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# AIRWAVES

## CARLSON'S CAP--OTTER PROJECT:

Love, Skill, Creativity, and Knowledge: Effective Learning Path

*by Capt P.D. Sargent*

*A passion to teach drives one Squadron Commander to develop innovative lessons to integrate math and science with English composition to teach geography. Lt Colonel Randall Carlson, featured speaker at the February squadron meeting, will present his Image Analysis Lessons innovation at the National Conference in September. Ed.*

Photo by Capt P.D. Sargent



Lt Carlson displays his educational proposal that is under consideration for nation-wide distribution to schools.

Some people thrive on service to others. Lt Colonel Randall Carlson epitomizes that spirit by volunteering his free time to serve Civil Air Patrol in several capacities. His first love is as Commander of Broomfield Composite Squadron, and his specialty is in training cadets. "I love to teach," he said. And teach he does. Adults, too, get the benefit of his teaching as within the past two years he has taught both the Squadron Leadership School and the Corporate Leadership Course classes. He staffs those classes with outstanding officers, like Maj Roy Schutt, Wing Director of Professional Development, to augment the lesson with their specialties.

Carlson started volunteering with Civil Air Patrol in 2006. When he took the Commander position of Broomfield Composite Squadron, he had seven cadets. In just three and a half short years, the membership has risen to fifty-five. His standards are high. He demands that parents come to his orientation meeting with their potential cadet. Parents know that ethical appropriate behavior, and respect for God and country are the norm. Setting expectations is key to good classroom

management. But high standards and high expectations are not just for other people. Carlson pursues his duties as Squadron Commander and everything else he does with determination, special skills, and creativity.

For example, his initial journey through the chairs included not only Aerospace Education but also Professional Development and the Historian job simultaneously. He holds a “Master” AE rating and was awarded the A. Scott Crossfield Award and Level III. He became Commander of the unit in 2008. At present, he is wing Director of Aerospace Education, overseeing aerospace education programs and activities throughout Colorado in all CAP units as well as in both public and private schools.

A satellite image analyst for Overwatch-Textron Systems, he put his creativity to work. “Kids don’t know where Boston or Ethiopia are,” he said. “They cannot find them on the map.” He endeavors to show that geography is key to understanding world affairs and current events, local and international. To teach geography in an interesting and meaningful way, interdisciplinary education, blending all the intellectual disciplines together, makes sense. Carlson’s program involves math, science, and English composition with geography at the core. A caring and hands-on kind of teacher, he shows students satellite images of key places around the world. “I try to show major places in American history like Boston Harbor, Yorktown, the Erie Canal, and Fort Sumter,” he said.

He also adds the Pyramids, Spanish enclaves in North Africa, and—yes—even Disneyland. “Kids love ‘Google Earth,’” he said. Excitement and curiosity abound when the kids read the Internet promo, that says they can “fly anywhere on Earth to view satellite imagery, maps, terrain, 3D buildings, from galaxies in outer space to the canyons of the ocean.” Geography becomes a game as they “explore rich geographical content, save toured places, and share with others.” Their imaginations soar. Geography is a much neglected subject, but it is

integral to understanding our earth, our resources, our past, and our place in the world. Carlson’s approach is exciting, and his method of teaching is electric.

“Kids don’t know anything about airports either,” he said. From satellite images, Carlson teaches students how to measure the length of runways, the volume of nearby oil tanks, and how to identify the differences in structure and changes in terrain that maps show over a period of time. “I discovered with my own cadets that understanding airports and NAVAIDS was difficult and that a PowerPoint using satellite imagery and lesson plans, that I developed for training, might make the learning process easier. I have done this many times and found this to be a true-ism. Once we learn about image analysis,” he said, “I tell them, ‘Now go write about it.’”

With a college degree and years of graduate studies behind him, Carlson’s lesson plans are comprehensive. They embrace multi-age and all grade levels. “The lessons are built around a 45-50 minute overview of the image and its significance to history, geography, or in the case of CAP cadets; airports and NAVAIDS,” he said. The actual time for doing analysis can be up to an hour, and presentations another hour. This will allow a user to get three days worth of learning processes out of each image.

Educators in the audience asked at what level or grade the program could be used. “All grades,” he said. “Twelve-year-olds can’t get enough of it.” Through Aerospace Education Member, an Aerospace Education program for Teachers, the project—lesson plans included—will go to 1500 schools in fifty states. Carlson’s program will be presented at the September National Civil Air Patrol Conference in San Francisco this year.

“For over two years I have been playing with the idea of putting viewer software, satellite imagery and lesson plans, and teacher/student worksheets into CAP units and AEM classrooms,” he said. “I have worked on this project quietly, and it has finally come together.”

But how did this innovation get started? How did Carlson get involved in what may become a nation-wide project? “When the CAP National commander put out a “call for volunteers” for AE projects in June 2009, I responded as an AEO,” he said. Further, he has worked closely with CAP on two other important projects. The first was updating Volume VI of *Aerospace Dimensions*, Chapter 1 “Unmanned Spacecraft”. The second project was writing a new chapter titled “Aerospace Careers.”

Everyone who has responsible positions in Civil Air Patrol knows that time is the valuable asset required for any meaningful project to be developed. Fortunately, NHQ has seen the value of the project. Carlson makes the time for things that are important. “Dr. Jeff Montgomery, Assistant Director CAP/AE, and I have been in communication and with his encouragement, I was granted HQ/CAP AE advisor status, and today we have a beta version in hand.”

Working for Overwatch-Tetron, the makers of the software viewer, Lt Col Carlson is called to projects around the globe. He presented a draft outline of the project he had in mind to both HQ CAP/AE and Overwatch-*Textron*. The proposal was approved at both levels and a green light to move ahead was given. “I have kept the COWG//CC in the information loop, and at the COWG Conference 2010, the AE breakout will feature the CAP OTTERS Project,” he said. “CAP OTTERS is short for Civil Air Patrol Overwatch *Textron* Teachers Educational Remote Sensing.”

Money to fund the development of the lesson plans, the satellite imagery and the software has been donated for non-profit education use. The software allows students to roam around an image, zoom in and out, as well as measure length and area measurements. A simple annotation tool is provided for printing/presenting in a classroom environment what you have analyzed. Teachers are given lesson plans and filled out answer sheets, and students just the worksheets.

Carlson has a depth of experiences in imaging when he worked with the Defense Mapping

Agency Aerospace Center as a cartographer and imagery analyst. There he developed imagery interpretation reference keys for analysts. For the next three years he worked as an Imagery Analyst Engineer/Scientist developing radar imagery interpretation reference keys for the United States government at TRW/ESL Inc. From there he worked for for nine years for Lockheed Martin Technical Operations as a Mission Planner and Orbit Analyst supporting satellite operations. As might be imagined in all these jobs he had top government clearance.

In reference to his love of teaching, Carlson became Director of Training Services at Space Imaging from 1998-2004. His work took him to Dubai, United Arab Emirates, conducting training seminars and basic imaging analysis at that company’s office in the Middle East. There he developed training modules for basic topics for analysis for aircraft, ships, harbors, and other entities. Earlier as Senior Imagery Analyst/Trainer he supported training, mentoring, and assistance to Production Analysis Center in the United Arab Emirates with the United States Air Force—with whom he previously served for just over forty years of active and reserve service. He retired with the rank of Lt Colonel.

With a Bachelor of Science Degree, Carlson continued his education in the Air Force in Military Science, Logistics/Mobility, and Air Transportation. His military service records show stellar performance as he has many major awards and decorations including numerous Service Medals such as Southeast Asia with three service stars, Defense of Korea, War on Terror, Balkans Service Medallion, Republic of Viet Nam Gallantry Cross with palm (twice,) Meritorious Service Medals, Presidential Unit Citation, the Humanitarian Service Medal with two devices, and the list goes on.

An outstanding teacher with a scientific mind, a keen sense of service, duty, and honor, Lt Colonel Carlson left the Jeffco squadron in awe with his CAP--OTTER presentation and a deep sense of respect for his continued service to our country and its youth.



# SAFETY FIRST: PRACTICE ORM

by

Capt P. D. Sargent.



*First and foremost in Civil Air Patrol's value system is safety. 1st Lt Brian Riley, squadron Safety Officer, reviewed the process of reporting procedures such as safety mishaps and serious incidents. Jeffco squadron had no serious safety problems in 2009.*



1st Lt Brian Riley, Safety

Civil Air Patrol has a form for everything, but among the most important are Form 78, recording Safety Mishaps, and Form 79, recording serious incidents and incursions. "You can avoid Form 78 all together," he says, "by practicing good Operational Risk Management. But if required, do them accurately and timely."

Whether it's a mishap, accident, incident, or minor mishap you have to let someone know--and right away. You have 48 hours to file a Form 78 and 60 days to file a Form 79. In any event, apprise the squadron commander, the flight release officer, or the safety



### What To Do, When and by Whom at the scene



1. Practice Good ORM – Avoid Mishaps
2. Deal with the matter at hand
  - First Aid/CPR/Call for help/...
3. Notify Activity/Unit Commander, FRO, Safety Officer
4. Pilots – Notify NTSB if appropriate
5. Then whip out Form 78 worksheet



### What About Form 79



- Form 79 – Mishap Investigation
- DON'T worry about it
- We just want to get you through the immediate situation
- Form 79 Mishap Investigation will be more controlled and guided
- We have 60 days from mishap with a possible 30 extension

officer of the incident immediately. But first, of course, is care for aircrew and others who may be injured. Check out Operational Risk Management. The DoD defines ORM principles:

- \*Accept risk when benefits outweigh the cost.
- \*Accept no unnecessary risk.
- \*Anticipate and manage risk by planning.
- \*Make risk decisions at the right level.

## SAFETY TEAM

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# NEW MEMBERS AND AWARDS

## WELCOME BACK



Swasti Panigrahi left the state to complete personal business. On her return she was reinstated to her former rank, 1st Lt.

## NEW MEMBERS



SM Jonathan Thorne, SM Luc Moens, and SM Charles Dickinson completed Level 1 Training. Not present are SM Joseph Dunigan and SM Timothy Pruitt.

## PROMOTION



Victor Sabatini is promoted to Major. Maj Sabatini is the Professional Development Officer.

## AWARDS



1st Lt Todd Bachmann receives a Certificate of Appreciation for his work as Aerospace Education Officer in 2009.

## LATE AWARD

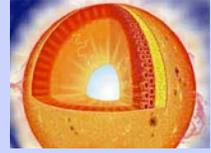


1st Lt Randy Settergren receives a "find" award. Randy travels for his company and was not in town when the award was conferred.

Photos on this page by 2Lt Arif Gezlov

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# New Fuel For CAP? Changes Ahead



by SM Luc Moens, Public Affairs Team Member

If you participate in the Civil Air Patrol as an aircrew member, you are aware of the high cost of aviation fuel. And if you ever wondered when the cost of fuel for our cars and planes will return to the historical lows that we enjoyed only a decade ago, you are certainly not alone. Hardly a day goes by without some news report mentioning how the commercial airlines are struggling with the high cost of fuel. Not surprisingly, this also continues to be a major challenge for our military operations as reflected in the staggering fuel costs incurred by the U.S. Air Force. Those costs run in the tens of billions of dollars per year!

The root cause, of course, is the price of petroleum from which all our hydrocarbon fuels--gasoline, diesel, and aviation fuels--are produced. However, unlike the oil crisis of the early 1970's, which was solely caused by unfriendly OPEC nations, the supply of crude oil is now further complicated by the increased oil consumption by emerging economies in Asia that compete for the same oil resources. Too, there is the mounting evidence that the emissions produced by burning fossil fuels are starting to affect the global climate system.

Furthermore, oil refineries are facing increased challenges with the quality of the petroleum itself; hence, considerable investments must be made in both the search for new oil fields as well as improved refinery operations. These factors, combined with the relentless threats from some OPEC nations, create a situation wherein the future supply of crude oil remains at the mercy of many uncontrollable factors that pose challenges to our national security. It is for that reason that many western countries

are now seriously investing in research programs aimed at lowering their dependence on oil through the development of new technologies that hopefully will lead to stable, sustainable supplies of transportation fuel.

Since the discovery of the abundant crude oil supplies around the globe more than a century ago, the petroleum industry has developed efficient refining processes for the production of transportation fuels. Through continuous improvements of the chemical technologies, any petroleum, regardless of its quality and origin, can now be converted into fuels like gasoline, diesel, and jet fuel.

With the advent of so-called 'biofuels', we are now witnessing the emergence of a host of new types of fuels such as cellulosic ethanol, biobutanol, biodiesel, green diesel, and biogasoline. These different biofuels are generally classified as "renewable" fuels, because they are derived from various forms of renewable biomass that consists of plant material. The

reality is that a host of new technologies must be developed to enable the production of biofuels at a commercially viable cost and scale. This requires wide collaboration between industrial, academic, and government institutions to ensure success.

Because I have the privilege of working at the frontline of biofuels R&D as a research chemist, and also because several members of the Jeffco Squadron have expressed an interest in this topic, I will bring you regular updates on technical developments in future issues of *Airwaves*. My intention is to bring you news that is both informative and educational, and that will hopefully give you a better understanding of the various approaches that are currently being pursued for the production of new fuels.

And yes, jet fuel and other aviation fuels are part of a research focus spearheaded by the military as well as by major oil companies.

# Paul Luthy, Dedicated Maintenance Officer: Living His Aviation Dream With Purpose

by Capt P.D. Sargent.

From the time he was a youngster, 1st Lt Paul Luthy, loved airplanes. Visiting his grandfather's farm was a treat because when the family visited Colorado, Paul got a chance to beg a ride in his grandfather's Cessna 170. "I became a private pilot because of the enjoyment I had with my Granddad," he said. Paul was born in Aurora, Nebraska in 1965. "It was a small town of just 4,000," he said. "We lived on a farm and owned a land leveling company. My grandparents on my mother's side owned a ranch in Sterling, Colorado and also managed their land leveling company."

Besides the trips to Colorado, the Luthy family traveled outside the country. "The most memorable trip my family took was our trip to Europe to visit the foreign exchange students whom we had welcomed into our home," he said. "I was six years old, and I took my first ski lessons in the Swiss Alps."

Paul's life was that of a farm boy with a heavy work load to keep him busy. "I enjoyed going to movies and riding my All Terrain Vehicle, which I rode at the age of six," he said. "At about the age of ten I was driving the family tractor. At thirteen I drove the other heavy equipment." That's what farm boys do. It seems that work always took a front seat to recreation for Paul and his friends and because of work, sports were not in the picture.

Paul remembers what else was happening in his childhood. "I remember the Vietnam War going on and the Apollo Missions in full swing. We only had three channels on the television, but I remember watching the lunar landing, and the troops returning from Vietnam," he said.



1st Lt Paul Luthy earned a disaster relief ribbon with valor for his contribution to the Windsor disaster in 2008.

But life was not just about war in Paul's young life. "It seems scary," he said, "but I remember good times when Nixon was in office." However, when the Carter administration was in power, Paul reminisces, the country's exporting embargo financially destroyed family farms and, in turn, his family's land development business was dissolved. "At sixteen years of age," he said, "I saw the family business fail, and I had to reevaluate what my career future would be."

"My father served as a soldier in Korea," Paul said. "He told me that he served so that his family did not have to." "Although I longed to be a fighter pilot, as glorified in the most popular movie of the time, *Top Gun*, I knew it would have discounted my father's efforts if I had pursued the military." As a result, Paul put his energies into working on the family farm and attending Southeast Community College in Building Construction Technologies.

"I came out to Denver to visit my sister while on vacation in 1988," he said. Paul used his expertise with big equipment, learned from his father on the farm and the concepts from his college major, and applied for a Heavy Equip-

ment operator position. He never looked back. “I invested nineteen years with this construction company working up to a project superintendent position, developing many communities and most recently completed the final clean up of the Rocky Mountain Arsenal,” he said. But as work waned with the company, Paul’s next option with them was with the mines in Nevada. He decided against that and made a career decision to start his own insurance agency.

Paul’s love of flying had to be fulfilled, so he took private lessons and learned to fly. “I became a private pilot remembering the fun I had with my Granddad.” he said. “It was a goal that before I had children I wanted to learn to fly.” Paul had ideas of flying his family on vacations and the like, but somehow that didn’t work out. “After children, I quickly learned that family transportation on a tight schedule was not what general aviation was about.”

But Paul’s personal ethics and love of flying culminated in a service that he could render. “After the events of 9-11, I wanted to do whatever I could to help our state be protected and prepared,” he said. “I found that in the Civil Air Patrol I could help my community and further my aviation desire.” Paul joined the Jeffco squadron in 2003, and for the past three years has been in charge of the Maintenance program.

“After six years of membership, he has served as Maintenance Officer for the Jeffco squadron for the past three.

“In the Civil Air Patrol I have been able to live my dream of aviation with a purpose. I get to learn from some of the nation’s best pilots.” he said. “Yes, I said ‘nations best’ because the Rocky Mountains presents one of the greatest flying challenges you can find.” Paul admits that the mountains’ ruggedness is also part of their attraction and beauty. He said, “The time that these pilots donate compelled me to help in other ways. I felt that I could help all the pilots—who were helping me—by making sure that the equipment we use is safe and well maintained.” Civil Air Patrol has brought Paul a sense of satisfaction. “I felt accomplishment in several aircraft searches in the mountains, and also a search for people and livestock in need

after a blizzard in southeastern Colorado. Also we were at the ready to help after the tornado in Windsor,” he added. But as a devoted father, he said, “The thing most enjoyable is giving O-rides to young enthusiastic kids.”

“I have a great family,” Paul said with pride. “My wife Stacey, supports me in my aviation endeavors, and my recent opening of a Farmers insurance agency. She works in retail management as well as caring for the home and children.”

Soon to be a cadet, fourteen-year-old Kristen wants to fly jets, the C-5 Galaxy to be specific. An honor student, Kristen keeps fit by playing volleyball.



Family at CAP Christmas Party. left to right Alex, Stacey, and Paul.



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# Cadet Protection and O Rides

by  
*Lt. Col Dick Sargent*



Lt Col Dick Sargent, Schedules Orientation Rides for Cadets.

*Although Jeffco squadron has no cadets, we frequently come into contact with them at SAREXs and Orientations Rides. Lt. Col Dick Sargent reminds us not only of our moral responsibilities, but also our legal obligations to young people.*

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“Working with young people is both a responsibility and a privilege,” said Lt. Dick Sargent in his presentation at the January squadron meeting. “Kids are smart, and they are fun,” he added.

Still, as most adults are sincerely interested in working with children to “teach them the ropes” there are some who cross the boundaries of propriety and decency. Physical, psychological, and sexual abuse sometimes creep into the most innocent of intentions, and a young human being may be marred for life.

“As integrity is one of Civil Air Patrol’s Core Values,” said the grandfather of eight, aged eight to twenty-three, “the opportunity to teach the young the best of moral, traditional, and responsible behavior is a privilege and a pleasure.”

Sargent cited two incidents in which the best of adult behavior was lacking. Both incidents occurred at a CAP Encampment. The first involved extreme hazing and the second sexual abuse. Both involved lack of good judgment and both involved neglect of responsibility. In schools, teachers work as agents *in loco parentis*--taking responsibility in place of the absent parent. A teacher, coach, mentor, leader, and confidant assume a serious responsibility to care for the child/youth in the best manner possible. As adults we have a responsibility to confront abusive behavior and report it.

Amazingly, as Civil Air Patrol members are screened and fingerprinted for possible criminal backgrounds before they are accepted into membership, still aberrations occur. Every trusted walk of life has those aberrations: teachers, coaches, and priests, Boy Scout leaders--anybody who has extended contact with children--can be guilty of child abuse. Sadly, even relatives and trusted family friends

are sometimes long-term abusers of the very people they are supposed to protect. For that reason, Civil Air Patrol requires training in that area.

The Cadet Protection Program Training (CPPT) is designed to help new senior members, Cadet Sponsor Members, and cadets age 18 and older to know the definitions and signs of abuse, and to understand CAP’s Cadet Protection policies.

CAP cadets deserve a healthy and safe environment. As adult leaders, and cadets age 18 and older, have a responsibility to be watchful, to report any suspicions of potential abuse. CPPT helps by providing the foundation for a professional climate and the highest standards of behavior of all our members. This training is mandatory for all senior members, Cadet Sponsor Members, and cadets age 18 and older. CPPT is also an element of the senior member’s Level One professional development. This training takes most people less than two hours to complete.

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*Lt Col Sargent pilots AFROTC and CAP cadets on ORides. He is also a mentor for over 80 midshipmen at Maritime Academies, and he is an active member of Rotary International.*

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# Important Things — We Remember



*Pictures and story by Capt. Ed O'Brien.*

*On Sunday, Jan. 31<sup>st</sup>, Captains Steve Steinberger and Ed O'Brien set out on a mission. Former CAP member and Cambridge Care Center patient, Bob Hinson, was on this same mission—to recover memories.*



CAP “Alum,” Bob Hinson, enjoys a visit from CAPs Ed O’Brien and Steve Steinberger, of the Black Sheep Squadron. Nurse, Brenda Donnley served as a CAP cadet.

It struck him out of the blue, “... I was the only one lookin’ out the window.”

From the mid-fifties through the mid-sixties—the dates are a little fuzzy to him now—Bob Hinson was a member of the Colorado Civil Air Patrol, Jeffco Squadron.

Bob was a 1<sup>st</sup> Lt., or maybe a Captain—he can’t quite remember that either—but he knows he was in the Civil Air Patrol. Bob knows he flew 152s and 182s.

Bob’s voice builds, then trails, as he fights to find his recollections. “It made me very proud to be in CAP, very proud ... I remember that ... I remember that.”

“We moved Louisiana planes back to that Wing after one of their hurricanes ... I did that.” Bob isn’t fuzzy about his memory of ferrying those planes, although the date is lost to him. He strokes his whiskered chin and thinks for a bit. It seems the year of this mission is coming back to him.

But without finishing that thought, Bob heads to another recollection. “I was the only one looking out the window, you know.”

“I was in a 182 near Empire and I saw it, a yellow tail of the plane and I got a ‘find!’” Bob’s face brightens and lifts into the winter light streaming through the south-facing window of the care center.

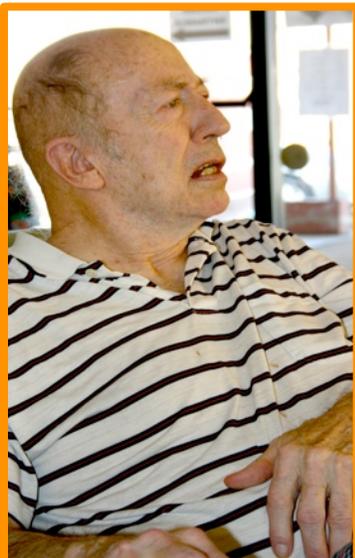
“They were talking about avionics or something, the pilots up front, and I just looked out the window and I saw ... the plane we were looking for.” Bob Hinson is now in full contact with that memory.

*Please see page 11*

Confidence returns to his face and it beams as bright as the window. "The lady inside didn't make it, I guess ..."  
"I'd recommend the Civil Air Patrol to anyone," Bob said as he shook his finger.

Bob Hinson related stories of flying off the old Lowry Field. He remembered some names and flashed back to the house he built made of scrap lumber he'd picked up, here and there, from the Platte River Flood of '65. "It was just a cabin that I turned into a real house in Evergreen. Most of the lumber came from salvage along the river after that flood." The light in Bob's face starts to pale as his memory fades.

Nurse Brenda Donley, also once a CAP cadet in the Thorton Squadron during the 70s, picks up the conversation. "We did lots of fun things in CAP, we went out to Lowry, too. We met in a mall and practiced marching at the Air Base."



If memory is the thing left  
after our Civil Air Patrol  
days are over, the last  
thing we want to forget is  
that were proud to have  
served.

Bob Hinson, done with his muted assessment, picks up his part of the conversation again. His minds turn to his family. "I had two boys and my daughter's married to an airline pilot in Oregon. I had a

flat-head-six Studebaker, that was a great car!"

It comes and goes in just this way for nearly two hours before Steve Steinberger and Ed O'Brien shake Bob's hand and thank him for his time. In this case, 'thanks' are not just a parting courtesy but true appreciation.

Bob Hinson, Steve Steinberger, and Ed O'Brien went on a mission together. On a sunny January afternoon the three men set out to find memories. This mission was accomplished.

If memory is the thing left after our Civil Air Patrol days are over, the last thing we want to forget is that were proud to have served.

Bob's memory may be faulty but he speaks with an eternal certainty "... It made me very proud to be in

CAP, very proud ... I remember that ... I remember that..."

Thank you, Bob Hinson, for reminding us.



### In case you want to visit Bob

Call the nurse, Brenda Donley, 303-232-4405 x126. It is best to call her in the early evening. She is off Wednesdays and Thursdays.

Their 14-year-old daughter Kristen, will be joining the CAP cadet program, in preparation for her dream to pilot a C-5 Galaxy. "Dream big," he tells her. Kristen also enjoys volleyball and continues studying in the school's Honors Program. "Our 11-year-old son Alex, received his school's Citizenship Award," Paul said. "But he aspires to be a ferocious football player." He also enjoys soccer and flying with Dad.

Paul's words of wisdom for new members are: "Be patient and understand that what we do most is prepare. It is best if our services are *not* needed. Be calm, and understand that even though you can't see a lot of continuous activity, when called upon to aid in emergency one of the best volunteer forces available can spring into action and get the job done."

## CONTACTS

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Daryl Berg  
Virginia Butler  
Larry Widhelm  
Todd Bachmann

### Reminder

CAPNHQ <http://www.gocivilairpatrol.com>

Jeffco Squadron Web site:  
<http://www.coloradowingcap.org/jeffco>

Airwaves Editor: capnewsletter

## *Time to Pay Annual CAP Membership Dues*

**\$18.00** if received before March 31. After that date they are increased to **\$25.00**.

**Mail checks to 1st Lt Tom Porcaro,**

CAP Finance Officer  
11675 Airport Way  
Broomfield, Colorado 80021

or

Give to Capt Jennifer Kauffman

## UPCOMING EVENTS

### FEBRUARY

**6 TRACON at DIA**, field trip for AE 19-21, ICS 300, 0800-1700 hrs Ft. Collins, contact Maj Bill O'Connor\*

### APRIL

**3-4 ICS 400** If you wish to attend this course please use the link below to sign up.  
<https://spreadsheets.google.com/viewform?formkey=dF9xNXISekNnRrVnTEItMEIMUEtjakE6MA>

**10 and 17 SLS**, Boulder Composite Host, Boulder National Guard Armory scheduling questions to Capt Steve Schneider  
[clansman353@msn.com](mailto:clansman353@msn.com) or 720.289.5335

**23-25 COWG SAREX** at BJC, the big one 30 Apr-2 May: USAF CAP Compliance Inspection

### MAY

**21-23 Wing Conference**, Colorado Springs

### JULY

**10-2 Glider Academy** in Pagosa Springs

**16-18 CSRB Conference**

**17-25 Region Staff College**

**23-31 GSAR Academy** Gore Pass area

### AUGUST

**23-25 SAREX** Details TBA

**27-29 RMMA / BJC Airshow**

Other training events such as ICS 300 and 400 available on request.

\*Contact: [wmoconnor970@msn.com](mailto:wmoconnor970@msn.com)

ICS 300 is required for IC, OSC, PSC, LSC, FASC, AOB, GBD, IO, CUL, MSO, and LO.

*Many thanks to guest writer Capt Ed O'Brien. Please see his article on pages 10-11.*

*Thanks also to proofreaders:*

*Maj Bruce Hertelendy, and Lt Col Dick Sargent.*

## Contributors

### PHOTOGRAPHER

2LT ARIF GEZALOV



Arif has several photos in this issue. his experience and focus bring us outstanding pictures of special events, meeting, SAREXs, and Civil Patrol life in general. See page 5.

### STAFF WRITERS

SM LUC MOENS



Dr. Luc Moens is a Senior Research Scientist (Chemist) at NREL in Golden, Colorado. Please see his article on Fuels on page 6. Contacted him at [lucmo@msn.com](mailto:lucmo@msn.com).

CAPT P.D. SARGENT



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