



CIVIL AIR PATROL
NEW MEXICO WING

Cactus Courier

COMMANDER'S CORNER

By Lt Col Frank A. Buethe, NMWGCC

Each year the US Air Force appropriates a certain amount of money for CAP National's use (training funds, aircraft maintenance, etc.), but those funds do not cover all CAP programs. Thus CAP has unfunded programs that must be funded from other sources—which brings me to this month's topic: Fundraising!

Both wing and individual squadrons need to have an ongoing fundraising program to supplement whatever funds wing receives from National Headquarters. Units never have enough money to cover total expenses of their programs. You have heard again and again about plans to cover flying expenses, possible reimbursements to cover cadet activities such as DDR funds, and our

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NM Wing cadet takes part in Civic Leadership Academy

Reported by 1st Lt Craig Degenhardt, PAO -
Eagle Composite Squadron



Cadet/Lt Col Kaycee Gilbert

Photo by 1st Lt Craig Degenhardt

MAXWELL AFB, Ala. — Thirty-two of Civil Air Patrol's top cadets were in Washington, D.C. during the week of Mar. 6 for

CAP's first national Civic Leadership Academy.

The cadets were selected from CAP squadrons throughout the nation, based on their records of leadership and their experience in CAP's mission areas, including community service, aerospace education and emergency services. Cadet/Lt Col Kaycee Gilbert from Estancia, New Mexico attended the leadership academy. She is a member of the Eagle Composite Squadron in Albuquerque, New Mexico.

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ATTENTION ALL NM WING PILOTS

From the keyboard of the
Wing Commander

Not to beat a dead horse (but there isn't a horse so dead it can't be beat some more), but please ensure you understand the ramifications and implications of the USAF assigned mission issue.

1. Only the following CAP missions meet legal requirements for an Air Force assigned mission:

- a. SAR missions issued by AFRCC (A1)
- b. Disaster relief missions issued by AFNSEP (A2)
- c. Missions approved by AF through CAP National Operations Center (A3, A4, A18, B9, B10, B11, B13, B14, B18, B99, 911T).
- d. Training missions approved by CAP-USAF LR on CAP Form 10 (A5 except 911T, A7)
- e. AFROTC orientation flights approved by CAP-USAF State Director (A6)
- f. MP proficiency flights and other training on a WRITTEN training schedule approved by CAP-USAF State Director (B12, B17).

2. All other flights (B8, B15, B16) will be flown as corporate missions.

The significance of this is that corporate missions do not provide FECA or FTCA coverage. The only injury or death benefits available to CAP members are corporate benefits discussed in CAPR 900-5, namely \$10,000 death benefit and up to \$6,000 medical expenses (less \$50 deductible). If a non-member's property is damaged or a non-member is injured during a corporate mission, CAP's corporate liability insurance will cover CAP and the member in the event a lawsuit is filed against CAP or the member.

Bottom line is that ALL missions must be requested through the NOC unless directed otherwise, and any mission not receiving AF approval through the NOC will be a corporate mission.

In SWR we can fly all missions under the above understandings and procedures as long as individual pilots understand the above instructions and the associated liability, injury, and property damage insurance coverages.

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UNIFORM WEAR GUIDANCE

From the keyboard of the Commander

To reduce the confusion over uniform regulations, and to provide consistency until CAPR 39-1 is finally approved (approval delay is due to minor corrections in the regulation such as matching the picture with the descriptions and a final decision on grooming standards for the CAP distinctive uniform) guidance for the New Mexico Wing is as follows:

Wear your uniform in accordance with the DRAFT

CAPR 39-1 (because it will eventually become the regulation). If you do not have the new accoutrements (e.g. the new command patch) they can be ordered from CAPMART and I encourage you to do so. Until you receive the new accoutrements wear the uniform in accordance with the existing CAPR 39-1.

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TWO PROMOTIONS TO LT COL

In a ceremony at held at the Gallup Airport on Thursday, 18 March 2004, Richard Herlocker was promoted to the grade of Lt Col. His promotion to LtCol is the culmination of over 50 years of service in the CAP starting as a Cadet in 1951 and then as a senior starting in 1957. LtCol Herlocker is also a Master Communicator and has attended many of the major training events that are offered for Seniors.

At the NM Wing Staff meeting in March, David Gottheimer was also promoted to the rank of Lt Col. A familiar face in NM Wing, Lt Col Gottheimer looked surprised as NM Wing Vice Commander Lt Col Ric Himebrook asked him to step to the front of the room. With a short explanation of "paperwork" Himebrook proceeded to present a new membership card reflecting the rank change for Gottheimer. Then, Himebrook noted Gottheimer had something wrong with his uniform and pinned on Lt Col Gottheimer's new epaulets reflecting the new rank. It's hard to catch Gottheimer at a loss for words but in this instance all he could do was grin and blush.

Congratulations to both of these fine CAP officers!

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ONLINE CD COURSES NOW AVAILABLE

Online National Counterdrug Orientation and Refresher Training Courses are once again available on the National website. Effective 1 March 2004, the online National Counterdrug Orientation and Refresher Training courses are again available to CAP counterdrug members and CAP-USAF personnel. Access to these online courses is restricted to only qualified CD members and those CAP members who have successfully completed the counterdrug screening process and are waiting to complete the National Counterdrug Orientation Training course.

In order to access the courses, click on the Members button on the top of the National CAP web site - www.cap.gov. You will see a dropdown menu listing a number of subordinate web pages. Click on the button labeled Counterdrug. On the right-hand side of the Counterdrug Operations web page you will see a link that reads "Counterdrug Online Orientation and Refresher Training Courses". Select it and the online program will be opened. The member will be required to enter their CAP ID number to gain access to the programs. The HQ CAP Chief, Confidential Screening has activated all the CAP ID numbers that are allowed access to the online National Counterdrug Orientation and Refresher Training courses. CAP-USAF reservists and state directors have been issued a CAP ID number. HQ CAP Chief, Confidential Screening has sent a list of these CAP ID numbers to the appropriate CAP-USAF liaison region office. In a separate correspondence, CAP-USAF/XO will send active-duty

CAP-USAF personnel their code to enter as a CAP ID number to gain access to the courses.

The following computer specifications are recommended to view the programs: Windows 98 NT, ME, 2000 or XP Pentium II 450 or higher 128 MB Ram or higher 56K Modem High-speed Internet for full audio programs Explorer 6.0 preferred The program does not work with Netscape Internet browser and Internet "Cookies" must be enabled.

At the completion of the course, an email is automatically sent to HQ CAP Chief, Confidential Screening with notification that the member has completed the course. The master database will be updated and the information sent to the appropriate region Counterdrug Director (CDD) or wing Counterdrug Officer (CDO). CAPF 101 CD cards will be made for new CD members and sent to their wing/region as appropriate to be issued to the member. Current CD members have access to both the National Counterdrug Orientation and Refresher Training courses. The courses will be available for a two-month period (Mar – Apr) and will not be available again until September 2004.

If you have any questions, please direct them to 1Lt Ralph Meyerheim by email at remeyerheim@email.msn.com or by calling him at 505-898-3373. JOHN W. DESMARAIS, Sr. Chief, Operations Support

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SENIOR TRAINING OPPORTUNITIES

New Mexico Wing will hold its semi-annual Aircrew Course on 26-27 June. The training will be held at NM Wing Headquarters

on Kirtland Air Force Base. ALL pilots are required to go through the CAP scanner training. Many pilots choose to take this two-day course rather than the AFIADL correspondence course available through the Air University. Details of the course will be released closer to the date by ES Director Capt David Simonson.

The SWR Staff College is another outstanding senior training opportunity that is to be held right in our own back yard! Beginning on 17 July the week-long training will be taught by NCO instructors at the NCO Academy at Kirtland Air Force Base. Cost of the training is \$90, which includes a dining-out banquet at the end of the week. Details of the **SWRSC is available on the web** at <http://swrsc.swr.cap.gov> **Deadline for application is 15 June.** For more information contact NM Wing Professional Development Director Col Dennis Manzanares by email at taosatty@quixnet.net or call him at 505-758-8660.

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COMMANDER'S CORNER

(Continued from page 1)

Financial Officer's laments about wing's financial status. The wing and squadrons face the same situation as does National Headquarters, that is, appropriated money does not cover all our expenses. Therefore, fundraising has to be a regular part of our operations.

CAPR 173-4, *Fund Raising/Donations*, covers the procedures for raising funds at the subordinate unit level. Local unit fund raising activities are listed, as are the prohibited fund raising activities. The basic rules for fund raising activities are:

Units must obtain prior written approval from the wing commander before initiating a fund raising project. Fund raising activities are limited to solicitations within New Mexico Wing. Fund raising activities cannot violate local laws or ordinances. If a permit or license is required for the fund raising activity the unit commander must make sure it is obtained. Prohibited activities listed in CAPR 173-4 are not allowed.

Units are strongly urged to do fund raising activities to provide unit funds to cover such things as cadet expenses during cadet activities; scholarships for wing, region and national cadet activities; squadron and cadet equipment; cadet uniforms; school and training course fees; and awards and decorations.

Civil Air Patrol units can rightfully claim to use donated funds in the best way possible—building future leaders and citizens through cadet activities. Let's build on that "biggest bang for the buck" idea just like similar organizations (Boy Scouts, Girl Scouts, Salvation Army, Red Cross, etc.) do. We need not be apologetic in raising donated funds—the monies are well spent. Review CAPR 173-4 and begin a fund raising program now!

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GILBERT TO D.C.

(Continued from page 1)

The cadets were headquartered at Hilton Crystal City during the week, and divided their time among class sessions, presentations from all branches of government, visited significant sites in the Washington D.C. area, and team projects.

Among their topics were:

- Persuasive leadership (How do political leaders build consensus?)
- Federal government (What are the roles of the three branches of government? How do press, lobbyists, and civil service relate to the government?)
- American heritage (What do our nation's memorials tell us about America?)
- Careers in public service (How should cadets prepare for public service careers?)

During the academy, the cadets visited the U.S. Capitol, the Supreme Court, the Air & Space Museum, Arlington National Cemetery, and the U.S. State Dept. Among their speakers were Lt. Gen. Charles Searock, an Air Force retiree who is currently with the CAP New Jersey Wing, staff from the *Washington Post*, and representatives from all branches of government.

The Academy culminated with CAP's annual Legislative Day, during which CAP commanders from throughout the country visited personally with their states' lawmakers on the Hill. The cadets assisted in these visits and participated in the discussions. "We believe the Civic Leadership Academy will be an effective way to instill in our cadets a sense of civic responsibility," said Maj. Gen. Richard Bowling, CAP national commander. "This is a unique chance for them to spend time in our nation's capital, see our political processes up close, and talk with the lawmakers who are influencing our country's future. We expect this to be one of CAP's most educational and popular programs."

Cadet/Lt Col Kaycee Gilbert met with all 3 New Mexico representatives and Senator Bingaman. She said the high point of the academy was the

guided tour of the Central Intelligence Agency Headquarters. When asked what her impression of the Academy was she replied "Cadets should definitely go to Civic Leadership Academy, it's lots of fun! It will make High School government classes much easier"

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MIDDLE SCHOOL INITIATIVE

By SM Joseph V. Traina

A number of you may be wondering what is the Middle School Initiative? The MSI is an innovative attempt to reach the youth of America in a way that teaches leadership, aerospace education, respect, manners and accountability while developing their potential as tomorrow's leaders. MSI maintains the same standards as the regular CAP Cadet Program. It is a part of the CAP Drug Demand Reduction Program.

The first CAP sponsored middle school program in the nation was formed here in New Mexico in 1994 at Wilson Middle School in Albuquerque. Sixteen of the student cadets earned 4-year scholarships to New Mexico Military Institute. Prior to this, no student from Wilson Middle School had ever been admitted to NMMI.

This past Fall, a new Group, SWR-NM-800, was formed by the New Mexico Wing. Its Commander is Lt Col Claude G. Luisada and he is supported by Senior Members Robert L. Will and Joseph V. Traina. School Squadron Commanders and Flight Leaders report to the MSI Group Commander on the progress of their cadet students. The MSI Group's mission is to obtain funding, to enroll as many schools as possible and to provide instructors and lecturers in the class-

rooms. The Air Force and Army National Guard Units are providing monetary and manpower support in the schools as part of their Drug Demand Reduction Programs.

At present the following schools have been chartered or are in the process of being chartered by CAP National Headquarters:

- Van Buren MS, Albuquerque
- James Monroe MS, Albuquerque
- San Felipe Pueblo MS
- Sierra MS, Las Cruces
- John F. Kennedy MS, Gallup

As the students move up in grade there is a need for additional instructors. If you wish to volunteer your time to educate our youth and to help prevent drug dependence, then contact Lt Col Luisada at:

cluisada@msn.com

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Mini Encampment Held at Gallup

Over 30 brave cadets from Farmington and Gallup took on old man winter to attend a mini-encampment near Gallup over the weekend of February 27-29. In addition to the cadets, over 15 senior members from both squadrons were present at various times over the two-day event.

According to Gallup Composite Squadron Commander 1Lt Jim Stephens, "It snowed on us off and on over the entire weekend. When we got to Kamp Kiwanis Friday night, it was raining. When we left on Sunday, there was more than 6 inches of snow everywhere." Stephens said, "The Cadets were very tired after the weekend. I was amazed that they actually liked mess duty and walking fire watch!"

The main purpose of the event was cadet advancement. Gallup had five cadets and Farmington had two cadets who earned their Curry awards. There were also three Gallup cadets who earned their Mary Feik awards and four cadets who are preparing to earn their Wright Brothers Awards. In the new and improved Cadet Program awards ladder, the Wright Brothers award is the new "mini-Mitchell" award that cadets earn as they enter the NCO ranks.

There were also secondary purposes for the weekend outing. The primary purpose was to get all the squadron members to get to know each other better. Lt Stephens said, "...for most of us, we only see each other for a few hours a week during meetings and don't see each other much during our non-CAP time. Having an event like this allows our members to learn to work together in a fun setting so that we can bring this deeper knowledge of each other and the concept of 'Teamwork' into play once we expand our program into Emergency services and Homeland security and flight programs. It also allows our cadets to interact with cadets from other squadrons.

Included in the cadet-training portion of the weekend were participants working on their Aerospace Education Module 2. There were also several "break-out" groups where Cadets went over Leadership subjects. As an added feature to the weekend, Gallup's 1LT Gene Martinez conducted an extra Aerospace Education Exercise as part of Gallup Aerospace Education program. The presentation included making rubber band powered, hand launched foam rockets

and using those rockets to play "Rocket Golf" in the snow on Sunday!

If all that wasn't enough, concurrently with all the cadet activities that were taking place, a Level 1 and CPPT class for seniors was also held for eight senior members from both squadrons. Four seniors from Farmington also took and passed their Yeager test.

The food was prepared by the "unofficially-official" Gallup CAP Food Service Unit. The Special Project's Officer was S/M Tera Selleck who was assisted by S/M Paige Terhune of Farmington. The official "cooks" worked L - O - N - G hours and were also assisted by various other seniors and their families over the weekend. Lt Stephens said, "With no mass feeding training or experience, the food was EXCELLENT!" He concluded, "All in all, I am very pleased with what we accomplished over the weekend. All of the seniors involved did a truly outstanding job and I am proud of them all. We accomplished A LOT and had a great time doing it." In addition to the food service team, other key members in the organization and execution of the weekend were 1Lt Jim Hoy, Capt Dean Trombley both of Gallup Composite Squadron. With the exceptions of two cut fingers requiring only a Band-Aid, there were no injuries or accidents.

Everyone who attended, reported that they had an absolutely wonderful time and plans are already in the works for the next "CAP-a-thon." The location is yet to be determined.

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Life is ten percent what you make it, and ninety percent how you take it.

Irving Berlin

Taildraggers Can Teach Us Something, Even If We Don't Fly One

By Capt John Lorenz

Most of the early pusher-type Wright and Curtiss aircraft had tricycle landing gear, but the weight and complexity of a steerable nose wheel duct-taped somehow to the engine mount became undesirable once the more practical tractor configuration became common. "Conventional" tailwheel landing gear was therefore the norm for general aviation from before World War I until the user-friendly, tricycle-gear Piper Tri-Pacer and Cessna 172 and their successors were introduced in the late 1950's.

Pilots apparently flew these general aviation taildraggers safely enough during that time: I don't know of any statistics showing that accident rates were higher then than they are now due to differences in landing gear configurations. So why does it now typically take as long to transition pilots to a tailwheel aircraft as it would to solo them in a taildragger from the start? Why do insurance companies charge higher premiums for aircraft with conventional gear, suggesting that they believe these aircraft now pose higher risks? Although flying taildraggers is often thought of in terms of significantly different techniques ("wheel landings," "three-point landings," etc.), in essence these are only the same techniques needed to fly tricycle-gear aircraft with precision. Ahhhh, maybe that's a key to the answer: "**precision.**"

Take the airborne turn: you'd think it would be hard to screw up what seems to be a relatively simple maneuver, but never underestimate a pilot. Airplanes develop adverse yaw

when initiating a turn since the down aileron on the raised wing drags more heavily than its companion on the other wing, yawing the raised wing backwards and opposite to the desired direction of turn. Adverse yaw has been minimized in newer designs by the use of aileron-rudder interconnections and differential aileron deflection, so yaw isn't as apparent in these aircraft as it is in less sophisticated designs, but it is still present and should be corrected with the rudder. However, because yaw is minimized in the newer designs, we can, and therefore we regularly do, make aileron-only turns, our feet either barely or not at all moving on the rudder pedals, or, equally common, moving but out of synch with the ailerons. The only penalty is an uncoordinated turn, safe enough except at low airspeeds but not a sign of finesse. Because it's do-able, and because it's not usually dangerous, there is little incentive for the pilot to develop better technique with the rudder. In contrast, turns without proper rudder input in the older designs of most taildraggers are so obviously squirrely that passengers object strenuously and the pilot quickly develops decent turn coordination if only in self-defense.

Then consider a more demanding maneuver: landing. No matter which type of airplane is being flown, a pilot should eliminate all sideways drift and all crab before landing. But there is little consequence in a tricycle-gear aircraft if the touchdown isn't perfect because of the self-aligning tendency of that configuration. If the touchdown is imprecise, the pilot usually isn't even aware of the sideways tug in the seat of the

pants or of having to hit a bit of rudder to steer the aircraft back along the centerline. Because the consequences are minimal, these clues that indicate uncorrected minor drift and/or slight mis-alignment are below the pilot's threshold of awareness.

A tailwheel aircraft, however, *demand*s precision in correction for both lateral drift and alignment at touchdown because otherwise contact with the runway sets the pilot up for an uncomfortable and probably destructive ground loop. A lateral tug in the seat of the pants and a need to tap the rudder at touchdown are not to be ignored: the consequences are immediate and severe. Rather, the sweaty-palmed pilot eagerly learns how to *prevent* these because that is so much less exciting than *correcting* them.

Moreover, the better landings in tricycle gear aircraft for most conditions are full-stall landings, touching mainwheels first and only letting the weaker nose wheel touch gently afterwards, which is essentially the same as a three-point landing in a taildragger. Although landing flat in a tri-gear airplane (touching all three wheels at once) lacks finesse, it is usually do-able, whereas landing flat in a taildragger can produce some very unpleasant porpoising if not done exactly right as a wheel landing.

The apparent lack of higher accident rates back when most aircraft had tailwheels may be because pilots had both a heightened awareness and greater precision in their mundane, daily flight operations. The aircraft were demanding, yes, but the pilot skill levels were commensurately higher. However, a tailwheel skill level can be

learned and practiced in our tricycle-gear aircraft: we should not let ourselves be as sloppy as the equipment allows. Keep the ball centered rolling into, during, and recovering from turns; touch down with the stall warning buzzing or blinking; maintain exact alignment with the runway centerline throughout the landing. Precision flying is rewarding: it's safer, easier on the aircraft, and gentler on passengers.

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Safety

By Lt Col Jim Quick, NMWGSO

I've recently been asked to fill Larry Harrah's position as your Wing Safety Officer. Larry has been the Wing Safety Officer for many years, and deserves our thanks and recognition for all the fine volunteer work he's done for us.

During the last few months I've been able to accompany Col Buethe as he makes the rounds visiting CAP units throughout New Mexico. This has been a rewarding experience for me, as I've gotten to meet a lot of people who are dedicated and work hard to sustain and maintain our mission. I'll continue this visitation schedule until I've visited all of our units so that I can meet all of you and see where I can be of assistance in furthering your safety programs.

I've been associated with safety management for many years, and have my own safety consulting company. The focus of my work is the elimination of accidents by identifying and correcting at-risk human performance. As I've often said, if we could eliminate people from the workplace, there wouldn't be any accidents. Obviously this

won't work, so we'll simply have to identify at-risk behavior, and manage it. That's what I do.

Why do we care about safety? Can't we simply accept our losses and press on with whatever we're doing? Let's discuss this notion a little.

If you look up Safety in your dictionary, you'll find it variously described as a condition, or state, in which risk is managed. If you're safe, you don't have accidents. Why is this important? For three reasons: money, legal and moral.

Legal: We are legally required by OSHA and CAP to have a safety program. Is this motivating? My observation is that just because CAP or any other agency mandates safety doesn't mean we'll have a good program. Rather, we'll have a compliant one, i.e., one that does the reports, surveys, and other elements that are mandated by regulation. After we "comply," we may not have the time or motivation to really go out and prevent mishaps.

Money: We do safety to preserve assets and prevent injuries, because accidents cost a lot of money and time. The monetary element of why we do safety is not particularly motivating, although important. We certainly don't have an unlimited supply of equipment and people, so from a financial point of view, it makes sense to preserve what we've got.

Moral: Lastly, and most importantly, the moral element of why we do safety is the prime motivator for all of us. We need to take care of our people. If we prevent accidents and manage risk, then we'll be taking care of our people. Simply stated, we do safety because it's how we take care of our people. It's the right thing to do. That's what motivates me.

We still have to do all of the administrative stuff demanded by CAP, but there may be some news on the horizon. National is looking at ways to eliminate some of the paperwork requirements in CAP safety management. More on this after Col Buethe gets back from National in a couple of weeks. I've asked him to talk to CAP Safety and see if we can't eliminate some of the workload and get back to risk management.

On that theme, I'll be asking you to work with me in implementing risk management over the next few months. I'll try to provide you with the tools that will help you in this effort. It's really the way to "do" safety so that we can achieve our goal of zero accidents. Please feel free to contact me at 505-275-0867, or jquick1@earthlink.net. See you all soon.

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GAS CANS CONTRIBUTE TO FIRE DANGER

In a NM Wing Newsletter Safety Bulletin, Col Larry Harrah reminded us about "how to" safely put gasoline in gas cans. Too bad Gabriel Valdez, 31, of Farmington didn't get the newsletter. Valdez was severely burned during just such an accident recently and a local gas station was destroyed in the fire.

According to the Farmington Daily Times newspaper the cause of the accident was "static electricity". Fire officials said static electricity was formed when the gas pump nozzle created friction with the spout of the Jerry can that Valdez was attempting to fill. The static electricity, combined with windy conditions and a plastic truck bed lining, caused Valdez' pickup to be consumed by

flames in only a few seconds. Fire Marshal Herb Veazey said the fire was "a classic case" of what can happen when a gas can is not grounded. He said all cans need to be **on the ground** when they are being refueled. "If you don't have the can sitting on the ground, the gas flowing out of the nozzle will create a static charge, especially in the winter. It doesn't matter if the flat bed has a plastic lining or not."

According to the Fowler Associates, Inc., a consortium of electrostatics experts, most gasoline container refueling fires caused by static electricity occur when a container is not refueled on the ground but in the back of a pickup truck, the trunk of a car or the step of a van. Fowler Associates urge people to be aware at the gas pumps. A few simple rules the FAI suggests include:

- Do not allow children to refuel a vehicle or container.
 - Refuel vehicles and containers slowly.
 - Refuel vehicles only on the ground.
 - Keep the nozzle in contact with the container or vehicle at all times.
 - Each time you exit the vehicle or approach the fuel dispensing pump, discharge your static by touching the metal parts of the car or pump away from the nozzle area.
 - Do not use the auto-latch feature of a nozzle if available.
 - Stay there with your hand on the nozzle.
 - Do not get back in the vehicle during refueling.
- Simple rules. Wanna' bet Gabriel Valdez wishes he had followed them?

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Life is change. Growth is optional. Choose wisely.

- Karen Kaiser Clark

BE AWARE OF THIS NEW SCHEME - BE SAFE

Imagine: You walk across the parking lot, unlock your car and get inside. Then you lock all your doors, start the engine and shift into REVERSE. Habit!

You look into the rear-view window to back out of your parking space and you notice a piece of paper -- perhaps some sort of advertisement stuck to your rear window. So, you shift into PARK, unlock your doors and jump out of your vehicle to remove that paper (or whatever it is) that is obstructing your view. When you reach the back of your car, that is when the car-jackers jump out of no where ... jump into your car and take off - your engine was running, your purse is in the car, and they practically mow you down as they speed off in your car.

Just drive away and remove the paper that is stuck to your window later. NO PIECE OF PAPER is worth your car, your purse OR possibly your life! Think it can't happen to you? That's probably what all those other drivers in Albuquerque thought recently. Don't become a statistic!

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AMERICA'S 50-YEAR LOVE AFFAIR WITH WD-40

The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was intended to find a "Water Displacement" compound. They were successful with the 40th formulation, thus WD-40.

The Corvair Company bought it in bulk to protect their Atlas

missile parts. The workers were so pleased with the product, they began smuggling it out to use at home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history.

It is a carefully guarded recipe known only to four people. Only one of them is the "brew master." There are about 2.5 million gallons manufactured each year. It gets its distinctive smell from a fragrance that is added. There is nothing in WD-40 that could hurt you.

Here are some of the uses:
Protects silver from tarnishing
Cleans and lubricates guitar strings
Gets oil spots off concrete driveways
Gives floors that 'just-waxed' sheen without making them slippery
Keep flies off cows
Restores and cleans chalkboards
Removes lipstick stains
Loosens stubborn zippers
Untangles jewelry chains
Removes stains from stainless steel sinks
Removes dirt and grime from the barbecue grill
Keeps ceramic/terra cotta garden pots from oxidizing
Removes tomato stains from clothing
Keeps glass shower doors free of water spots
Camouflages scratches in ceramic and marble floors
Keeps scissors working smoothly
Lubricates noisy door hinges on vehicles and in homes
Gives a children's play gym slide a shine for a super fast slide
Rids rocking chairs and swings of squeaky noises
Lubricates tracks in sticking home windows and makes them easier to open
Spraying an umbrella stem makes it easier to open and close
Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers
Restores and cleans roof racks on vehicles

Lubricates and stops squeaks in electric fans
Lubricates wheel sprockets on tricycles, bicycles and wheelbarrows for easy handling
Lubricates fan belts on washers and dryers and keeps them running smoothly
Keeps rust from forming on saws, saw blades, and other tools
Removes splattered grease on stoves
Keeps bathroom mirror from fogging
Removes all traces of duct tape

In celebration of their 50th year, the company conducted a contest to learn the favorite uses of it's customers and fan club members, (Yes, there actually is a WD-40 Fan Club). They compiled the information to identify the favorite use in each of the 50 states. Georgia and Alabama found the favorite use in both states was that it "penetrates stuck bolts, lug nuts, and hose ends." Florida's favorite use was "cleans and removes lovebugs from car grills and bumpers." California's favorite use was penetrating the corroded bolts on the Golden Gate Bridge. In the State of New York WD-40 protects the Statue of Liberty from the elements. No wonder they've had 50 successful years!

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The Piano

Wishing to encourage her young son's progress on the piano, a mother took her boy to a Paderewski concert. After they were seated, the mother spotted a long time friend in the audience and walked down the aisle to greet her. Seizing the opportunity to explore the wonders of the concert hall, the little boy rose and eventually explored his way through a door marked "NO ADMITTANCE."

When the house lights dimmed and the concert was

about to begin, the mother returned to her seat and discovered that the child was missing. Suddenly, the curtains parted and spotlights focused on the impressive Steinway piano on the stage. In horror, the mother saw her little boy was sitting at the keyboard, innocently picking out "Twinkle, Twinkle Little Star."

At that moment, the great piano master made his entrance, quickly moved to the piano, and whispered in the boy's ear, "Don't quit. Keep playing." Then leaning over, Paderewski reached down with his left hand and began filling in a bass part. Soon his right arm reached around to the other side of the child and he added a running obbligato. Together, the old master and the young novice transformed a frightening situation into a wonderfully creative experience. The audience was so mesmerized that they couldn't recall what else the great master played. Only the classic "Twinkle, Twinkle Little Star."

What we can accomplish on our own sometimes is hardly noteworthy. We try our best, but the results aren't exactly graceful flowing music. Paderewski did not start out as a master pianist --- what makes us think we can simply "begin" and be the master of any feat? We must often remind ourselves, "Don't quit. Keep playing." We must continually try to do our best and simply never, never, never give up!

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- TO MAKE YOU SMILE -

A lady was picking through the frozen turkeys at the grocery store, but couldn't find one big enough for her family. She asked a stock boy, "Do these

turkeys get any bigger?" The stock boy replied, "No ma'am, they're dead."

A truck driver was driving along on the freeway. A sign comes up that reads "low bridge ahead." Before he knows it the bridge is right ahead of him and he gets stuck under the bridge. Cars are backed up for miles. Finally, a police car comes up. The cop gets out of his car and walks around to the truck driver, puts his hands on his hips and says, "Got stuck, huh?" The truck driver says, "No, I was delivering this bridge and ran out of gas."

"Flight 2341, for noise abatement turn right 45 degrees." "But Center, we are at 35,000 feet. How much noise can we make up here?" "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."

In a famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet? The pilot (obviously a sled driver) responded, "We don't plan to go up to it; we plan to go down to it." He was cleared immediately.

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NEW MEXICO WING CALENDAR

- **ALWAYS subject to change -**
Col Dennis Manzanares is the OFFICIAL keeper of the NM Wing Calendar. If you have changes, additions or cancellations please send them to him at taosatty@quixnet.net

April

CD Online during March & April to renew
1-4 SWR Cadet Competition - KAFB
2-4 NMWg Joint Trng Exer-USCG Aux -
Elephant Butte
10 NMWg Staff Mtg & CC Call- Wing HQ
16-19 SAR/DR/HLS Exer- Gallup
19-22 SWR Chaplain Staff College

May

8 NMWg Staff Mtg & CC Call- Wing HQ
14-17 SAR/DR/HLS Exercise- Farmington

June

5-6 SWLR Monitored Exercise - Roswell
12 NMWg Staff Mtg & CC Call-Wing HQ
18-21 SAR/DR/HLS Exercise-Belen
26-27NMWg Aircrew Course-Wing HQ

July

10 NMWg Staff Mtg & CC Call-Wing HQ
17-24 SWR Staff College-KAFB
23-26 SAR/DR/HLS Exercise-Santa Fe
24-31NMWG Cadet Encampment-KAFB

August

14 NMWg Staff Mtg & CC Call- Wing HQ
19-21 National Boards -Tampa FL
20-23 SAR/DR/HLS Exercise-Taos

September

11 NMWg Staff Mtg & CC Call-Wing HQ
17-20 SAR/DR/HLS Exercise - Belen
24-26 SWR Conference- TBD

October

9 NMWg Staff Mtg & CC Call-Wing HQ
22-24 NM Wg Conference -Albuquerque

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This is the final edition of the Cactus Courier edited and published by Lt Col Sharon Lane. There simply isn't anything left to say except, in the famous word of Capt David McClard of Los Alamos, --- Adios!

G'Day