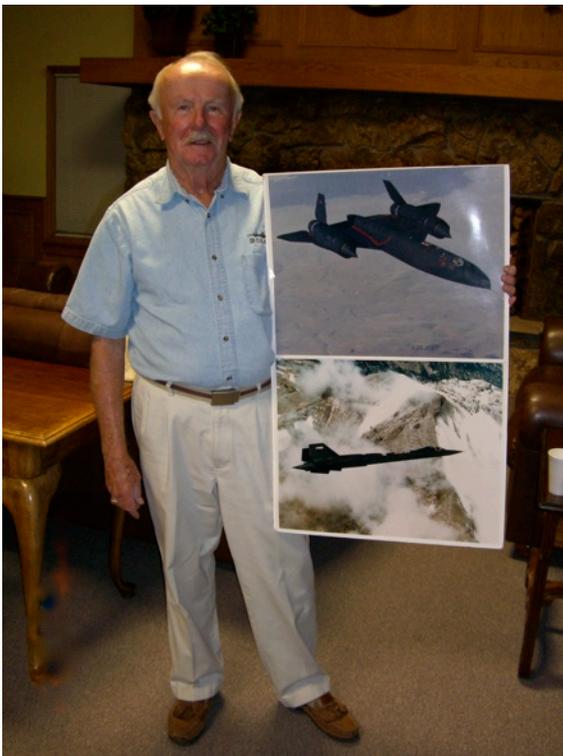


Photo by 2Lt. P.D. Sargent

A distinguished graduate of the Air War College in June 1971, Maj. General Patrick Halloran was assigned as chief of the Reconnaissance Operations Division at Headquarters Strategic Air Command, Offutt Air Force Base, Nebraska. Subsequently, he served as vice commander of the 9th Strategic Reconnaissance Wing, vice commander of 3rd Air Division, chief of staff of the Fifteenth Air Force, SAC inspector general, assistant deputy chief of staff for operations, and other major duties.

Knowledgeable, patient, and informative, Maj. General Halloran explained his graduation from piloting the U-2, Dragon Lady, flying missions from nearly a dozen forward operating locations overseas and accumulating more than 1,600 flying hours in the high-flying reconnaissance aircraft to piloting the formidable SR-71, Blackbird, as one of the first pilots to do so.

A top military leader during times of extreme danger in the world, Maj. General Halloran was a command pilot with more than 8,000 flying hours,

including 600 hours in the SR-71s. Highly decorated, his major military decorations and awards include the Defense Distinguished Service Medal, Distinguished Service Medal, Legion of Merit with oak leaf cluster, Distinguished Flying Cross with oak leaf cluster, Meritorious Service Medal, Air Medal with 11 oak leaf clusters, Air Force Commendation Medal, and Army Commendation Medal. Retiring in 1983, he was inducted in the Aviation Hall of Fame in 2005.

Maj. Gen. Halloran left the U-2 project in 1965 to pioneer in the SR-71 project. He was one of the first of an elite few ever to pilot the formidable reconnaissance aircraft.



U-2 photos are upper four. SR-71 are bottom two.

Stealth

The first studies in radar [stealth technology](#) seemed to indicate that a shape with flattened, tapering sides would reflect most radar away from the place where the radar beams originated. The SR-71 also used special [radar absorbing materials](#) which were incorporated into sawtooth shaped sections of the skin of the aircraft, as well as [cesium](#)-based fuel additives to reduce the exhaust plumes' visibility on radar. Lockheed soon conceded that Russian radar technology was advancing faster than the "anti-radar" technology. During its service, not one SR-71 was shot down, despite over 4,000 attempts to do so. Excerpts from <http://en.wikipedia.org/wiki/SR-71>.

Rescue Team, Finds Lost Hiker

Capt. Brian Smiley, 2Lt. Gezalov, and Lt. Col. Dick Sargent Look for “Needle in a Haystack” and find a Lost Hiker in Hell’s Canyon.



Rescue Team left to right 2Lt. Arif Gezalov, Scanner, Capt. Brian Smiley PIC, and Lt. Col. Dick Sargent, Observer.

“It was like looking for a needle in a haystack,” said Capt. Brian Smiley pilot of the Civil Air Patrol air crew that located the lost hiker in Hell’s Canyon the morning of July 24.

Fifty-two year old Patrick Higgins of Maryland was with a group enjoying an outing in the Colorado mountains near Estes Park when he decided to take a hike from base camp Tuesday July 22. When he didn’t return by the next morning, someone from the Men’s Leadership Alliance of Boulder called the Larimer County Sheriff’s office to report him missing.

Rescue teams including Civil Air Patrol air crews, ground teams, and Incident Command personnel sprang into action in cooperation with the Larimer County Sheriff’s teams to hunt for the visitor.

“I realized how a miracle would be helpful,” said 2Lt. Arif Gezalov, whose role was scanner in the aircrew. The terrain was treacherous; steep canyon walls, irregular topography, and dense forest growth made citing a single individual with no communication gear such as tarps or bright survival vest extremely difficult. From the air, the ground looks like a sea of green.

The first hour of the four-hour air search was spent becoming familiar with the terrain, coordinating the Gridded Sectionals and the Terminal Control Area Chart, and using logic to determine where a man, unaccustomed to rugged terrain, might wander.

Observer, Lt.Col. Dick Sargent, requested the latitude/longitude coordinates of the Men’s encampment and checked major drainage for smoke. “It was Dick’s experience and search and rescue training that was the key to putting us in position to find a logical place to look,” said Capt. Smiley.

Lt.Col. Sargent said, “Once we were oriented to base camp, I realized common sense and patience was our guide.”

By 10:22 a.m., the team spotted a shining spot beyond the mountain. Unsure if it was a windshield reflection or a mirror S.O.S., they followed the light across the mountain into Hell’s Canyon. More light signals sent the crew to a lower altitude for a closer look. Finding an individual in dark clothing amid tightly packed forest land meant pilot, observer, and scanner use every skill and focus. The pilot’s job is to navigate the plane safely, the observer handles communications with Home Base, ground team, sheriff, and helicopter, and the scanner logs the observations as they occur and continues scanning for any sign of their objective.

By 11:35 the aircrew suspected they had located the man. Higgens helped tremendously in his rescue as he was unusually knowledgeable in the use of the mirror as he tracked the plane with it. By 12:07 the air crew confirmed it with the Black Hawk helicopter, CAP ground crews, and the Sheriff's office. Ground crews were told to hold position until they received permission to move on.

The Civil Air Patrol Airplane circled over the Black Hawk helicopter, guiding and directing it to the exact spot where Higgins stood while relaying communications back to the command post. Unfortunately, bare ground was sparse, and the helicopter did not have enough room to land. The aircrew searched nearby roads for possible landing spots. There were none.

Rocky Mountain Rescue Team 1988 followed the aircrew's latitude and longitude coordinates and upon reaching the survivor reported that they were administering water and food. Another search and rescue effort was successful.

Lt.Col. Sargent said, "Actually, no one crew can work alone. Air crews spot lost folks from the air and report to layers of helping teams on the ground." Ground crews walk the tedious miles to the location and administer first aid, food, and water. Sometimes they have to carry people out in rugged terrain. "It's a team effort," he said. "We're glad to have helped."

Second Rescue in Under a Year



Photo by 2Lt. P.D. Sargent

The Hell's Canyon Rescue came within just ten months of last fall's rescue of the Jones couple who survived four nights in the Comanche Wilderness in Northern Colorado. Pictured here the crew hangs together at AE Day 2007: left to right, Observer, Maj. Bruce Hertelendy, PIC Lt. Col. Dick Sargent, and Scanner, Capt. Sy Jenkins.

Although the Jones couple were veteran hikers and were prepared for overnight camping, they became disoriented and soon braced themselves for the Colorado Mountain Cold and nearly gave up when mushrooms and berries were the only food they had. The air crew spotted them when the couple built a small fire of wet branches.

2Lt. TODD BACHMANN: EPITOME OF SERVICE



Quiet and unassuming, 2Lt. Todd Bachmann is always ready to serve Civil Air Patrol with a willing hand and a winning smile. The photo on the left caught him helping at the Spring Air Show.

Born in Flint, Michigan, Bachmann graduated with a Computer Engineering degree from the University of Michigan, “The same school where Kelly Johnson of Skunkworks earned his degree,” he is quick to add. After college, he moved to Colorado in 2001 and took a job at Qualcomm.

“Qualcomm makes cell phone chipsets or the ‘brains’ behind the telephone.” Bachmann said. “You might go into the Verizon store and compare an LG phone versus a Samsung phone, but they both are running on our chips, and a good chunk of our software,” he continued. “As a matter of fact there’s about a 50/50 chance that given a random person’s cell phone, I’ve written some tiny, miniscule portion of the software inside it,” he said.

Actually, Bachmann leads a team of engineers who write software that make it possible for non-Qualcomm software engineers to “create the games, music players, navigation systems, and other stuff that phones can do.”

“The ironic thing about my family,” he says, “is that neither of my parents is technical in the least nor do they fly airplanes, but my brother, who is eight years younger than I, is a Nuclear Engineer. He writes safety software for nuclear power plants and flies sailplanes.”

Bachmann is also a pilot, and he serves Civil Air Patrol in many other capacities. For example, he is the Squadron AE officer; the Assistant Project Officer for the COWG AE Day, assisting COWG/AE Capt. Brian Smiley in the planning and daily tasks of the upcoming event September 20. He also plans programs for squadron meetings and has provided some spectacular speakers, himself included. “I’d like to do more,” he said.

A quiet, home soul, Bachmann loves cerebral activities such as reading. “I am currently reading three books at a time,” he says. “And I spend hours learning computer stuff,” He adds, “My favorite web site is Wikipedia.” Also a home project, one of Bachmann’s favorite hobbies is brewing beer. “I belong to a beer and winemaking club at work and serve on the Board,” he said. “I’m a fan of the beverage.”

O-Rides Curtailed Until October

Lt. Col. Dick Sargent



“Although we were able to fly the AFROTC cadets right on thru September 30,” said Lt. Col. Dick Sargent, “we are not flying any more CAP Cadet O-Rides until October.” Sargent cited reasons for the temporary delay in O-Rides:



“The USAF requested that we cease CAP Cadet O-Ride activities on September 15 through the end of the Fiscal Year, Sept 30, so the accounting office could get a good handle on funds,” said Sargent. “This was further constricted by the Rocky Mountain Region Commander who increased our “down time” to stop flying CAP cadet o-rides September 1.” In addition,” he said, “Due to the TFR over our area during the Democratic National Convention, 69X was relocated that week. And for some time, 49H has been down for maintenance and probably will be for while.”

With his usual good humor, he concluded, “So, for the above reasons, we are ‘out of Schlitz.’ I will do my best to get the CAP Cadet O-Ride program moving again right after the first of October, and I appreciate everyone’s patience through this period.”

In the meantime, Lt. Col. Sargent is linking up with the AFROTC so Jeffco Senior Squadron can start serving those students immediately. Sargent said, “We still have some further demands on our aircraft, but I’ll do the best I can to take advantage of any ‘daylight’ I can find in the schedule.”



Sargent recommends an article to improve pilot proficiency. “For those of you who are members of the AOPA, I commend to you an article in the July 2008 issue of the *AOPA Magazine* on page 32 entitled, ‘The Tuesday Night Flying Club.’ I am not sure how this flying would tie into a CAP mission, but it is an amazingly efficient and cost-effective arrangement to maintain a high level of proficiency. If any of you have a chance to read the article, I would appreciate your personal feed-back.”

Pilots are needed for the O-Ride Program. How soon can you qualify? Call Lt. Col. Dick Sargent at 303.279.7725 or email dicksargent@comcast.net

AWARDS and PROMOTIONS



Lt. Jason Rew receives a Certificate of Appreciation with Commander's Commendation from the Arizona Wing. The award was presented at the July meeting.



Lt. Tom Benson's promotion to Capt. was presented by Deputy Commander, Fairfax O'Riley.

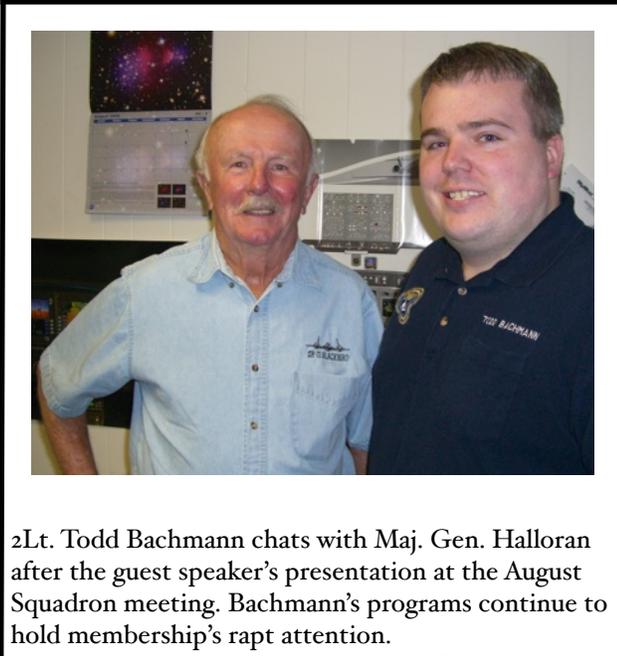
AE DAY COMING THIS WEEKEND!

by 2Lt. Todd Bachmann

On Saturday, September 20, the Colorado Wing will hold its Third Annual Wing Aerospace Education Day at the Platte Valley Airpark in Hudson, Colorado. This year promises to be bigger and better than before. Feel free to show up to the event and pay at the door, but the organizers would appreciate it if you let them know by emailing cowgaeday@comcast.net so there will be plenty of food.

The day is packed with events from 10 am-2pm. Come talk to Mary Feik, World War II Women Air Service Pilot (WASP). Hear speaker Col. Donn Byrnes talk about his days helping to design the SR-71 and afterwards have him sign your book. Kids will enjoy watching CAP squadrons firing off model rockets, and everyone is welcome to participate in glider flights. And of course, don't forget to stop by and tour the world's largest collection of WWI aviation memorabilia next door at the Vintage Aero Flying Museum.

More information can be found on the Wing website under the "Aerospace Education" section. We hope you can join us for the year's foremost AE event.



2Lt. Todd Bachmann chats with Maj. Gen. Halloran after the guest speaker's presentation at the August Squadron meeting. Bachmann's programs continue to hold membership's rapt attention.





UPCOMING EVENTS

****September 20, 2008 1000-1400 hours**

AEROSPACE EDUCATION DAY

Platte Valley Airpark

contact Todd Bachmann today

cowgaeday@comcast.net

7507 Weld County Road 39
Fort Lupton, Co 80621
303.536.0380

October 3, 2008 1000 hours

FORWARD AIR CONTROLLER MEMORIAL DEDICATION

<http://www.fac-assoc.org/ColoradoSprings.htm>

October 18, 0800 hours

SQUADRON UNFUNDED TRAINING

Squadron Office

November 8, 2008 TBA

WINGS GALA

The First Ladies of Space

Wings Over the Rockies 303.360.5360

November 8, 2008 1430-1700 hours

MOUNTAIN FLYING SEMINAR with Scotty Imeson

Gold Crown Hotel Englewood

christelucas@yahoo.com

November 15, 2008 0700 hours

GROUP II SAREX

Greeley

November 22, 2008 0800 hours

CPR/Basic First Aid \$25 3 spaces left

Western Air Flight Academy Meeting Room



**HAP BURNHAM
JOHN BUTLER
JENNIFER KAUFFMAN
THOMAS PORCANO
BRIAN SMILEY
DICK REVETTE
BRIAN RILEY
DEAN SANTUAE
LEONARD WILSON**

This Month's Contributors



2Lt. BRIDGET SKJORDAHL,

WELCOME!

A new CAP member, her first contribution was to head up the squadron's entry at Western Air Flight Academy's Spring Air Show.

Bridget is the newest member of the PAO Team.



2Lt. TRICIA SARGENT

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

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

All photos in this issue are by 2Lt. P.D. Sargent

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.