

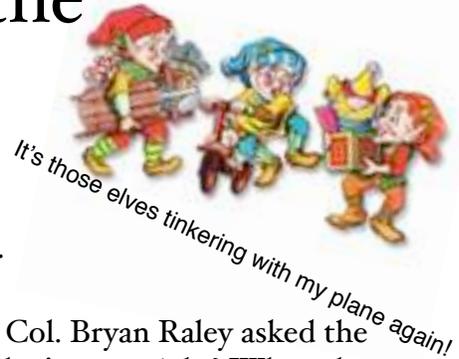


AIRWAVES

Rocky Mountain Metropolitan Airport, Broomfield, Colorado Volume 2, No. 10 November/December, 2008

What Do You Do When the Plane Goes “Clunk”?

Lt. Col. Bryan Raley conducts an interactive lesson in safety. Squadron examines pros and cons of flying a defective airplane..



At the November squadron meeting, ES Training Officer, Lt. Col. Bryan Raley asked the question that every pilot fears. What do you do when things don't seem right? When the plane rattles, snaps, crackles or pops, what is a Civil Air Patrol pilot's responsibilities?

49H was under repair for weeks, and when it got the go ahead to be back in service, pilots heard unfamiliar noises. Still, the decision was made to pursue flight.

- When things don't sound right should the pilot continue ahead to the runway? Should he attempt flight? Once in flight if the noises appear should he continue the flight?
- Should everything stop and a mechanic be called ASAP?
- Is a volunteer Civil Air Patrol Pilot qualified to determine the source of the trouble and should he just “ride it out”?
- And is it worth it to risk a life to check out the plane in flight?

After all was said and done, and the subject was thoroughly examined, veteran pilot and Standard Evaluation Officer, Colonel Howard McClure advised against taking the plane up to determine what is wrong. When asked what he would do, he said, “I wouldn't go.”

Airwaves is the monthly newsletter of Jeffco Squadron, Civil Air Patrol. See <http://cowg.cap.gov/jeffco> or contact Maj. Bob Smith at 303.246.7633.



CELEBRATING SAFETY IN SEARCH AND RESCUE

Safety First!

During November and December, the squadron has paid close attention to safety. Author, Dr. Tony Kern, warns of rogue pilots, and Lt. Col. Bryan Raley holds Q and A review of a damaged plane See p. 1.

“Is there any victory more rewarding than victory over self?”

Dr. Tony Kern's book *Darker Shades of Blue: The Rogue Pilot* is required reading for the Jeffco Senior Squadron because safety is our first concern. Kern is CEO of a veteran-owned firm formed and dedicated to reducing human error in high risk environments.

Dr. Kern, an internationally recognized expert in the field of applied human factors and performance improvement, kept rapt attention of the October squadron meeting. He has lectured on the subjects of his books, particularly safety, around the globe for nearly two decades. Highly experienced as an aviator, he has deep operational and leadership roots as a Command Pilot and Flight Examiner in the B-1B bomber. He served as senior staff officer, Chair of the Air Force Human Factors Steering Group, and Director and Professor of Military History at the USAF Academy. Upon retirement from the Air Force in June of 2000, Dr. Kern served as the National Aviation Director for the U.S. Forest Service, where he directed the largest non-military government aviation program in the world in support of federal wildland fire suppression. A graduate of the Federal Executive Institute and Senior Executive Service Candidate Development Program, he has frequently appeared on talk radio and TV, including segments on the Discovery Channel, NBC Nightly News and *48 Hours with Dan Rather*. Dr Kern has received multiple awards for his work, including the *Flight Safety Foundation* Distinguished Service Award (2003) for Aviation Leadership and the *Aviation Week and Space Technology* Laurel Award (2002) for Outstanding Achievement in Government and Military Aviation. He holds Masters Degrees in Public Administration and Military History as well as a Doctorate in Higher Education, specializing in human factors training design.



His lively presentation was informative. Its impact on the group was sobering. He continued to repeat what our own Safety Officers emphasize every squadron meeting, every staff meeting, every SAREX, and every REDCAP: “*Safety is everybody's business, not just the pilot's.*” But when a pilot does not display safe practices, he emphasized, it is everybody's business to refuse to fly with him. The life you save may be your own.

Dr. Kern’s lively presentation was serious yet animated, punctuated with personal experiences and examples from the field. His closing statement was sobering, “Human error is the thief of human happiness and the slayer of dreams, careers, potential, and all too frequently—life itself. Viewing it as anything less hostile is to willfully expose your throat to the knife.”

Now settled in Monument, Colorado, he enjoys hunting, fishing and flying when he is not lecturing about safety.

CONGRATULATIONS!

Jeffco Senior Squadron welcomes three new members:

SM Dan Burkett, SM Jerry Cunningham, and SM Terry Harvey

AWARDS and PROMOTIONS



Photo credits: upper two 2Lt. Dick Revette



Photo by 2Lt. P.D. Sargent

Arif Gezalov and Capt. Brian Smiley accept “find” certificates for their part in locating a missing visitor in Hell’s Canyon near Estes earlier this past fall. The man strayed from the campsite where a men’s seminar was meeting.

Lt. Col. Dick Sargent arrived at the meeting after the presentation. He was in Loveland with the Target group helping to plan the next SAREX, which was held in Greeley. This was his second “find” in ten months.

LIKE LAWRENCE OF ARABIA, JENNIFER IS SOON TO RETURN HOME

by 2Lt. Tricia Sargent



“No, the camel's coat didn't make me itch, but the stench was horrific,” 1Lt. Jennifer Kauffman said when I asked her about her ride on the “desert ship.”

As she rides from the ancient desert lands, into the great mountains of the West, Jennifer will soon be home. But she won't come straight to Broomfield.

“One of my homes is Oregon,” she writes. “I was born and raised in Oregon and most of my family is still there. I'll be visiting my parents and my two older sisters. But I consider Colorado to be my home and Wyoming to be my home away from home. I'm visiting my family for ten days and then I'm off to a long ski trip in Keystone, Colorado.” After a long stint away, she looks forward to a little R&R in the homeland. “I'm trying to do as much as possible before I start back to school and work at the end of January.

Disappointed that she has not received *Airwaves* for a while, she said, “Recently we lost access to use USB ports on the computers, so we are no longer capable of downloading pictures or

anything, which is a real bummer.” But with her usual warmth and graciousness, she closed her brief note and told me, “it's always nice to hear from you.”

I promised to save a disk with all the newsletters she has missed.





Travelers in the Middle East enjoy relaxation in carpeted way stations along their journey. There they can enjoy a little glass of tea or some fruit to help them along their way. Jennifer plans to take it easy before she returns home. Here she enjoys some much deserved Rest and Relaxation away from the job. Below she stands straight and tall with some of her colleagues. The colorful sign in the background says, "We Love the USA." In a November email she said, "Within the past couple of days I have received the care packages (5 boxes). I want to thank everyone in the squadron who contributed gifts and by well wishes and also to thank Bridget for putting the care packages together. Thank you for showing your support for me and for others I am with. It means a lot to me to know my Jeffco family is close even in distance. I had a really nice R&R trip to Doha, Qatar, and I have attached a couple of pictures from my trip.



CELEBRATING SAFETY IN SEARCH AND RESCUE

FIVE HAZARDOUS ATTITUDES

In aircraft mishaps, the major cause is pilot error. To what extent is attitude the tragic flaw that led to that fatal error? And how do these attitudes contribute to the making of a Rogue? Capt. Caleb Leach recalls flight training instructors' warnings about attitudes that keep pilots from making safe and sound decisions.

“We all have a natural tendency toward one or more of these attitudes. The important thing is to recognize this tendency and take action against it. This applies any time we are doing something where safety is paramount, which is most of the time. The five attitudes are listed below, along with some common examples of each and some suggestions of what to do if we find ourselves showing the symptoms.

Anti-Authority is where you believe that rules and procedures are for the other guy. An example might be the aircraft crosswind limitation. You feel that the limitation is for lower time, less experienced pilots, but not for you. If you catch yourself with this attitude, you need to think about why the rules were written in the first place. They are for your safety. Most safety rules are a result of someone else's mishap and are there to protect us all.

Impulsivity is the perceived need to act immediately when a situation arises. In CAP there are very few scenarios that require an immediate response. A scenario needing an immediate response might be an engine failure at rotation, and even that should be briefed prior to takeoff so you will be prepared for the eventuality. For most other events CAP members face, action does not need to be immediate. When an event happens, try to stay calm. Take a few deep breaths, THINK, and analyze the situation. Use the checklist or trained procedures and think about the safest scenario; and use all available resources.

Invulnerability is when you hear about a mishap and think it would never happen to me. When you think that accidents can not happen to you, you are thinking you are invulnerable. We need to understand that accidents can happen to any of us. It is easy to get so comfortable that we forget how serious our activities can be. We must never take safety for granted and think that we are invulnerable.

Macho occurs when you try to outdo your co-workers to try and make yourself look better. Do you take risks to prove you are a better pilot or driver than anyone else? Do you push the safety envelope just to impress others? Are you the pilot who departs after a large jet without waiting for the proper separation? There are many more macho attitudes on the list, but the point is this: taking risks is foolish. If you are the macho type, find another activity to express this need that doesn't put others at risk. When you take chances, you are not only jeopardizing yourself, but you are putting everyone around you at risk, too.

Resignation is when you think, “What’s the use; there is nothing I can do about it.” An example might be accepting a RADAR controller’s heading into a weather system that you are not comfortable with. You just resign yourself to the situation and fly into the weather rather than querying ATC. All you really need to do is speak up, thus putting yourself in a safer situation. So what should you do if you find yourself just giving up? You need to know that you can make a difference. Always try to be safer in everything you do. If you make a mistake, don’t give up, but try to fix the situation before it’s too late. People who care about the safety of themselves and others need to examine the decisions they make and try to understand the reasons behind the decision making process. Are you consciously putting safety first or do you suffer one of the hazardous attitudes? Each of us should routinely do a self evaluation to make sure we are acting with the proper motives. The better you understand yourself, the safer you will be.”

Reprinted from The Sentinel, Civil Air Patrol’s Safety Newsletter, November/December 2008. Author Capt.Caleb Leach

You know that indestructible black box that is used on airplanes? Do you ever wonder why don't they make the whole plane out of that stuff?



DISASTER PREPAREDNESS

by Maj. Bruce Hertelendy

1. **Driving:** Road surfaces and sometimes the drivers of other vehicles are both dangerous.

2. **Vehicle:** do you have a crash kit including road flares and triangles, shovel, reflective foul weather gear, gloves, food and water?

Do you have enough survival gear to make it thru 12-24 hours stuck in your vehicle? Remember the blizzards of a few years ago--some folks were without help for three days.

3. **Home:** Do you know where your main water and power shut-offs are? Do you have enough food and water for a week without power? You need alternate heat sources--vented to prevent Carbon Monoxide poisoning--as well as a way to cook your food.

4. **Aircrews:** do you have proper survival gear to be alive three days after you crash in rugged terrain?

When the Ground Team arrives they should be joining you at your cozy fire, not dragging you to the coroner!



*Maj. Bruce Hertelendy not only serves as Disaster Preparedness Officer for the Jeffco Squadron, but also he serves in that capacity for the Colorado Wing.
Photo by 2Lt. P.D. Sargent.*

Below: Civil Air Patrol cadets assist by distributing water to victims of the Windsor tornado last spring. In an emergency, Civil Air Patrol is ready to serve.



Photo by Maj. Bruce Hertelendy

SELF RELIANCE

When disaster strikes, First Responders rush to help, but the greatest help is what we can do for ourselves to be prepared in times of crisis.

Search and Rescue

Service in the Civil Air Patrol

Colonel Dick Sargent '57, USMCR (Ret.), works on his flight plan for mountain navigation in preparation for a flight.

Photo courtesy of Tricia Sargent

BY JOINING THE CIVIL AIR PATROL, COLONEL DICK SARGENT '57, USMCR (RET.) FOUND A WAY TO CONTINUE TO SERVE, EVEN AFTER HIS ACTIVE DUTY AND RESERVE CAREERS

“It is my hope to encourage fellow Alumni, aviator or not, to join this great organization,” said Colonel Dick Sargent '57, USMCR (Ret.). “One of my biggest regrets is that I did not join the Civil Air Patrol immediately when I retired from the Reserves.”

Colonel Sargent is not your typical 74 year old. In fact, there is nothing typical about this former Marine aviator who currently serves as a volunteer pilot with the Civil Air Patrol (CAP) in Colorado.

“Here I am at 74, in a flight suit, wearing a headset and flying an airplane,” said Colonel Sargent, who joined CAP in 2005 when he was a mere 71 years old. “There is just something in me that says, ‘answer the call of duty,’ and that never ends.”



Retired as Colonel in Marine Corps aviation, Sargent is a Lt. Colonel in CAP. This article is a reprint from USNA's Alumni magazine, *Shipmate*.



The Civil Air Patrol was founded in December 1941, in the aftermath of the Japanese attack on Pearl Harbor, by more than 150,000 citizens who were concerned about the defense of America's coastline. During World War II, CAP operated under the jurisdiction of the Army Air Forces and flew more than one-half million hours, was credited with sinking two enemy submarines and rescued hundreds of crash survivors. On 1 July 1946, President Harry Truman established CAP as a federally chartered benevolent civilian corporation. In October 2000, Congress passed a public law stating “The Civil Air Patrol is a volunteer civilian auxiliary of the Air Force when the services of the Civil Air Patrol are use by any department or agency in any branch of the federal

government. Today, CAP operates as a volunteer civilian auxiliary for the U.S. Air Force, which is responsible for all inland searches. Because of the cost effectiveness of the CAP's Cessna airplanes, as well as their ability to maneuver and fly slowly and close to the ground, CAP conducts approximately 95 percent of these searches and saves an average of 80 lives each year. CAP has nearly 57,000 members and operates 530 aircraft, one of the largest fleets of single-engine piston aircraft in the world. In addition to their work in emergency services, CAP is charged with two other primary missions—cadet programs and aerospace education. The CAP cadet program educates youth in leadership, aerospace, fitness and character development and includes nearly 22,000 members between the ages of 12 and 20. CAP's aerospace education program works to educate the community on the importance of aerospace.

“I spend a lot of time as an orientation pilot for the CAP cadets,” said Colonel Sargent, who also serves as an air operations branch director. “I’ll go up with a kid for the first time, and I’ll ask him if he’s ever flown before. When he answers ‘No sir, this is my first time,’ I’ll laugh and tell him when you walk on the moon twenty years from now, I want you to tell everyone who took you flying the first time.”

CAP also performs a number of other duties, including aerial reconnaissance for homeland security, disaster-relief support for local, state and national organizations, transport of time-sensitive medical materials and assists federal agencies in the war on drugs. The Civil Air Patrol is a nationwide organization that is divided into eight geographic regions consisting of 52 wings. Wings are made up of each of the 50 states, as well as Puerto Rico and the District of Columbia.

“The three wings that get the most activity are California, Colorado and Alaska,” said Colonel Sargent, who serves in the Colorado wing. “Obviously, it is the terrain that is a major factor in this.

Colorado's terrain features more than 74 mountain passes, the highest of which rises to 13,188 feet. This terrain can prove very challenging for small engine planes, which must remain 1,000 feet over the ground. In any rescue effort where the Civil Air Patrol is called in, time is of the essence. This couldn't be truer than with a mountain rescue, where CAP rescue teams literally race the sun. In the mountains, temperatures drop dramatically at night.

The Civil Air Patrol operates one of the largest fleets of single-engine piston aircraft in the world. The Colorado wing of the Civil Air Patrol uses Cessna 182s, because of the need for higher performance aircraft in the mountains.

This article is reprinted courtesy of the USNA Alumni Association, *Shipmate* magazine.



SANTA WAVES GOODBYE

AS SANTA WAVES OUT 2008, THE NEW YEAR RINGS IN. OUR SQUADRON COMMANDER SENDS HIS SPECIAL GOOD WISHES.

Greetings, Team Jeffco!

As we leave the holiday season and move into a brand new year, I'd like to take this opportunity to thank each of you for your contribution to our great organization and to the people we serve.

2008 has been a great year for Jeffco Squadron in many ways including our level of participation in missions and exercises and our ability to get airborne quickly and safely. And, without looking it up, I believe you afforded me the great honor of handing out nine find ribbons this past year. That, in my opinion, is where the rubber truly meets the road in this outfit.

Your dedication to our missions and the professionalism with which you pursue your duties are inspiring! Even those of us who don't leave the ground can honestly tell family, friends, and associates that we belong to a team that SAVES LIVES! Don't forget that. Don't take that lightly. And don't be ashamed to brag a little now and then.

Here's to a safe, joyous, and productive new year. May our association enjoy many more years to come!

Happy New Year, Everyone!

Sincerely,

Bob

Bob Smith, Maj
Jeffco Squadron Commander
Civil Air Patrol

Livestock Executive Works Hard for Civil Air Patrol

Maj. Gary Henderson knows good horseflesh. Not only horse flesh but also by-products that serve the livestock, university, and scientific industries.

Senior Vice President of Administration for Colorado Serum Company, Henderson is primarily responsible for comptroller and IT functions. The company manufactures animal biological products. "We maintain around 600 head of livestock on the premises," he says. That includes everything from large draft horses, sheep and goats to rabbits, chickens, geese, and guinea pigs.



Photo by 2Lt. P.D. Sargent

Maj. Gary Henderson and Family at AE Day, 2008

Henderson comes by his knowledge of horses as a matter of experience. Reared on a cattle ranch in Montana, as a youth he rode in rodeos. "Yes, he said," I rode bareback and some bull riding." In 1960, he became a professional Jockey and rode intermittently throughout the West Coast for 16 years.

Henderson served in the Air Force from 1956 to 1960 and was stationed in Kunsan Air Base K8, Korea, for thirteen months. He started pilot training in 1956 at Topeka, Kansas. He is a Certified Flight Instructor, Instrument-Rated for both land and sea and, not surprisingly, he is also a CAP pilot. A member of the Jeffco Senior Squadron since February 2003, he has served as Crew Chief and Assistant Crew Chief, as well as transport pilot, for the squadron since about 2004.

"I have been an instructor since 1971," he says. One of his special students is his daughter, Rachel. Henderson owns a Piper Arrow aircraft which is based at Rocky Mountain Metro Airport. Georgia, his wife of forty-four years was reared in Ellensburg, Washington on a ranch. "I met her while riding some race horses for her Dad," he says. She retired last year from real estate and the North Metro center for the mentally disadvantaged.

They have a son, Doug, who lives in Yakima, Washington, and a daughter, Rachel, who just recently moved to Seattle where she works in genealogy research. The Hendersons live in Westminster, CO.

THREE NEW NATIONAL OFFICERS

New Chief of Staff, Controller and Chief of Chaplain Service Confirmed

MAXWELL AIR FORCE BASE, Ala. – Three new national officers, appointed by Maj. Gen. Amy S. Courter, were confirmed by vote of the National Board on Sept. 28. The following were selected:

- **Chief of Staff: Col. Russell E. Chazell, Salina, Utah;**
- **Controller: Col. William S. Charles II, South Lyon, Michigan**
- **Chief of Chaplain Service: Lt. Col. Whitson B. Woodard, Rocklin, California**

Chazell, as national chief of staff, will direct and oversee the organization's national staff and advisors. He has been a CAP member since joining as a cadet in 1978. He has served in various command and staff positions during his CAP career, most recently as the Rocky Mountain Region commander, leading more than 3,100 CAP officers and cadets in 100 units located throughout Colorado, Idaho, Montana, Utah and Wyoming in their performance of CAP's primary missions of emergency services, cadet programs and aerospace education. He is also a qualified CAP pilot and mission observer. He received his Juris Doctor degree at Thomas M. Cooley Law School in Lansing, Mich., and is a master's degree candidate in nuclear engineering at the University of Utah, Salt Lake City.

Charles, as national controller, will assist the commander in managing the organization's financial and property assets. He has served in CAP for more than 30 years, taking on a variety of leadership roles, including Great Lakes Region commander from 1999 to 2003 and national inspector general from 2003 to 2006. Most recently, he served as the national equal opportunity officer responsible for compliance issues concerning CAP, Air Force and Department of Defense regulations and policies related to nondiscrimination. Before joining CAP, he served with distinction during the Vietnam War as a member of the U.S. Air Force, earning the Air Force Commendation Medal. After 19 years of service as a police officer, Charles retired from the Novi, Mich., police department in 1993.

Woodard, as chief of CAP's Chaplain Service, will guide and support the efforts of CAP's 900 chaplain service personnel nationwide. He joined CAP as a Florida Wing cadet in 1954 before active duty service in the U.S. Air Force. He was appointed to CAP's Chaplain Service in 1967, and he served in a variety of capacities before his most recent assignment as Pacific Region chaplain. He has more than 12 years' experience as a law enforcement chaplain, senior chaplain, training officer and administrator. He earned the prestigious Master Chaplain diploma from the International Conference of Police Chaplains. As the California Wing liaison officer for assistance to active duty chaplains at Travis AFB for several years, he earned praise from the Air Force for his participation in Operation Enduring Freedom. Woodard served as chaplain to an Army Reserve unit when its assigned chaplain was deployed to Germany and provided chaplain services for the Army Signal Corps High Tech Training Facility in Sacramento, Calif.

HELP, HELP, HELP!

VOLUNTEER YOUR HELP NOW!

STAFF POSITION OPENINGS

Personnel
Communications
Information Technology, Assistant
Alerting Officer
Recruiting and Retention

NOW FILLED

Mentoring Coordinator: 2Lt. Ed Hult
Operations: Capt. Bob Mahacek, assisted by
2Lt John Nordma

Contact Maj. Bob Smith jeffcocap@comcast.net

This Month's Contributors

Many thanks for photos from

*2Lt. Arif Gezalov
2Lt. Dick Revette
Maj. Bruce Hertelendy*



2LT. TRICIA SARGENT

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

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

BIRTHDAYS



JERALD CUNNINGHAM
ROBERT GAMBER
PAUL LUTHY
FRED MC FARLAND
LYNN NEWMAN
JOHN NORDMAN
FAIRFAX O'RILEY
BRIAN OLSON

DEREK ASLAKSON
SCOTT A. TIPPET

