



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

# AIRWAVES

## Aerospace Education Featured in February Squadron Meeting

*by Capt P.D. Sargent*

*A special category of Civil Air Patrol membership, Aerospace Education Membership, AEM, is open to any individual or organization that has an interest in Aerospace Education Program, especially teachers.*

Photo by 2Lt Arif Gezalov



Capt Gail Jergensen, COWG/AE External Outreach Officer discusses AEM teaching materials.

Featured speaker for the February squadron meeting was Capt Gail Jergensen, COWG Aerospace Officer. Jergensen is a member of Boulder Composite Squadron and a special assistant to Lt Col Randall Carlson in AE's Outreach program. He emphasized the importance of mentoring teachers in the field of aerospace education to enrich and augment one of Civil Air Patrol major roles.

Teachers are especially welcome, and actively recruited. Civil Air Patrol's aerospace curriculum and programs support science, math, language arts, reading, history, and technology education while providing teachers an extraordinary way to teach. "Our interdisciplinary curriculum meets national content standards," said Jergensen.

CAP Aerospace Education provides top-flight age-appropriate educational resources for preschool and early childhood learners through the middle school and junior high school. Well illustrated, materials consist of activity books, art lessons from aerospace history, and thematic unit resource packets. They also include poster sets, bibliography and resource listings, and an index of related topics.

*Continued on page 15*



# Know Your Leaders: Mike Linn Man of Many Talents



by

SM Luc Moens

*The start of a volunteer career in Civil Air Patrol is a time of great excitement and anticipation, but newcomers often experience utter confusion when facing the complex maze of the CAP training system and opportunities. As a new member of the PAO team, I have committed to write a series of interviews with exceptional senior members who are willing to share some of their wisdom and insight.*

Aside from the dedicated effort of the individual volunteer members of a squadron, much of the success of a CAP mission hinges on the effective use of the communication tools and infrastructure that support the aircrews, mission control, and the class environment. 1st Lt Michael Linn, Communications Officer of the Jeffco Squadron, is currently responsible for the regular maintenance and periodic upgrading of the communication systems and computer network in the Squadron Office.

Mike joined CAP in 2005 and has accumulated considerable experience in a variety of functions within the Squadron. In November 2009, he was honored with a Find Award as a result of a successful ELT mission in which he acted as Mission Observer. "Mike was amazing," said Lt Col Dick Sargent, who was the pilot on the sortie. "He just aimed his personal locator and all but ran to the ELT, which was in a plane locked in a hangar."

Mike's hard work, dedication to his duties, and loyalty to the squadron earned him the

trust of Capt. Jennifer Kauffman, Jeffco Squadron Commander, who recently appointed him as Squadron Office Manager. "This is important," said Mike, "because we are trying to make the office a First Class Incident Command Center."



In 2008, Col Ed Phelka presented a Communicator of the Year Award to 1Lt Mike Linn for his outstanding contribution to Communications.

Photo by Capt P.D. Sargent

**Luc:** When I joined the squadron a few

months ago, my first impression of 1st Lt Michael Linn was that of a warm and easy-going personality whom I would want to have as a best friend. But as I got to know this "gentle giant" better, it became clear that behind his humble demeanor hides a hard-working person with a "can-do" attitude, a

## THE BEST OF THE BEST

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great heart, and passion for his duties in CAP.

**Luc: What attracted you to CAP, and what motivates you as a member?**

**Mike:** I was in primary flight training when I ran into CAP members at the airport during an Open House Day that I participated in. While I was flying, I developed a desire to have some purpose for it, and I think I was just impressed with the CAP people whom I talked to. What keeps me motivated in CAP is the professional and educational level of the people I meet within CAP who want to give something back to society. That is a nice combination, professionalism and generosity. We tend to look for people with similar interests, and we socialize in a number of different ways. Within CAP, I meet people who are fascinating, and I think of them as being of “a cut above.” In addition, there certainly is a fellowship among members of the aviation community.

**Luc: As a newcomer I find it important to have somewhat of a vision of how I can contribute to CAP, and how to choose among the many professional tracks. Do you have any thoughts on how to make that choice?**

**Mike:** You have to know that there is a difference between the Emergency Services Specialty Tracks and the Professional Development track. People in our squadron sometimes talk about these two interchangeably. In terms of the ES, I’m qualified as an Mission Staff Assistant, Mission Radio Operator, Mission Observer, Mission Scanner, Communications Unit Leader, Flight Line Marshaller, Urban Direction Finder, and I have started a SQTR for Flight Line Supervisor.

I do not know if I’ll complete that because it becomes a challenge to keep all those things current. In my opinion, it’s almost too many to do that, simply because they need periodic re-certification. You need to practice and train in them to stay proficient.

However, within the ES that’s some of the broad spectrum of the things you can



Photo by Capt P. D. Sargent

1st Lt Mike Linn marshaling the flight line at a SAREX.

participate in. Unfortunately, I’m one of those people who always bites off more than he can chew. Maybe it’s a little sign of ADD (laugh,) but I have interest in so many different things, and not nearly enough time for all of them!

My advice would be to check out all those positions, and to get the certifications and qualifications in ES, just so you have kind of a broad spectrum of what’s going on. You can then narrow the focus in on specific things, which is what I’ve done in the arena of Communications.

On the professional development side, I’m getting close to reaching the rank of Captain. But basically, the track that I’ve been following primarily is Communications. I have my Technician rating, and I think I have done everything to qualify for the Senior rating. That has been the main focus of my activities in CAP up to this point.

I’m now turning over the position of Communications Officer to the capable hands of Maj Lynn Newman, simply because I’ve done this for four years, and I think I have accomplished what I set out to do. As the newly appointed Squadron Office Manager and

the IT guy, I have plenty on my plate.

**Luc: Since you will be managing the Squadron Office, do you have any new ideas that you think will help the operations?**

**Mike:** I have a long laundry list of projects associated with the office and the network. A high priority is to get some electrical work done in the office to rearrange the circuits so that they are more balanced, and to install unique circuits for the heaters, so that we stop popping breakers.

The second project I have in mind is to install a system that will allow us to bridge the gap between the time the power goes out and the moment we can get the power running again using our stand-by generator. This will protect us against outages during, for instance, major storms or other big emergencies. I also want to expand the network to other areas like the Boulder hangar, and I could use people who want to help with this.

**Luc: What kind of people would you need to finish those projects?**

**Mike:** The entire network of computers requires regular maintenance and back-ups, so just to keep the units current they would need to be handled by someone who understands the Windows platform. I guess the other needs are for electrical and mechanical skills, or at least an interest in it. The person doesn't even have to have the skills, just an interest. I am willing to teach. In fact, I enjoy that a lot!

**Luc: What do you do as a professional outside CAP?**

**Mike:** I'm an engineering programmer in the computer field where I have also been a manager. I believe that being a manager is sometimes like 'herding cats.' Therefore, in our squadron I'd much rather work behind the scenes and suggest things to the Commander (laugh).

**Luc: Among all the missions you participated in, are there any unusually exciting moments that you want to share with us?**

**Mike:** I've been on a number of ELT missions, one of which led to a Find Award last November. Probably the most memorable thing I did was when I flew on a Western Air Defense Sector (WADS) mission wherein we were supposed to be in the air at a particular location and time. Then the USAF scrambled F-16's from somewhere and our plane basically became the fox for Air Force training. The USAF pilots didn't know that this was a practice mission and were told to intercept a target in some location. When you are in this position, you tend to get pretty hyped up, because you know "they" are coming.

And all of a sudden next to you shows up an F-16 flying at about the same speed as your 182! I guess they fly with live weaponry, so it's pretty exciting to look out the window and see an F-16 a 1000 ft or so off your wing tip! Our story was that the pilot was incapacitated, and that the guy in the right seat was not a pilot! Shortly after the intercept, the mission got called off, and we were not escorted to an airport. However, that mission turned out to be an all-day event that made us fly over most of two states.

**Luc: Would you have any thoughts for our new members on how they could display their creativity within the strict CAP system of rules and regulations?**

**Mike:** Yes, that is a real challenge, but it has a lot to do with initiative. There are many volunteer opportunities within CAP, and wherever you look, there's always room for improvement. Sometimes that means digging into something that you, as a newcomer, feel needs to be changed. I think that if the idea is good enough and you're determined, you can make that happen, maybe even all the way up to CAP-NHQ. Just look around for something

*Continued on page 15.*

that needs to be done and step up to the plate

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# Scoping Out Denver TRACON's Scopes

*By 2<sup>d</sup> Lt. Todd Sainer*

A group of Jeffco Squadron pilots, mission observers, scanners, and mission staff were treated to a VIP tour of Denver's Terminal Radar Approach Control, TRACON, facility south of DIA on Saturday, February 6th. Organized by 1<sup>st</sup> Lt. Todd Bachmann, the outing allowed more than 20 squadron members and guests the opportunity to meet some of the men and women they frequently speak with once they depart Rocky Mountain Metropolitan Airport, RMMA.

Denver TRACON controls the airspace within a 42 nautical mile radius around DIA at altitudes up to 23,000 feet. With DIA's 48 different landing and takeoff configurations on 12 active runways, air traffic controllers at Denver TRACON are rarely bored, coordinating the arrival and departure flows of 850,000 flight operations in 2009. Within its jurisdiction are nine other airports near DIA, including RMMA, Front Range, Centennial, Buckley AFB, Boulder, Longmont, Erie, Ft. Collins, and Greeley. Additionally, Denver TRACON manages the airspace around Grand Junction and Pueblo airports.

Civil Air Patrol members witnessed a busy, low-visibility morning firsthand, as controllers operated the nation's first simultaneous, parallel, triple runway ILS approach. This intricate choreography includes three additional controllers just to monitor the 20-mile final approaches of each runway before handing off the airplanes to Denver Tower at the outer markers. During inclement weather, the controllers can handle up to 96 arrivals per hour and up to 152 on a clear day.

Standing behind the departure controller focusing in on the airspace west of DIA, Squadron members watched as tour guide and controller Luke Vesely explained the radar position that pilots most often talk to after departing out of RMMA. With such high levels of flight operations taking place so close to DIA, Vesely urged Civil Air Patrol and general aviation pilots to be patient if the radio frequency is busy and to be understanding if the controllers ask for the pilot to repeat his or her identification or intentions. SM Chuck Dickinson works as a controller at TRACON.

Denver TRACON will remain busy: only 19 of its 65 controllers are fully certified, forcing mandatory overtime as new hires learn the nuances of Denver's airspace during the three to five year training program required to qualify on every approach, departure, and satellite position in the dark radar room. About 30% of the controllers are pilots; some are even CFIs. These professionals, experienced in both the cockpit and on the radar scope, are helping to train the new generation of air traffic controllers learning to guide Civil Air Patrol Cessnas along Denver's front range. ☺

*Please see photo, page 7.*

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# Aerospace Education Enlightening



Internet photo

### Visit to TRACON

The FAA allowed no photos because light is distracting to the strict darkness of the Controllers' room. This photo was provided by the Internet.



Photo of Capt P.D. Sargent

### Visit to Soaring Society of Boulder.

Just days after brain surgery, Capt Sam Streger, center, invited Jeffco squadron pilots--and their PAO--to meet with the organization at the National Center for Atmospheric Research, NCAR. The topic was Mid-Air Collision, a recent event over the Boulder Airport.

Twenty one members and their guests visited TRACON:

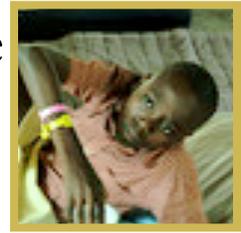
- 1st Lt Todd Bachmann
- Capt Rob Bender
- Mrs Barbara Bender
- Matt Beyer
- Tom Bloom
- Lundra Bloom
- Kyle Bloom
- Capt Paul Carter
- Mrs Diane Carter
- Capt Matt Cates
- 1st Lt Mike Linn
- Capt Bob Machachek
- SM Paul Robertson
- 2d Lt. Todd Sainer
- Lt Col Dick Sargent
- Capt Tricia Sargent
- 1st Lt Robert Schmid
- 1st Lt Jeremy Sing
- Lt Col Bob Smith
- Capt George Thomas

Attending the meeting of the Soaring Society were:

- Lt Col Jerry Cunningham
- 2d Lt Dennis Mercer
- Lt Col Dick Sargent
- Capt Tricia Sargent
- Capt Paul Carter
- Capt Pete Boldrin
- 1st Lt Mike Linn, not pictured

**ADVENTURE 2009 FOR AVIATION THRILLS!**  
[http://www.youtube.com/watch\\_popup?v=nKUouQki5Dc](http://www.youtube.com/watch_popup?v=nKUouQki5Dc)

# Father and Son Answer the Call for Mercy in Haiti



by Capt P. D. Sargent.

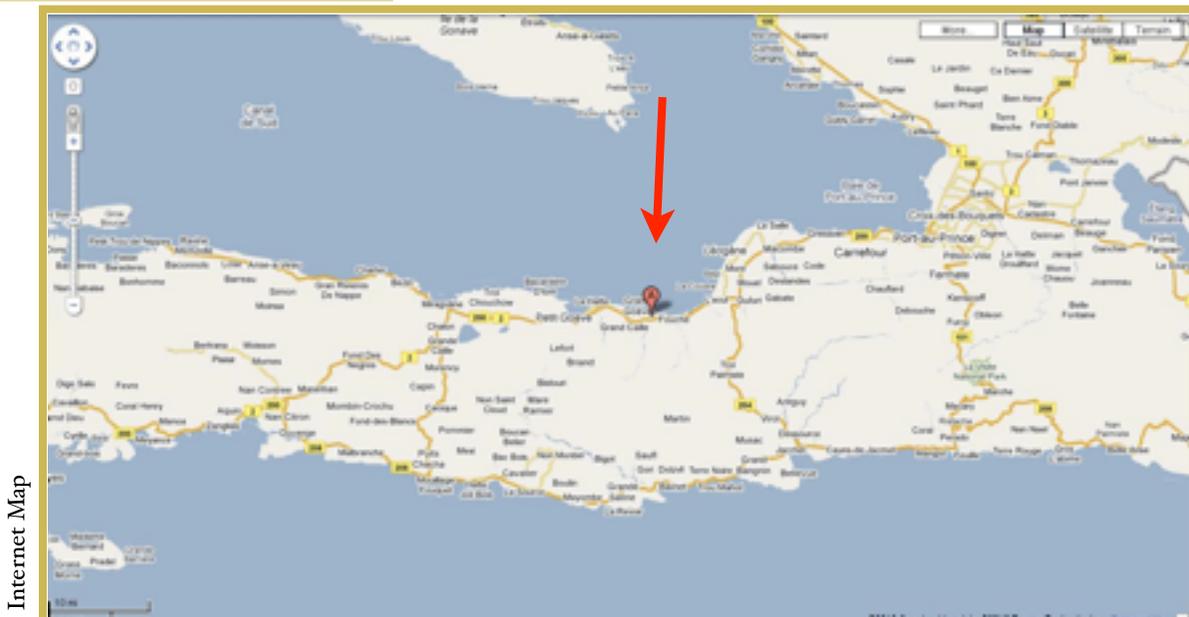
*Two Jeffco Squadron members, Capt Steve Rew and Capt Jason Rew answered the call to give aid to people caught in what may possibly be the “most tragic, of events to have befallen the impoverished island nation of Haiti. As both failed state and media whipping boy, Haiti has long played the dark shadow to the bright sunlight of the rest of the Caribbean. Optimism over Haiti's impending renaissance has been subsumed beneath the horrors of the earthquake, which has resulted in tens of thousands of deaths and millions of displacements.” Internet.*

Steve, the dad, and Jason, the son, journeyed together to Grand Goave, Haiti, to provide relief work with Lifeline Christian Mission in a coastal town that was almost completely destroyed. An earthquake with the magnitude of 7.0 on the Richter Scale struck the epicenter just outside Port-au-Prince. It was the most severe earthquake there in over 200 years. Steve was there ten days. Jason remained for four weeks.

Nearly two months ago, Haiti was changed when the earthquake struck on January 12. People were lost or crushed in toppled rubble or had fallen into the earth's yawning crevasses. What little infrastructure remained was feeble and in ruins. Loved ones and precious possessions were lost. In a land where poverty is endemic, a single possession is dear. Devastation is everywhere.

“Although the initial quake has come and gone,” said reporter Gretchen DeVoe of Lifeline Christian Mission, “leaving a devastation beyond belief, we continue to feel the aftershocks.”

## WHERE IN THE WORLD?



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DeVoe relives the terror of after shocks that reach 4.0 on the Richter scale.

She recalled, “Immediately after the quake, each time we would have an aftershock the earth trembled horribly, and the people who were sleeping out on the ground on sheets with their heads covered would simultaneously cry out in a crescendo of fear that was akin to a crowd reaction when a soccer goal is made by their home team.” For a nation well-known for dedication to Voodoo rites, DeVoe remarked, “You could hear them call out to Jesus.”

Disasters, desolation, and death are no strangers to Haitians who have endured scores of disasters in nearly three decades. Catastrophes such as epidemics, drought, storms, and floods have occurred between 1980 and 2008, but the January 12 earthquake was the most devastating since 1770.

Over the years, the economic damage is in the billions in United States dollars. However, although earthquake data is not yet complete, some conjecture that this devastating earthquake claimed the lives of over 250,000 inhabitants. Over M \$195 aid has been received with an additional M \$112 pledged. So far, the U.S. leads the contribution of funds. Also contributing are Spain, Mexico, China, France, Ireland, Italy, and the Netherlands. The U.S. has flown 136 air missions bringing 2,400 tons of food, supplies and 1900 passengers to aid Haiti.

*Internet: Hubpages*



Photo courtesy of the Rew family.

Many Christian Missions permeate the villages of Haiti, helping to educate the people and win some to Christianity. Their works bring heightened awareness to hygiene, knowledge about the world, clean water, and improved health. The rainy season is about ready to begin, so the race is on to improve hygiene and provide clean water to avoid disease as the rains pour down on untreated excrement, offal, and fetid debris.

Four hundred fifty families live on Lifeline's campus. Thanks to the U.S. Navy, the new plastic Quonset hut style two-family tents are going up, and people are being relocated from their make-shift tents to these more water-proof dwellings.

“In a nutshell,” said DeVoe, “we are building tents, latrines, showers, and houses; transporting and distributing meals; reconstructing our own damaged properties; rebuilding churches and schools; meeting with community leaders for planning; holding clinics; and next week construction of homes begins.”

DeVoe concluded, “Despite the ordeals that Haitians have endured over the years, the country has maintained a welcoming and proud spirit. We can only hope that this spirit will sustain the people of Haiti through their latest trials, and that Haiti can finally emerge from its murky past and tragic present.”

The large contingents of volunteers, like Capt Steve Rew—please see page 12—have returned to the United States after having had a huge impact on the immediate needs there.

People with special skills remained longer, those with rescue and recovery skills, medical knowledge, administrative leadership, and understanding of Incident Command like Capt Jason Rew, who organized food distribution with military efficiency and effectiveness. A respected Civil Air Patrol leader, Assistant Squadron Commander, Jason returned home February 22. 🇺🇸

## A Call to Service

Capt Jason Rew stands amidst the Haitian rubble of what might have been a church. One man seems so small against catastrophic disaster. Still, survival and the human spirit prevail, and many hands joined in to aid human beings in deep trouble. Jason left work, home, and family to give aid to strangers. "I didn't think it would be possible for me to get the time off work and I wondered how I would pay my bills if I did.

I prayed about it and God opened all the doors for me to plug in at Lifeline Christian Mission. How that all came about is a miracle in itself," he said, "And it's undeniable that God placed me exactly where He wanted me to be because I had a heart to be involved in His work.

Like other Civil Air Patrol members who serve humanity unselfishly, Capt Jason Rew embodies the motto of Civil Air Patrol, "Semper Vigilans," Always Vigilant."

Photo courtesy of the Rew family.



## Voodoo, Ancient



Voodoo is practiced in many cultures. It is estimated that it has over sixty million followers worldwide. It flourishes in Brazil, Benin, Dominican Republic, Ghana, Trinidad, Jamaica, Cuba, Haiti, New

Orleans, and in private homes in every country in the world.

Shrunken heads, people turned into zombies, dolls stuck with pins to injure a person they represent, the walking dead, hypnotic drum beats and fanatic dancing are images conjured up by Hollywood with the mention of the religion. But is Voodoo a religion or a cult?

Anthropologists believe that the practice stems from the most primitive ancestor worship, evoking the dead to bring good to some and revenge on others.

The practice of Voodoo was brought to the Western Hemisphere by captured African

natives who, plucked from their primitive roots, continued to maintain familiar connection with their ancestry while mixing in the element of Christianity's cherished saints. It was perhaps a connection with their tribal rituals that helped them deal with the terrible condition of slavery.

As believers accept the concept of one Almighty God, they also think he is too remote to attend to their personal cares, so they look to Loa, spirits that rule over the world's affairs in matters of family, love, happiness, justice, wealth, and revenge. As in many religions, including the early Greek and Roman, one must serve the secondary gods, to achieve his or her protection.

Voodoo means "Spirit of God," and although some natives practice Catholicism to worship God, they resort to Voodoo "to become God." Voodoo is a syncretic religion, that is, one that combines the elements of many religions. 🍀

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# Mercy Mission: A Personal Account

by Capt P.D. Sargent

*Sometimes we respond to circumstances out of necessity, "because it was there," or because we seem called to do so. The mission to Haiti was not for everyone. Those who left their jobs, their families, and their personal comforts to relieve the agonies of people whose limbs had to be amputated, whose homes had vanished, and whose families were missing takes special kinds of people. Capt Jason Rew and Capt Steve Rew made the sacrifice willingly--even eagerly. Following are some comments from their emails to Debbie Rew, Jason's mother.*

## Jason's Overview

From Jason we heard of the final days after the initial earthquake January 12. Periodically the earth rumbled deeply and ominously. Frightened families huddled together. Great numbers renounced their traditional practice of Voodoo to claim a closeness and protection of a greater force. Many families were baptized. Jason related by email, his impressions of the workers' long days of physical labor, the close cooperation of the United States military, Doctors Without Borders, and the on-going missionary work of Lifeline and other Christian missions.



## Mardi Gras Cancelled

"The three-day weekend was truly remarkable," Jason wrote. "The Haitian government declared Friday, Saturday, and Sunday as national holidays for prayer and fasting. Ironically, traditionally the government declares this Monday and Tuesday holidays for Mardi Gras; however, this year Mardi Gras is not being officially celebrated here in Haiti." The greatest celebration is that fact that some survived. An estimated 200,000 died or are still missing. This is not a party year.

In addition to New Orleans, countries all over the world and Caribbean islands that were occupied by the French, Mardi Gras is party time before the solemn fasting and prayerful season of Lent. Parades with street dancing, *comparsas* of identically dressed groups show off their costumes, throw colorful beads to laughing crowds, and general merriment fill the streets. Traditionally, Mardi Gras is a festive, crazy celebration. W i d e s p r e a d

carousing, reveling, and feasting are the practice. It is often called *Carnivál*. But this year, in ruined Haiti, there is no reason to celebrate Mardi Gras, which in French means Fat Tuesday, a final opportunity to eat richer fatty foods before the austerity of Lenten fasting. For Haiti there would be no rich foods, in fact without help from outside countries there would be no food at all.

## Battling Corruption

"I did a bit of traveling over the weekend," reported Jason. "And everywhere I went the towns and villages were largely empty. Porte Au Prince, the capital, was a ghost town. Everyone in Haiti was gathered at their local churches, which mostly consisted of areas that had tarps strung over them to keep the sun off the people."

*Continued on page 12*

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Jason visited thirteen of the camps his mission is supporting with food distribution. "Because I had a small team with me, I was able to speak with the leader of each camp and had them explain their process to me and show me their areas. The other part of my team spoke with some of the people in each camp."

### **Compared Notes, Corruption Abounds**

"We compared notes while traveling from camp to camp. For the most part the system is working, although we did find corruption in two of the camps." Corruption has often been a trouble in relief missions. For example one of the four mayors had been pressuring some of the local leaders to give their food to him, so he could control the distribution but only to those who support him. "Three of the local leaders are a part of that," said Jason, "but that is being dealt with and corrected."

Another example of corruption followed. "Another camp has a council of five people who take the food and distribute it, as many of the camps do. At this camp when we spoke with the people they said that they had only received one box of food, when they should have received four. We told them how much we handed out for their camp." Optimistically, Jason thinks that discrepancy will take care of itself. "It was encouraging to see that most of the camps are running smoothly, with wise people in charge. We will visit more camps tomorrow."

Jason is heartened that the mission's efforts are successful. "Everyone in this area is eating food that came through us--with God's help of course--and no one I've seen is malnourished." He added, "It makes spending those long days at the loading dock moving thousands of boxes worthwhile when I can see a smiling face with the end result. I'm glad God is using us to help so many. It's a little overwhelming when you realize that 47,000 people are depending on you to feed them, but it's nice to have that kind of an impact on this situation."

As the military slowly withdraws working crews, Lifeline's representatives continue building shelters, distributing food, and ministering to the needy. Jason wrote, "Yesterday our new tent city grew by another ten tents, which will house twenty families. We have three full rows completed, and families move into them as fast as we can put them up. They like them and consider them far better than the sheet tents they had built for themselves."

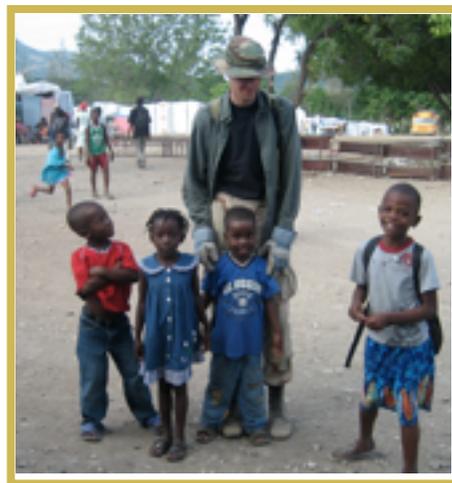
**"THIS IS WHAT I WAS  
MEANT TO DO"**

*Jason Rew*

### **Water and Sanitation Increased**

"We have confirmation that another well will be dug for us soon, which will provide water for the tent city," he said. "The water bladder that was provided by Doctors Without Borders is still their main source of clean water for now, and Doctors Without Borders is filling the bladder regularly." Jason said. Finally, he added, "The latrines that we dug are being used, so life in the new tent city is healthier and cleaner." Without an adequate clean water supply and a means to control human waste, the rainy season will spread disease, and those who survived the earthquake could be endangered by thirst and rampant disease.

With many organizations assisting in the relief mission, Jason is satisfied that "Things are progressing well there, and the Haitians are doing most of the work by themselves now." 🍀



Jason and Grateful Children.

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# A Father Serves Humanitarian Relief

*by Capt P.D. Sargent*

*“I’m just a one-trick pony” writes Capt Steve Rew. But being an airline pilot is more than some trick. Steve’s adventure took him away from his familiar realm and revealed to him a deeper meaning of life. Ed.*

When father and son joined forces to volunteer for a mission of mercy, then 2d Lt Steve Rew encountered a soul-searching experience. “I was privileged to be called to Haiti along with my son, Jason, and a long-time friend, Tim Martin,” he said.

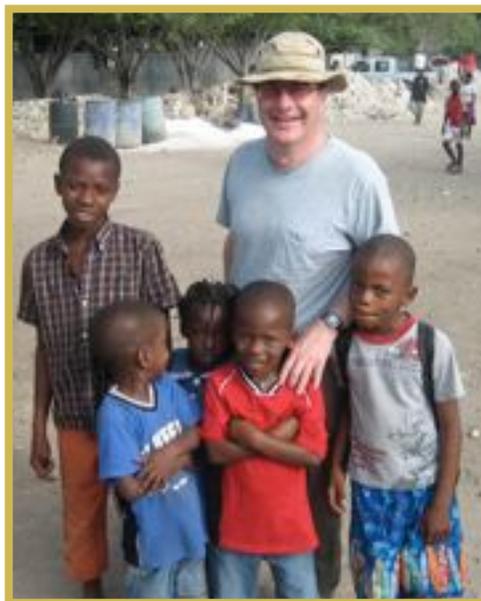
“Tim brings with him extensive ministry experience as well as having worked in New Orleans several years post-Katrina, where he counseled folks and provided assistance. Tim also has construction experience,” he said. “Additionally, Jason is qualified as a wilderness medic. He also has Search and Rescue and Emergency Response experience.”

I, on the other hand, am a one-trick pony. I am an airline pilot, he said modestly. “I’m neither a builder nor a counselor, and I have no medical experience. I accompanied them to Haiti wanting to help, but doubting my usefulness.”

So Capt Steve Rew questioning his own abilities, volunteered to do whatever was needed to help the people of Haiti. Just reaching their assignment was a daunting

journey as the makeshift airports, many unpaved, were damaged. Flying directly to Great Goave was impossible because of the destruction in Port Au Prince. The three had to reroute through Santo Domingo, then fly a mission aviation flight into Haiti.

“We arrived in Santo Domingo around midnight,” We had a brief three and a half hour rest in a hotel, then an early morning taxi to the next airport for our flight into Port Au Prince.”



“During that brief rest period I tried to sleep, but my mind was constantly turning over the question, “What am I doing here?” I struggled with that question for hours because I honestly felt I had nothing to offer and would merely be in the way. Wrestling with his doubts, Steve finally realized that “even though there were many unknowns ahead, I honestly felt. . . ready to go on to Haiti.” On reflection, Steve said, “My mission was clear, even though

my tasks were not yet certain. I was to be an ambassador of mercy, however He chose to use me.”

Steve epitomizes John Milton’s (1608-1674) poignant message on service as the poet was going blind. “They also serve who only stand and wait.” 🍀

**PROMOTIONS and AWARDS**



Capt Kauffman presents Captain promotion to Fred McFarland



Maj Victor Sabatini completed Level III to earning the Grover Loening Award, with a certificate and a ribbon.



Photo by Capt P.D. Sargent

Honored at 2007 AE Day are successful aircrew members: Hertelendy, Sargent, and Jenkins with a very grateful couple who had been lost for four days.

Squadron Meeting Photos by Arif Gezalov



Above: Capt Kauffman presents "Save" ribbon to Capt Sy Jenkins. Below: Lt Col Dick Sargent receives his "Save" ribbon from Maj Ryan Lord.

Stranded four nights in the mountains, they ran out of food and survived on mushrooms and berries. Pilot Lt Col Dick Sargent; Observer Maj Bruce Hertelendy; and Scanner Capt Sy Jenkins comprised the aircrew that spotted the couple and alerted ground crews and others to lead the couple to safety.

Originally their ribbon was a "Find;" however the award has now been upgraded to a "Save." Maj Hertelendy received his new Save award, presented by COWG Commander, Col Ed Phelka, at the February Wing Staff Meeting.



Photo by Capt P.D. Sargent

Maj Bruce Hertelendy



On September 10, 2007, two experienced, well equipped, well prepared hikers became disoriented and lost their way in the Comanche Wilderness, located north of Rocky Mountain National Park.



instead of waiting for someone else to take action. As a new member, you may be a bit reluctant, but if you first seek out feedback and input from people who have been in the organization for a long time, then there are lots of opportunities to make changes.

**Luc: Considering how difficult it can be to juggle CAP duties with a busy personal and professional life, would you have any words of wisdom for our new members?**

**Linn:** I would say, don't bite off more than you can chew. Maintain balance. Realistically look at what is happening in your life, and say 'yes' when you can and mean it. Say 'no' when you can't make additional commitments. We are volunteer professionals, but you should never use the 'volunteer' part as an excuse for a lack of professionalism! 🇺🇸

**CAPT JERGENSEN'S AEM PRESENTATION**

*Continued from page 1*

Teacher members enjoy many privileges and CAP partner benefits. They are eligible to participate in the Aerospace Education Excellence Program, AEX, and have an opportunity to fly in CAP's Teacher Orientation Program, TOP, as well as opportunities for CEU/College credit. They also have opportunities to apply for up to \$250 in grant money to attend conferences. Membership costs only \$35 a year.

Members who wish to nominate a teacher for this outstanding program may contact 1st Lt Todd Bachmann or Capt Gail Jergenson, both COWG officers. 🇺🇸

**Capt Gail Jergensen** <[GailJ@csd.net](mailto:GailJ@csd.net)>

**1st Lt Todd Bachmann**

<[toddb@qualcomm.com](mailto:toddb@qualcomm.com)>



Senior Members Matt Robertson, top photo, and Joe Dunigan, bottom photo, receive Level I Awards from Group II Commander, Maj Ryan Lord.



Maj Lord presents Steve Rew his Captain's promotion after Rew's return from Haiti. *See his story page 13.*

Photos by 2d Lt Arif Gezalov

# Safety Briefing Emphasizes Comfort Zone is Recent Mid-Air Collision

by  
*Capt P.D. Sargent*

“First Wyoming, then Nevada, now Boulder, Who’s next?” asked Safety Officer 1st Lt Brian Riley at the February squadron meeting. The February mid-air collision at the Boulder Airport in which three people died, elicited many emotions in the aviation community: anger over careless or irresponsible risks, sadness to lose “one of our own,” and general apprehension.

Riley, an avid motorcycle rider, likened motorcycle riding with piloting an airplane. “There are two types of riders/pilots,” Riley said. “Those who have been in accidents and those who have not--YET.” On the other hand, Sargent, a former Marine aviator, said, “Flying is dangerous business, but constant training and regard for Operational Risk Management, lessens the risk.”

Poor situational awareness and poor decision making--perhaps too comfortable and complacent an attitude of experienced pilots were present in all three collisions Riley conjectured.

With regard to the Boulder collision between a private airplane and a glider tow plane, Lt Col Dick Sargent gave members a map of the Boulder Airport, BJC. The map looked like a maze of runways and taxiways for powered aircraft, glider flight patterns that cut diagonally across them, and marked areas where parachutists practice. It looked like a map of Grand Central station at rush hour with patrons scurrying in myriad directions



1st Lt Brian Riley



Lt Col Dick Sargent

simultaneously for their trains.

Sargent mentioned that at the recent glider meeting of the Soaring Society of Boulder, which many Jeffco squadron members attended, leaders of the organization noted that BJC is a transitional stop for aircraft, not a destination. However, Civil Air Patrol provides both glider rides and powered rides for cadets. For CAP, BDU is a destination, one filled with action and fun. . . and danger.

Federal Aviation Association spokeswoman, Laura Brown, said an aircraft clipped the towline of a plane that had been pulling a glider.

Fortunately, the quick thinking glider pilot disconnected from the plane just before the second craft hit the tow rope.

The glider landed safely, with no injuries to anyone on board despite flying through a fireball created by the collision just after the planes made contact. His decision was critical to saving the lives in the glider. The tow plane, however didn't have a chance as the other plane struck him obliquely from behind.

*Photos by Capt P.D. Sargent.*

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# Winter Weather: Aviation Weather Fundamentals



*Winter weather brings the dreaded condition of icing. Independence Aviation offers a series of weather classes to help pilots of all levels better understand the atmosphere and aviation weather. Sessions include: theory and classroom lecture, sample flight planning scenarios, and aviation accident reviews where weather has been a causal factor. Ed.*

As weather conditions are unpredictable and icing is a looming possibility pilots must weigh several questions before making a flight decision.

If the answer to the following questions is yes then you have a NO GO decision

Do clouds exist along desired flight track?

Is cloud temperature  $> 0^{\circ} \text{C}$ ?

But if the answer to the questions is no, you have a GO decision

Other questions to ask are :

Is freezing precipitation possible? Could you fly over, under, or around the clouds?

Is it possible to stay out of the clouds?

Are clouds thin enough for safe climb and descent through clouds?

Is MEA below clouds, and MEA temperature  $> 0^{\circ} \text{C}$ ?

Common sense would indicate when it is a NO GO.

Lt. Col Dick Sargent, the only Jeffco squadron member to attend the first session February 20, said, "It's one of the best weather sessions I have ever attended." The program included valuable information including links to Aviation Weather Resources, Atmospheric Visualization or Severe Weather Indices, Key Surface Weather Observation (METAR,) and Decoding TAF Reports.



|             |                               |
|-------------|-------------------------------|
| February 20 | Aviation Weather Fundamentals |
| April 17    | Spring Weather Hazards        |
| June 19     | Summer Weather Hazards        |
| August 21   | Aviation Weather Decoded      |
| October 16  | Winter Weather Hazards        |
| December 18 | Mountain Flying               |

*To register for classes, call Sharol Weston at Independence Aviation 303.858.1600*

"Better to have stayed and wish you had gone than gone and wish you had stayed," is a standard phrase Sargent heard repeatedly as a Marine aviator. "Knowledge, good judgment, and patience will get you to your destination and back home again safely," he said.

The speaker, Mike Cetinich, is the product manager of Weather, NOTAMS, OpsData, and Flight Tracking for Jeppesen. "Where else could you go for such in-depth information from a professional like him," said Sargent. "And for free?" 🍷

*To register for future classes, call Sharol Weston at Independence Aviation 303.858.1600*

✓ **MARK YOUR CALENDAR**



**Tom Bellinger**  
**John Dyni**  
**Bob Machacek**  
**Daryl Berg**  
**Virginia Butler**  
**Larry Widhelm**  
**Todd Bachmann**



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

*Airwaves* Editor: [capnewsletter@mac.com](mailto:capnewsletter@mac.com)

**MARCH**

**13/14** Ground Branch Director Class, TBA,  
Contact Leonard Ginther

**20/21** Incident Command Clinic, Lt Col Mike  
McDonald Wing DES Officer. By invitation.

**20/21** Mission Staff Training, Douglas County  
Sheriff's Academy, Contact Leonard Ginther.  
By invitation

**APRIL**

**3,4** ICS 400 contact [clansman353@msn.com](mailto:clansman353@msn.com)  
**17** Spring Weather Hazards Seminar \*\*  
**23-25** COWG SAREX at BJC, THE BIG ONE  
**30 Apr--May 2:** USAF CAP Compliance  
Inspection

**JUNE**

**19** Summer Weather Hazards Seminar\*\*

**JULY**

**10-25** Glider Academy in Pagosa Springs  
**16-18** CSRB Conference  
**16-18** Colorado SAR Conference, Gunnison,  
Contact Leonard Ginther  
**17-25** Region Staff College  
**23-25** Pilot Survival. at GSAR  
**23-31** GSAR Academy Gore Pass area

**AUGUST**

**21** Aviation Weather Decoded Seminar \*\*  
**27-29** RMMA / BJC Air Show

**OCTOBER**

**16** Winter Weather Hazards Seminar \*\*

**DECEMBER**

**8** Mountain Flying Seminar \*\*

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.

\*\* *Independence Aviation 303.858.1600*

# Contributors

## PHOTOGRAPHER

2LT ARIF GEZALOV With his experience and focus, he brings outstanding pictures of special events, meeting, SAREXs, and Civil Patrol life in general. Arif is a software engineer at Symantic Corporation in Boulder. Please see his photos on



### TIME TO PAY MEMBERSHIP DUES!

\*Mail your \$18 check to

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

\*Dues increase to \$25 after March 31

## ARTFUL FLYING

AE Officer, 1st Lt Todd Bachmann, announces that this month we'll have an extra-special speaker. Captain Michael Maya Charles, author of *Artful Flying*, will talk about how we can fly more artfully. Artful flying is more about the mental aspects rather than the mechanical flying, and it's a mindset to produce better, more proficient, and safer pilots.

After starting to fly at age 11, Charles already had a commercial pilot's rating at age 18. See his bio at <http://www.artfulpublishing.com/AboutTheAuthorMichaelMayaCharles.asp>

If you have friends who have thought about joining CAP, this might be a good meeting to bring them to. An autographed copy of *Artful Flying* will be available for purchase. 🐦

## STAFF WRITERS

2d Lt TODD SAINER



A trained journalist by education, 2d Lt Sainer is attending graduate school at the University of Denver where he is working toward an MBA. He is currently working at The Denver Hospice. See his TRACON article on page 5.

SM LUC MOENS



A Senior Research Scientist, Chemist, at the NREL, located in Golden, Dr. Moens is actively engaged in biofuel research. He enjoys educating the public about ongoing R&D. Please see his interview with Mike Linn on page 2.

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CAPT P.D. SARGENT



PAO team leader, Dr. Sargent is responsible for the design and format of the newsletter.

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*Many thanks to guest writer 1Lt Todd Bachman.*

*Thanks also to proofreaders*

*Maj Bruce Hertelendy, SM Luc Moens, and  
Lt Col Dick Sargent.*

*And thanks for the aviation treat on Utube, page 16 sent by  
Linda Morris.*