



Rocky Mountain Metropolitan Airport Broomfield, Colorado Vol. 3 No. 12 December, 2010

AIRWAVES

Winner of the 2009 Belsam National Award for Excellence

MERRY CHRISTMAS
HAPPY NEW YEAR



MERRY CHRISTMAS TO ALL AND TO ALL A GOOD NIGHT!

A Tribute to Capt Sam Streger

CAP/COWG Glider Program Manager

Dearly missed is a unique man whose service to Civil Air Patrol and glider flight in Colorado and other wings will be hard to replace. Like most creative entrepreneurs, he was one of a kind.

Born in July 1945, Capt Streger, a long time Glider Instructor pilot, joined the Colorado Civil Air Patrol in June 2002 and quickly became the moving force behind the Wing's Glider Program which provides five glider orientation flights for each CAP cadet and flight training for those cadets and seniors who wish to pursue an FAA Glider Pilot's license.

He amassed many hundreds of flights and hours in the volunteer service to the Civil Air Patrol in support of the 24 Colorado Cadet squadrons. In addition to managing the COWG's Cadet O-Ride program, Sam served outside the Colorado Wing by transporting Colorado Wing's ASK-21 gliders to other wings and serving on staff at several national glider academies at other wings. He also provided winch launch instruction for the Colorado Soaring Association at Owl Canyon airport near Wellington, Colorado.

Sam served as Activity Director for CAP Colorado Wing National Glider Academies, where 14-17 year old cadets spend two weeks at "Glider Academy" learning to fly gliders. Amazingly, Sam even soloed cadets in gliders!

Sam was well known throughout the Civil Air Patrol, and his positive zeal and

management record were major factors in bringing Colorado to the forefront to be selected as one of CAP's thirteen Centers of Excellence for Glider Flight. He was much beloved by those who flew with him.

Outside of CAP, Sam was equally well known in the Front Range community of soaring enthusiasts. He was the President of the Soaring Society of Boulder in 2007 where he remained active until his brain surgery. Capt Sam Streger passed away on Sunday morning, 31 October 2010, at his home in Blackhawk, Colorado, after a year-long illness battling brain cancer. He is survived by his wife, Connie, and two daughters, Jodi McKonkey, Holli Bombardier, and grandchildren.

At present, no services are planned. A memorial for Sam may be scheduled in the coming months. As details are announced, they will be forwarded to the wing.



After an incursion between a glider and a light aircraft, Sam invited Jeffco Squadron to the Soaring Society of Boulder for more information and problem-solving. Photo by Capt Patricia Sargent

Sam Streger, Glider Afficianado

Capt Sam Streger had many fans in the Jeffco Squadron. Maj Brian Smiley, 2d Lt Dennis Mercer, and Maj Bruce Hertelendy had different experiences in the glider program. Maj Smiley became acquainted with "Sam" in 2007, Maj Hertelendy was involved with Sam's program since 2005 as a transporter, and 2d Lt Dennis Mercer was new to the beautiful world of gliding. Capt Sam showed his students a new view of the world below.

"Hats Off" by Maj Brian Smiley:

Captain Sam Streger is irreplaceable. So, dispensing with the formalities, I will refer to him as he preferred to be known, as just Sam. He will be greatly missed. So many people knew him. He was popular for good reason; for great effort on his part, to serve others. He brought an unprecedented energy and a unique style to the Colorado Wing of the Civil Air Patrol glider program. He created a nationally recognized glider program, renowned for its excellence, with a remarkable number of flight hours.



Capt Sam Streger with Glider, AE Day

With long, salt-n-pepper hair, pulled back in a pony tail, and distinct New Yorker accent, Sam Streger was not the prototypical Civil Air Patrol instructor pilot. But his knowledge, discipline, and intelligence coupled with his endearing personality made him flourish within this organization--and any organization lucky enough to have him as a member.

Sam's infectious enthusiasm for aviation positively impacted a great number of

CAP members as well as those in the soaring community; perhaps more so than any other Colorado aviator in recent history. Wherever there was an opportunity for display, demonstration or flights, Sam was always there, towing the glider behind his little silver Jeep.

Whether it was the Aerospace Education Day, CAP at the State Capitol Day, Wing Conference, you just had to tell Sam about an opportunity and he would be there with a glider. You didn't have to provide him much and he would simply take care of everything. Sam was remarkably dependable, consistent,

thorough, and, most of all, he always inspired a "can-do" attitude.

Sam exposed so many of us to the grace and beauty of soaring. We hope he has found that pure grace, soaring free from the weight of this world.

Sam, our hats--yes, with the beanie on the top removed--are off to you.

Photo by Capt Patricia Sargent

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“One With The Plane” by 2d Lt Lt Dennis Mercer

As I remember Sam I will think of John G. Magee’s poem:

*Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I’ve climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things*

I first met Captain Streger in 2008. I was interested in flying gliders, and he was the contact in charge of the Colorado CAP glider program. My first impression of him was quickly changed as we talked about flying. This little man, with a pony tail, loved what he did. He immediately took an interest in me and my education as a glider pilot, and I felt special. I soon found out that everyone he worked with felt special. He loved to share the gift of flight with others.

I was fortunate to spend a week at the National Glider Academy with Sam. I watched and learned. He was soft spoken, a stickler for detail and safety. I can still see him sitting in the rear seat of the ASK-21. As he settled back into the seat, he became one with the plane. Face relaxed, eyes focused, he was ready to join the eagles in flight. In my mind, now he has been fitted with permanent wings and I’m sure that he is still teaching others how to soar.

“Resurrected the Glider Program” by Maj Bruce Hertelendy

Sam was an interesting character. I worked for him transporting the gliders on the ground. Thanks to Sam’s diverse glider locations, I was able to visit areas from New Mexico and Utah to Idaho. Sam was even able to get me into the cockpit for a flight, which was way more fun than dragging gliders in a trailer.

I met many folks from the glider community, all of whom spoke highly of him. While he may not have been a buttoned up, blue-uniform wearing USAF recruiting poster, he was an outstanding pilot and an excellent recruiter for CAP and nearly single-handedly resurrected the Glider Program for the Colorado Wing and Rocky Mountain Region. There were a few sure we all feel his loss and miss him.



Photos by Capt Patricia Sargent

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MERRY CHRISTMAS TO ALL AND TO ALL A GOOD NIGHT!

ARCHER, a Unique Aspect of Civil Air Patrol

Capt Paul Carter was Appointed COWG ARCHER Program Manager under the COWG Director of Operations this Fall. His account of training and experience speaks of dedication and endurance.

An Airborne Real-Time Cueing Hyperspectral Enhanced Recon, ARCHER, crew consists of four people; a GA-8 pilot, a mission observer--often a pilot--an ARCHER TRAC operator and an ARCHER Operator. The ARCHER TRAC operator uses a laptop computer that is synced to the ARCHER system and shows where his aircraft is located and the area that is being filmed by the ARCHER system. The TRAC operator plans the mission, and tells the pilot to turn left, right, climb, slow/speed up as necessary to properly image the desired area. This is much like the pilot receiving a ground controlled approach, GCA, instrument landing from an air traffic controller. The ARCHER Operator runs the ARCHER system, and processes the imagery on the ground at the end of the flight.

The ARCHER TRAC operator can be trained locally by a designated trainer. I received my ARCHER TRAC training in mid May during an ARCHER SAREX in Colorado Springs.

The Civil Air Patrol National Emergency Services Academy, NESAs, is held every year at Camp Atterbury, Indiana, which is about 40 miles southeast of Indianapolis. Camp Atterbury is an active Indiana Army National Guard Base. The camp has all the

things a small post would have: PX, swimming pool, club, motor pools, lots of marching soldiers, small airfield, and a RV park where I stayed with my wife and dog. NESAs consists of two one-week sessions. Basically, it teaches ground search and rescue, incident commanders, scanners, mission observers, pilots, and ARCHER. I attended the ARCHER class during the second session from June 13 to the 19th.

Students live in dormitories and eat at the mess hall. Many CAP volunteers run the mess hall, logistics, supply, and transportation. Ground search and rescue students spend most of their time on Camp Atterbury running through the woods. Air crew students spend most of their time at the Columbus Municipal Airport about 10 miles to the SE. Air crew classes are held at the University of Indiana/Purdue campus next to the airport; a very fancy facility. When they fly, they are at the airport; also a very nice facility. There were about twenty CAP aircraft at the airport. Classes ran all day long and into the evening. I had breakfast at 06:00 and was usually finished by 20:00/21:00 each evening.

Initial ARCHER Operator classes can only be given by CAP national and have historically been given at Maxwell AFB in

Birmingham, Alabama and at NESAs. In the future, most of them will be given at NESAs or during special classes at Camp Atterbury. The initial ARCHER Operator class covers the ARCHER system plus the ARCHER TRAC, so when you complete the course you are qualified in both areas.

My class was scheduled for eight people but four dropped out--actually, three never showed up, so we basically had a class of four. There were three instructors plus several pilots. We spent long days playing with the system, learning to understand how it works so we can make it detect targets, and conducting flights. We received three flights as an ARCHER TRAC operator and three as an ARCHER Operator.

Because of the high humidity and temperatures--in the 90s for both--NESAs received special permission from CAP national HQ for the flight crews to wear tan shorts, tennis shoes, and the black NESAs tee shirt.

NESAs courses cost the student \$170 per one week period. You have to provide your own transportation to Camp Atterbury but they will pick you up and return you to the Indianapolis airport. It was well worth the money. I took my RV and spent a week going out and a week returning. Along the way, I kayaked in four states. It was great.

So far, I have flown ARCHER missions as part of a SAREX, for FEMA, for EPA and the US Geological Survey, USGS. We flew an ARCHER mission over the Four Mile Canyon Fire burn area on September 20th for FEMA. The imagery was processed by USGS and was posted on their Hazards Data Distribution System, HDDS, web site at the Earth Resources Observations Systems, EROS, Data Center in Sioux Falls,

South Dakota. In addition to traditional damage assessment, the imagery will be used for ash studies--black ash is more hazardous than gray ash--and to study the effects of the fire on water runoff since the fire was in the Boulder watershed. Using false color, the hyperspectral imagery will allow the national forest service to analyze the health of remaining vegetation in the area. The National Geospatial Agency will be analyzing the hyperspectral and panchromatic imagery to study this fire and to look at its potential for future uses in response to various disasters.

On September 24th, we flew the last of five ARCHER missions over Rocky Flats and the Fort Logan area for the USGS, which is using the hyperspectral imagery to study the ability of the imagery to detect vegetation growth as part of a larger carbon sequestration study on global warming.

As I've flown over 65 hours of ARCHER missions in the past 6 six months, the Rocky Mountain Metropolitan Airport manager allowed me to painted an image resolution test pattern on the BJC taxiway. We were able to fly over the test pattern as part of my effort to quantify the resolution of the ARCHER imagery. Based upon the images we received from the flights, I have written a technical report on ARCHER imagery resolution that is now in peer review with CAP/NHQ Advanced Technology Group.

When I was in the army, I was an OV-1 "Mohawk" pilot and taught pilots and system operators to fly photographic, infrared, and radar missions. I find the ARCHER missions challenging and very satisfying. The GA-8 is a very uncomfortable aircraft to fly in but the army never designed their aircraft for comfort so I learned to just ignore the physical aspect and get on with the mission.

Greetings Jeffco Members & Affiliates,

It has been another great year! I appreciate all the hard work each and every one of you has dedicated towards your training, the training of others and ensuring the mission readiness of the squadron. Without your efforts we would not be where we are today with fully qualified aircrew members and mission staff who are ready and prepared for whatever mission we are called upon to do.

I would also like to give a special thanks to all Staff Officers and Directors. They are the ones who keep us on track and moving forward in our pursuit of achieving and providing the highest quality of emergency services to the state of Colorado.



I wish you all a safe and joyous holiday season with your friends and family. Have a very Merry Christmas and a Happy New Year.

Sincerely,

Capt Jennifer Kauffman, Commander

Photo by Capt Patricia Sargent

GREETINGS

Seasons Greetings Jeffco,



I want to thank each of you for your hard work, dedication, and perseverance this year. Without you, Jeffco would not be one of the top squadrons in the Wing. I urge you to continue your personal and professional development through Civil Air Patrol, seeking greater responsibility and contributing to the three missions Congress has entrusted us with. I look forward to continuing to work alongside each of you, maintaining our traditions of integrity, service, excellence, and respect.



May you and your families be blessed in the year to come. May you prosper in joy and peace.

Semper Vigilans, Jason Rew, Capt, CAP, Jeffco Vice Commander

Greetings to All,

Remember to check all Christmas lighting indoors and outdoors to ensure that the wiring or cables are safe and properly connected, AND REMEMBER TO WATER THE TREE.

Be sure to have WATER, warm clothing and emergency equipment in your car. REMOVE SNOW FROM ALL WINDOWS, HOOD, and MIRRORS FOR SAFE DRIVING. Please go to www.ready.gov for great preparedness information."



Our holiday weather has been cold, and although we love a white Christmas, always be prepared for an emergency. Have a safe, Merry Christmas!

Cheers!

Bruce Hertelendy, Maj, CAP, Disaster Preparedness Officer, Director Support Services



Merry Christmas and Happy New Year!

Thank you for supporting Civil Air Patrol and the Jeffco Squadron.

John Butler, Lt.Col., CAP, Director, Operations,
and Ginny Butler



Photos by Capt Patricia Sargent

Christmas Festivities



Santa is asking if Todd has been naughty or nice, and Todd is contemplating the question.

Streger: Continued from p, 4

folks who looked askance at his long ponytail, but I think it worked well as a wind indicator in the gliders and always made it easy to find him in a crowd - which was always gathered around him and his gliders. Sam was a gentle, caring man who wanted to ensure that every cadet possible would be able to enjoy the freedom of soaring at least once as soon as possible after reaching their minimum requirements to fly. He helped several go much farther, from solo all the way to Glider Rating.



Sam was the kind of guy who never asked for anything. He might call or email with a logistics challenge he had, looking for solutions. He was always asking what he could do for you or me - everything he did reflected on his passion for flying and people. I have no idea how many thousands of people he touched through his generosity of the gift of flight, but I'm sure we all feel his loss and miss him.

Photos by 2d Lt Todd Sainer and Capt P.D. Sargent



Lt Col Dick and Capt Tricia Sargent Certificate of Appreciation for five Years' Outstanding Service: Dick served as O Ride Coordinator, and Tricia served as lead Public Affairs Officer and *Airwaves* editor.



Greetings,

Happy Holidays to all of you! As 2010 comes to a close, now is a wonderful time to reflect on the wing's accomplishments.

Colorado Wing has achieved much success this past year, notably saving six lives. We have grown our ranks and continue to serve the great state of Colorado with distinction. I thank you for all your efforts this year, and ask that you join me to make 2011 even more successful.



Stay safe, and once again Happy Holidays!



Promotions

- SM Marcia Skinner** to 2d Lt
- SM Trevor Millward** to Maj

Awards

- Capt Paul Carter** Yeager Award
- SM Sid Saleh** LV I Certificate
- Capt Patricia Sargent** PIO LVII Certificate
- Capt Jason Rew** G1000 Observer Certificate
- Skip Hyde** ICS 300 Certificate



Jason Rew and Todd Gamber Certificate of Appreciation for Outstanding Service, Todd for initiating Glass Cockpit instruction, and both for implementing the training.



CHRISTMAS GREETING AND FAREWELL FROM PUBLIC AFFAIRS

December 25, 2010

*Dear Jeffco Squadron Colleagues
and CAP Friends,*



We on the Public Affairs Staff wish you the best in all your endeavors. We thank you for responding to our requests for articles, your patience when we take your photo, and your indulgence when we send out the newsletter a little late. Over the years, I have made every effort to improve the quality of all we do as we know our work reflects the quality of squadron we represent. You are the best!

As your Airwaves editor and lead Public Affairs Officer, I leave Civil Air Patrol with happy memories of SAREXs, meetings, parties-- especially the Change of Command, and some regret that we could not do more-- and for the team there is more to do. Time and timing are always problems in a busy life.

I have so enjoyed writing biographies of squadron members and getting to know such hard-working, dedicated, and talented men and women as you are. I especially enjoyed working with 2d Lt Arif Gezalou, whose talent and reliability he never spared. His photos have enlivened the newsletter. I will miss working with 2d Lt Todd Sainer, and 2d Lt Luc Moens, and I will especially miss working with my mentor, Maj Bruce Hertelendy, whose good humor, steady advice, friendship, leadership, and vast experience have been so helpful over the past five years. Wow! What great people.



Capt Patricia Sargent is the creator and editor of *Airwaves*. Please check out past issues on the web site.

I now move on to a new business enterprise with Dick, writing and re-writing my history books-- that have been on the shelf for these past five years-- and writing an occasional op-ed for the media. I will miss you all! Please stay in touch.

Merry Christmas,

Tricia

P.S. Thanks to all the Airwaves Contributors, p. 12



FINAL ISSUE CONTRIBUTORS



Maj Brian Smiley



Maj Bruce Hertelendy



2Lt Arif Gezalov, PAO



2d Lt Lt Dennis Mercer



Capt Ed O'Brien



Capt Mike Linn



Capt Sy Jenkins



2nd Lt Luc Moens, PAO



1Lt Todd Bachmann



Capt Jason Rew



Capt Paul Carter



2d Lt Todd Sainer, PAO



1Lt Todd Gamber



2d Matt Robertson



Lt Col Dick Sargent



Capt Patricia Sargent
PAO

Photographs by Arif Gezalov and Capt P.D. Sargent

Special Recognition and Appreciation



Producing a newsletter entails gaining information, researching the Internet for in-depth information, editing content to fit the format, researching ranks and other details, taking photos and relying on others to send their photos, searching the archives for the best photo to show the subject at his/her best, formatting page styles including: banner, headlines, birthdays, contact information, pagination, fillers, graphics, proofreading, and most formidable of all, getting all the information into a package that can be sent in the email.

Photos are the best way to acquaint members with officers and other members. Photos on the previous page were taken by Arif Gezalov and me. Between the two of us, every one is a movie star. A special thanks to the following people who have contributed to the success of this award-winning newsletter:

Maj Brian Smiley, RMR Aerospace Education Officer and RMR Deputy Chief of Staff. Read his poignant Tribute to Capt Sam Streger, p. 3

2d Lt Dennis Mercer, Tribute to Capt Sam Streger, p. 4

Col Ed Phelka, never neglects a request for an article, p. 10

Capt Jennifer Kauffman, whose patience with proof reading is outstanding, Greeting, p. 7

Capt Paul Carter, whose ARCHER article is on p. 5

Lt. Col Dick Sargent, for careful proofreading over the years.

Maj Bruce Hertelendy for faithful proofreading, articles, and professional advice. See Tribute, p. 4 and 10

1st Lt Todd Bachman for his past AE articles and webmaster tasks.

Capt Mike Linn, whose professional articles over the years we appreciate

2d Lt Luc Moen, whose scientific articles have enriched the newsletter

Capt Ed O'Brien, guest from Blacksheep Squadron, who frequently shares Heritage information. See November issue.

2d Lt Todd Sainer, for writing biographies

Capt Jason Rew, for Haiti article

Webmasters 1st Lt Todd Gamber and 2d Lt Matt Robertson, easy to work with. Thanks!

Virtual Plane Museum Takes Off



[The National Museum of the U.S. Air Force](#)

HAPPY BIRTHDAY



Karl Feth
Sid Saleh
John Rhoades
Scott Tippet