

CIVIL AIR PATROL
NEW MEXICO WING

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COMMANDER'S CORNER

By Col Frank A. Buethe, Wing CC

The words *care*, *custody*, and *control* when applied to a corporate asset are filled with meaning and responsibility. Squadrons are assigned corporate assets, primarily aircraft and vehicles, and sometimes less expensive equipment so they can successfully accomplish assigned missions. Let's look at those words a bit more closely.

Care, according to the dictionary means, "to give care or to be concerned about." But *care* when we use the term in connection with a corporate asset includes properly maintaining the asset, keeping it clean, ensuring it is operationally ready to perform missions, that it is repaired if necessary to return it to its operationally functional condition. That places a much larger responsibility on the part of a squadron and its members to care for an asset than just "to be concerned about" the particular asset.

Custody, from a dictionary's point of view, means, "immediate care or charge." To us in CAP it also means all the record keeping and paperwork associated with transferring, maintaining, and flying or driving aircraft or vehicles. Keeping those records is sometimes drudgery, but those records determine when an asset will be replaced and point out corrective action to be taken to improve performance or longevity. Without those records we could never justify replacing an asset whose useful life is past or what to do to keep the asset mission capable.

Control means, "to exercise restraining or directing influence over." More simply at

the squadron or wing level that means deciding how the asset is to be used, who flies or drives it and under what circumstances, where it is located, and when it is to be relocated or replaced.

For our purposes throughout the wing these simple words carry a high degree of responsibility for each and every one of us. All of us, New Mexico wing members, are ultimately the people who *care* for, have *custody* of, and *control* our assets—not some amorphous "they." We each bear part of the responsibility to treat our assets in the best way possible so they will always be mission ready and are used in the most effective and efficient way possible. That's a BIG responsibility for all of us. Let us rise to the occasion!



SQUADRON IN THE SPOTLIGHT

A New Feature In the Courier

The Roswell Squadron was formed in 1999 with approximately eight members from the Roswell area. To date the squadron has twenty senior members and no cadets. The program's new commander, Lt Brian Powell, would like to initiate the CAP Middle School Initiative and establish a cadet program in the area along with trying to boost membership. Lt Powell feels CAP is a great program for the Community of Roswell. Powell said, "I have a lot to learn and I am excited about the task of leading the Roswell Squadron into the future!"

This youthful squadron has an aircraft assigned to it. The aircraft and meeting area are located at the Roswell airport, home of the former Walker Air Force Base, which is about ten miles south of the center of the

city. Members meet on the third Tuesday of the month at 7:00 pm. They will host a SAREX in this month and look forward to showing off their facility and ability to rise to a SAR task exercise.

Walker AFB has historical significance because military aircraft were built there during World War II. The modern day airport is truly a sight to behold. "Heavies" surround the giant airstrip, which is also the third choice for space shuttle landings. The airport has become a sanctuary for commercial aircraft that are "mothballed" for the time being. Along with the campus of ENMU-R and the International Law Enforcement Academy training facility, there is also a commercial aircraft retrofit facility and bus manufacturing plant located on former airbase. Pilots have commented "Roswell is definitely an interesting place to fly into. Just trying to get to the FBO is a mysterious adventure because, once you land, the only thing you can see are airplanes!"



DDR ADMINISTRATOR NEEDED IN WING

By Col Frank Buethe, NM Wing CC

The wing needs someone to assume the duties of Drug Demand Reduction Administrator. This is an important wing staff position for several reasons:

1. It can generate significant funds for the wing's cadet and other programs.
2. It is a significant mission for the wing to participate in which flows from USAF to CAP NHQ to individual wings.
3. It is a source of funding for cadet programs, memberships, equipment, and wing, region, national activities that

the wing may not be able to fund otherwise.

4. It is a major item the wing must cover for the up-coming Wing Compliance Inspection.

Duties of the position include submitting a request for funding plan for the coming fiscal year in August, submitting a year end report (September) that requests reimbursement funds for the programs itemized in the request for funding plan. It also includes gathering the receipts and other documentation from squadrons to substantiate the request for reimbursement, maintaining the appropriate records and making contacts with other DDR personnel.

Because this program is so important for cadet activities ideally the DDRA for the wing would be someone with a high degree of interest in the Cadet Program. The individual does not have to live in Albuquerque.

Please discuss and support this position with members of your squadron, encouraging someone to assume the duties of the DDR Administrator for New Mexico. Squadron Commanders, I would appreciate your recommending that person to me at your earliest opportunity. If you or your recommended person needs additional information please contact me by email at Frank.Buethe@kirtland.af.mil or call me at 505-268-5678. I will be happy to discuss the position in detail.



WING HAS TWO NEW SQUADRON COMMANDERS

January was a busy month for Col Frank Buethe, NM Wing Commander. Attending the Change of Command in Roswell and Albuquerque, he is pleased to announce there are two new Squadron Commanders -- one in

Roswell and one at Squadron II in Albuquerque.

1Lt Brian Powell has become the new Squadron Commander for Roswell replacing Capt Tracey Laney. Laney has been the commander of the squadron since its charter in 1999.

Powell, who is a strapping 31 year old, has lived in Roswell all of his life. He graduated from ENMU at Portales in 1995 with a BS in Sociology. In his spare time Lt Powell became a commercial multi-engine instrument rated pilot. He has been a professional firefighter for the City of Roswell for five years. Brian and his wife Jana have two daughters.

Lt Col Jerry Burton, a familiar face to NM Wing members, is the new Squadron Commander for Squadron II. He is replacing Lt Col Jim Quick. With prior experience through the years as Wing Director of Operations, Wing Standardization and Evaluation Officer and Wing Counter Drug- Customs director, Burton is certainly qualified to take on a squadron the size of Squadron II. He has been a member of CAP since 1990. Burton tried to "hide out" while he finished his PhD but it is hard to hide talents like his under a bushel basket or a book! Lt Col Burton and his wife Laura live in Rio Rancho and have one daughter.

Congratulations to these new commanders. We all wish them both blue skies and gentle tail winds.



Power Supplies Missing

By Lt Col Ric Himebrook, NMWGVCC

Two Astron RS12A power supplies are have become misplaced. The Serial numbers of these items are:
Number 90082385
Number 96101237

LtCol Ric Himebrook has been appointed as the Investigating Officer regarding these items. If you have any information about these misplaced power supplies, please contact Lt Col Himebrook by email: HimebrookR@totacc.com_mail or call him at 505-437-7200.



DEAD COMM NET? WHY?

By Lt Col Larry Zentner, NMWGDC

As the NM Wing Director of Communications, I received a message by e-mail from NHQ DOK questioning why we have HF nets anyway? The content of these messages is one for all members to understand.

Why have radio nets anyway? After all we have so many alternate means to talk and communicate with each other without having a radio, don't we? Or, we never use radios to manage our administration in our wing anyway, do we? The answer from the National Headquarters of CAP (NHQ) is an adamant **yes!** So why spend so many dollars on radios?

The NHQ reply is worth reading. Before we answer this question, a basic question of why have CAP Communications may be in order. The answer is this, "to communicate command and control information up and down the chain of command." CAP Communications is for the commander and their mission operatives; this means the members who perform the mission(s). Nowhere in CAP written instructions does it dictate how this communication takes place; by this I mean by what mode of telecommunications.

So what are your primary modes of communication to communicate up and down the

chain of command? Answers may include: typed or hand written paper such as forms, speaking person to person in-person or by telephone or wireless cellular devices, faxes, e-mail, and postage mail. All of these modes have been used and continue to be used to one degree or another as speed of technology improves and cost of use goes down.

CAP NHQ along with the USAF (and I suspect the DoD) have added another mode of communication to "back up" these popular choices of communication. That choice is a radio. The reference of back-up communication is the point of this article. NHQ wants you to use the most effective and efficient mode available. And when these choices are not available then use the radio as a back up mode to command, control, and communicate information (C3I) up and down the entire chain of command. Only one radio is required at each echelon of command.

To use radios over great distances such as hundreds to thousands of miles, from one wing to another or from one region to another or NHQ to you, frequencies in the 2 to 30 Mega Hertz range are needed. Therefore the National Telecommunications Information Administration (NTIA) has assigned frequencies and modes in the HF radio band. To use radios near by and up to a few hundred miles away frequencies in the 100 to 150 Mega Hertz range are needed. NTIA again dictates a VHF band and science suggest either amplitude or frequency modulated carriers are appropriate. Fortunately CAP has a wide variety of dedicated frequencies across the entire band to satisfy CAP communications require-

ments. Congress and the USAF have even financed a table of allowance to ensure at least one radio is funded at each echelon of command.

The next point to make is when should radios be used? There are a couple of rational responses. The first is practical. Can telephone wires, wide-band Internet cables, and mail be used to send or receive C3I information to an aircrew flying an airplane? How about people away in the field? Of course a radio has obvious applications with operations. With encryption the radio transmission is secure, meaning only other radios with the same encryption can transmit and receive the C3I messages at each echelon of command.

Another scenario is when routine modes of communication are saturated or disrupted. Fortunately both saturation and disruption sometime occur only during extreme events, such as natural and man-made disasters. Perhaps it is during these powerful incidents that CAP services are needed the most and the radio may be one of the few modes still operational to manage C3I.

In closing, the answer to the question why have radio nets is this: to establish at least one radio at each level of command that can participate in C3I when normal or routine modes of communication are not sufficient or available.

Here is the bottom line. CAP NHQ is going to exercise the C3I chain of command each year from NHQ to the unit in every wing using radios. A message is going to be sent from the NHQ CC through out a variety of operations centers to region CC's to wing CC's to unit CC's.

A reply all the way back up to NHQ will be required.

So, here is my question to you. How will NMW comply? Contact your unit or wing communications officer for additional information on radios and nets. Your communication staff is ready to support the commander and their operations staff get the mission accomplished.



AUTOMATIC LINK COMING OUR WAY

By Lt Col Larry Zentner, NMWGDC

ALE HF is technology coming our way. It will enhance our HF radio communications capability. Currently when HF is chosen to communicate official business over great distances, such as over the horizon and hundreds to thousands of miles, the two or more operators on the HF net must know ahead of time what frequency to tune up and operate on. With ALE HF in service all HF radios on the ALE net will select a frequency for the radio operator. Here is an explanation from CAP NHQ DOK, Malcolm Kyser:

ALE HF stands for Automatic Link Establishing High Frequency. An ALE network consists of a group of ALE-equipped HF radios all scanning a predefined suite of HF frequencies and automatically linking to one another as propagation conditions change. The technology is similar to how your cell phone is scanning a suite of frequencies and occasionally transmitting its presence in the system to the cell towers and then displaying for you the signal strength to the nearest tower as well as automatically changing towers as you move. In the case of HF, ALE it's not so much the stations that move as it is the

atmosphere's propagation conditions which change throughout the day. So and ALE network is adaptive to conditions by taking advantage of a large spread of HF frequencies in its suite. Our ALE suite consists of 21 frequencies spread from 2 to 29 MHz, almost the entire HF band, making it fairly likely that at least one channel will always propagate to anywhere you need to talk to.

The automatic linking part comes when you want to talk to another station. You just enter the call sign on your front panel and hit "call". The radio checks its database for the last time it heard that station and then initiates a call on the best frequency it heard them on. The radios all "sound" every 90 minutes so the data it has should be no older than an hour and a half. Once the two radios have linked they both open their speakers and the two operators can talk. When you are done you just hit the button that closes the link and the two radio speakers go mute again and they go back to scanning.

So the radios quietly operate 24/7 doing their soundings and collecting data and being ready for when they are needed. And that's ALE.

ALE HF will be in place within the next year or so. The greatest application of this technology will be to wings with large geography, such as wings in Southwest Region, as well as inter-state, region and national communications nets that support all three CAP missions. Any questions? Contact a communications staff member for more information on how communications technology can support your specific mission operations.



Did you know...UNIFORM WEAR

By Del Rubi, SMSgt, USAF (Retired)

As a Civil Air Patrol member, you should be proud of the uniform you wear. Display pride and respect for the uniform by investing your time, money, and effort necessary to wear it correctly. It is your responsibility to maintain a complete uniform in serviceable condition at all times.

The standards for wearing the uniform consist of four elements: neatness, cleanliness, safety, and professional image. A very important aspect of military appearance is military image, since other people, both military and civilian, draw conclusions about you and the Civil Air Patrol when they see you. Uniform standards are influenced to some extent by military tradition, and they reflect the image the Civil Air Patrol intends to project to the civilian community.

Let's now dissect the above information. First, many members of the USAF died protecting our freedom. Our POW, MIA and KIA military personnel paid a dear price protecting the rich history of our military service and way of life. Out of respect, every CAP member must ensure they learn the rules of engagement regarding how to wear the uniform with pride, dignity and professionalism. Why? Because every civilian pilot, public service member, waiter, waitress, and gas station attendant, to name a few, will "draw certain conclusions about you and your organization when they see you in uniform. The CAP uniform is often same type of uniform worn by the professional military service men and women who defended our great nation yesterday and who defend it today! You owe it to

them, yourself, and the CAP organization to wear the uniform according to the "established" CAP minimum standards--hopefully better!



'SMURF SUIT' A GONER

Lt Col James C. Mackey, Deputy Chief of Staff - Operations in Arizona Wing sent a reminder to everyone saying the last day that we could wear the short sleeved CAP light blue jumpsuit was 31 December 2003. Known to many, as the "Smurf Suit" this jumpsuit is no longer a CAP uniform and should not be worn to any CAP activity.

For newer members, Lt Col Mackey is NOT referring to the dark navy blue long sleeved jumpsuit that is now shown in the CAPMART catalog. Ed.



CIVIL AIR PATROL CADETS PROMOTED

By 1Lt Gretta Christensen, LAPAO

Los Alamos -- Cadets Jesse Peters and Helen Longo were promoted to Chief Master Sergeant and Airman First Class, respectively, in the Civil Air Patrol (CAP) at a squadron meeting at Calvary Chapel Los Alamos, on January 12, 2004.

Both cadets met the challenges of the physical fitness program, completed the leadership laboratory and aerospace requirements, learned to drill effectively, and have properly maintained Air Force protocol during squadron meetings. They have participated in numerous squadron activities.

Recently, Peters and Longo gave up their winter holiday break to attend the New Mexico Civil Air Patrol Winter Encampment, December 26-30, 2003.

Peters served as Flight Sergeant Major. Longo was a member of Delta Flight.

Peters has been actively involved in the cadet program since August 2001. Twice he has attended the Lloyd Sallee Glider Academy, in Hobbs, NM, where he earned his solo flight wings. He serves on the Wing Cadet Advisory Council. In the local squadron, he serves as the Flight Commander. Peters is a sophomore at Los Alamos High School.

Longo joined the Civil Air Patrol Cadet Program in October 2003. She is a member of the honor guard for the Los Alamos CAP Composite Squadron. Longo is home schooled by her parents, Joe and Collette Longo. Lt. Mark Peters, Deputy Commander of Cadets said of the two cadets, "Jesse and Helen are great assets to our squadron. Both have great attitudes and work hard to make the cadet program a success."



WINTER CADET ENCAMPMENT HELD AT KAFB

By 1Lt Gretta Christensen, Encampment PAO

Albuquerque, NM --- A record number of cadet "first-timers" had the opportunity to attend this year's winter Cadet Encampment hosted by Eagle Composite Squadron at Kirtland Air Force Base, December 26-30, 2003. Cadets traveled from as far away as Tucson, Arizona and San Diego, California to participate. Once again at the helm, serving as Encampment Commander, was Lt. Col. Paul Ballmer, CAP of Albuquerque. Aided by his spirited assistant, C/LtCol Kaycee Gilbert and her competent staff, the five-day Cadet Encampment proceeded without a hitch.

Staff members arrived early Friday morning for the Required Staff Training. The rest of the cadets began arriving shortly after noon and by 1600, 63 cadets, representing all but two squadrons in the Wing, were registered and raring to go. The first order of business was to establish their quarters in the KAFB west gymnasium. Although lacking in the soft comforts of home, the gym provided a great sanctuary from the elements when the temperatures plummeted to below freezing the second day of camp. Formations, inspections, and morning reports could all be done inside. The locker rooms and shower facilities were added benefits to the otherwise bleak conditions.

One of the highlights of the week was the challenge of the Security Police Confidence Course. For some cadets it was a fun game; others were stretched to their limits. Each flight was seen working as a team to help the individual team members overcome the obstacles.

The fearful/adoring relationship with SMSgt Edgar Allan Poe, III, was rekindled. Although appearing to be a tough, hard-nosed, Drill Sergeant, it became obvious rather quickly, that SMSgt. Poe cared deeply for the cadets and was striving to provide them with the tools necessary to withstand the unhealthy influences that they face each day.

Another Encampment favorite, SrA Carrie Lewis, USAF Reserve, an instructor for the Department of Energy Central Training Academy, led discussions and shared some of her experiences as a Survival, Evasion, Resistance, and Escape (SERE) instructor. Again, the focus was on facing difficult

situations and having the courage and strength to overcome them.

The cadets were treated to a briefing about airborne lasers. Still in the research and design phase, the goal of this anti-ballistic missile defense system is to mount lasers on modified 747s, which would then be used to shoot down ICBMs.

Several senior staff members shared their expertise at various cadet briefings. Captain Joseph Perea, CAP, switched hats a couple of times for the briefings. First he was the physician explaining the basic types of illegal drugs and their effects on the body. Much emphasis was placed on reasons to abstain from drug and tobacco use and alcohol abuse. His second hat was that of pilot and aerospace educator. His enthusiasm for flight and futuristic technology was apparent to all.

Capt David Simonson, CAP, spoke on the Emergency Services aspect of Civil Air Patrol. Much emphasis was placed on helping the cadets understand the training involved and how the incident command system works.

Sunday was dedicated to Moral Leadership. Cadets were given the opportunity to attend the church service of their choice. During one of the Moral Leadership sessions Lt Col Paul Ballmer and his "band" treated the cadets to patriotic music. Finally, 1Lt. Jim Hoy from Gallup, the Encampment Moral Leadership Officer, led a discussion on the Core Values of CAP.

Major Gene Wikle, CAP, a retired Air Force officer and currently a civilian employee of Department of Defense, discussed the specific United States Air Force bases and their missions. Additionally, he

discussed the benefits of an Air Force career and answered any questions the cadets had concerning the Air Force.

The five days of drilling culminated in a Pass in Review before Col Frank Buethe, LtCol Paul Ballmer, and Capt David McClard. The Cadet Encampment concluded with the graduation ceremony. Alpha Flight was recognized as the Honor Flight. Special honors were bestowed on C/CMSgt Thomas Nichols (Honor Staff Member), C/SSgt Christopher Sexton (Honor Cadet), and C/Amn Carina Gruver (Most Improved Cadet).

The third annual New Mexico winter Cadet Encampment was a great success because of the hard work of the cadet staff members, their senior member staff advisors, and the exceptionally well-behaved cadet "first-timers!"



Don't Prolong the Agony

By Capt John Lorenz, CAP

The pilot, wary being prudent because there's a gusty crosswind blowing, slowly eases the airplane down short final and towards the runway. The flare is started 20 ft above the runway, just getting ready you know, and, in order to avoid the resulting descending mush, a little power is added. Now the plane is floating along at a slow airspeed ten feet above the runway, gingerly feeling for the pavement while eating up the runway and while being buffeted by gusts and crosswinds.

This plane is essentially in slow flight, in a crosswind, descending, nose high, with reduced forward visibility, and close to a lot of unforgiving things to hit. Many pilots probably prolong the agony this way because they're shy of the

runway, worried about flubbing the touchdown in these conditions. But maintaining runway alignment and canceling drift in this situation is a lot of work since crosswinds are more bullying on a slow airplane, and most of us don't do it well anyway. Moreover, the bottom could drop out if the wind gusts to a stop and the plane stalls in from five or six feet of altitude, leading to an abrupt, unplanned and uncontrolled touchdown. This crosswind landing technique makes the situation more dangerous than it needs to be, and leaves you vulnerable for longer than necessary. A better technique would limit the time you have to struggle to maintain alignment and minimize the duration of the window of vulnerability, by transitioning from flight to solid contact with the runway with higher landing speeds and a minimum of delay.

A landing in a crosswind isn't necessarily smooth or gentle: get the plane onto the pavement and transition from aerodynamic to ground-contact directional control as quickly as you safely can. Come down final with a little extra airspeed and half flaps, then flare as low as you can, don't grope your way the last ten feet down to the runway at minimum airspeed. Don't start letting airspeed bleed off until the tires are 12 inches above the runway (after all, you can't fall off the floor, right?), then maintain altitude with increasing up elevator. Keep both crab angle and lateral drift neutralized with coordinated cross controls, varying the degree of slip as necessary for the changing winds. If the winds are reasonably steady, you can land smoothly with a full stall in a crosswind.

However, if winds are gusty and truly near the crosswind limits, don't complete the flare: get the airplane parallel to the runway with a minimum descent rate at 12 inches AGL and drive the plane onto the runway ("drive" as in driving a car, not as in driving a nail), letting all three wheels contact the pavement at once at a relatively high speed, maybe with a little power to keep prop wash flowing over the rudder and elevators and keeping them effective. Be careful not to let the airplane tip up and wheelbarrow along on the nosewheel (immediately add power and go around if this happens), but land fast enough so that there is overlap between aerodynamic control with the flight surfaces and steering down the runway guided by the wheels. Keep the ailerons cocked into the wind with full deflection during rollout. A good, thumped-on gusty crosswind landing is a finesse landing even if it doesn't look or feel like it.

A higher landing speed allows you to land in a stronger crosswind, but lots of excess airspeed at touchdown means that the wings are still producing lift and the airplane still wants to fly, so don't overdo it. Although it isn't good practice to push the envelope so closely, most aircraft can be landed in crosswinds that exceed their "maximum demonstrated crosswind capability." The POHs for many Maules even suggest that what they list for this number is "not considered to be limiting". Nevertheless, don't try to land if the rudder pedals are near their limit of travel and the rudder is at maximum deflection at touchdown since there's no reserve control motion to

counteract a stronger lateral gust.

Once down and rolling out, unless you're in a retractable-gear aircraft, raise the flaps to decrease lift. Don't do it in a retract since there's always the possibility of inadvertently raising the gear instead of the flaps: makes you look foolish and feel sheepish. If the gears are fixed however, raise the flaps on rollout. Do it by feel alone: never take your eyes off the runway because a gust can point you the wrong way in a heartbeat while you're looking down, and you may not notice it until you start clipping the expensive runway-edge lights.

A slow, groping approach and touchdown during a crosswind landing is an invitation to trouble. A decisive landing in a challenging crosswind, however, is a minor personal triumph, and gives you bragging rights for the rest of the day.



LAS CRUCES DCC RECEIVES PROMOTION

By Chaplain Lt Col Charles Moorer, III LRUPAO

1Lt Victor Hoffer, Deputy Commander of Cadets of the Las Cruces Composite Squadron, was promoted to the rank of Captain at the regular cadet meeting on 20 January. Captain Hoffer's epaulets were applied by Captain Dexter Brookins of the US Army at Ft. Bliss, Texas and by NM Wing Chaplain Lt Col Charles A. Moorer III.

Captain Hoffer is assigned to the US Army at Ft Bliss where Captain Brookins is his commanding officer. Captain Hoffer has shown outstanding leadership in the Las Cruces Squadron. He formerly held

membership in a CAP squadron in the Oregon Wing.

Congratulations Captain Hoffer!



DEPUTY WING CHAPLAIN NAMED

By Chaplain Lt Col Charles Moorer, III, NMWG Chaplain

Chaplain Lt Col John R. Doughty has recently completed requirements to become a Civil Air Patrol Chaplain and has been named Deputy Wing Chaplain for the New Mexico Wing.

Chaplain Doughty is a resident of Albuquerque and serves as the Albuquerque Squadron II chaplain. He is a retired USAF Chaplain and is working closely with the NM Wing Chaplain. Chaplain Moorer said, "We welcome Chaplain Doughty and his love wife Jeanette to our CAP fellowship."



Former Arizona Wing Commander Passes Away

Lt Col Patricia Brower, AZWGPAO

Colonel Richard L. McGlade, former Arizona Wing Commander passed away on January 1, 2004 at age 80. Col. McGlade was born in Georgetown, KY 12 March 1924, but was currently residing with his wife Maxine in Sun City West, Arizona. A private family service was held.

Col. McGlade had an illustrious Military career and was awarded the Distinguished Service Medal, Distinguished Flying Cross, and the Purple Heart plus many other honors. He flew a B-25 in a total of 67 missions in both the European and Pacific theaters of war during World War II. He was also an Intelligence Officer and Field Artillery Officer. He retired from the Army Air Corp as a full Colonel.

From April 1992, when he joined Civil Air Patrol, he shared his military expertise, earned many CAP honors, became Arizona Wing Commander, and later a Southwest Region Deputy Commander for Arizona, New Mexico, and Oklahoma.

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McGlade will be remembered by all those who met him for his dry wit and mischievous personality. When there was any commotion, McGlade was usually right in the middle of it. Even the lingering illness that plagued him these last few years failed to dampen his interest in CAP and his spirit of leadership. Rest well dear Colonel. You fought the great fight, honored yourself as a notable warrior and shared your talents with all of us. Ed.



Some of Life's Lessons from Noah's Boat

Someone once said, "Everything I need to know about life, I learned from Noah's Ark". Gee, some of this still applies a gazillion years later!

1. Don't miss the boat.
2. Remember that we are all in the same boat.
3. Plan ahead. It wasn't raining when Noah built the Ark.
4. Stay fit. When you're 600 years old, someone may ask you to do something really big.
5. Don't listen to critics; just get on with the job that needs to be done.
6. Build your future on high ground.
7. For safety sake, travel in pairs.
8. Speed isn't always an advantage. The snails were on board with the cheetahs.
9. When you're stressed, float a while.
10. Remember, the Ark was built by amateurs- the Titanic by professionals.

11. No matter the storm, when you are with God, there's always a rainbow waiting.



AND TO MAKE YOU SMILE

A shepherd was herding his flock in a remote pasture when suddenly a brand-new BMW advanced out of the dust cloud towards him. The driver, a young man in a Brioni suit, Gucci shoes, Ray Ban sunglasses and YSL tie, leaned out the window and asked the shepherd, "If I tell you exactly how many sheep you have in your flock, will you give me one?"

The shepherd looked at the man, obviously a yuppie, then looked at his peacefully grazing flock and calmly answered, "Sure."

The yuppie parked his car, whipped out his notebook and connected it to a cell phone, then he surfed to a NASA page on the internet where he called up a GPS satellite navigation system, scanned the area, and then opened up a database and an Excel spreadsheet with complex formulas. He sent an e-mail on his Blackberry and, after a few minutes, received a response. Finally, he prints out a 150 page report on his hi-tech, miniaturized printer then turns to the shepherd and says, "You have exactly 1586 sheep." The shepherd said, "That is correct; take one of the sheep."

He watches the young man select one of the animals and bundle it into his car. Then the shepherd says: "If I can tell you exactly what your business is, will you give me back my sheep?" "OK, why not." answered the young man.

"Clearly, you are a consultant." said the shepherd. "That's correct," says the yuppie, "but how did you guess that?" "No

guessing required." answers the shepherd. "You turned up here although nobody called you. You want to get paid for an answer I already knew, to a question I never asked, and you don't know anything about my business.

Now give me back my dog."



NEW MEXICO WING CALENDAR

- Always subject to change -

February

- 7-8 Squadron Leadership School
Corporate Learning Course
Brimms Hall-KAFB
- 14 NMWg Staff & CC Call-Wing HQ
- 20-23 SAR/DR/HLS Exercise-
Roswell

March

- CD Online during March & April
to renew
- 13 NMWg Staff & CC Call-Wing HQ
- 20 NMWg IC Conference-Wing HQ
- 27-28 SAR/DR/HLS Exercise -Clovis

April

- CD Online during March & April
to renew
- 2-4 NMWg Joint Trng Exer
-USCG Aux-Elephant Butte
- 10 NMWg Staff & CC Call-Wing HQ
- 14 SWR Cadet Competition-KAFB
- 16-19 SAR/DR/HLS Exercise Gallup
- 24-25 NMWg Flight Clinic - Taos



FEBRUARY 14 VALENTINE'S DAY TO ALL YOU SWEETHEARTS ...

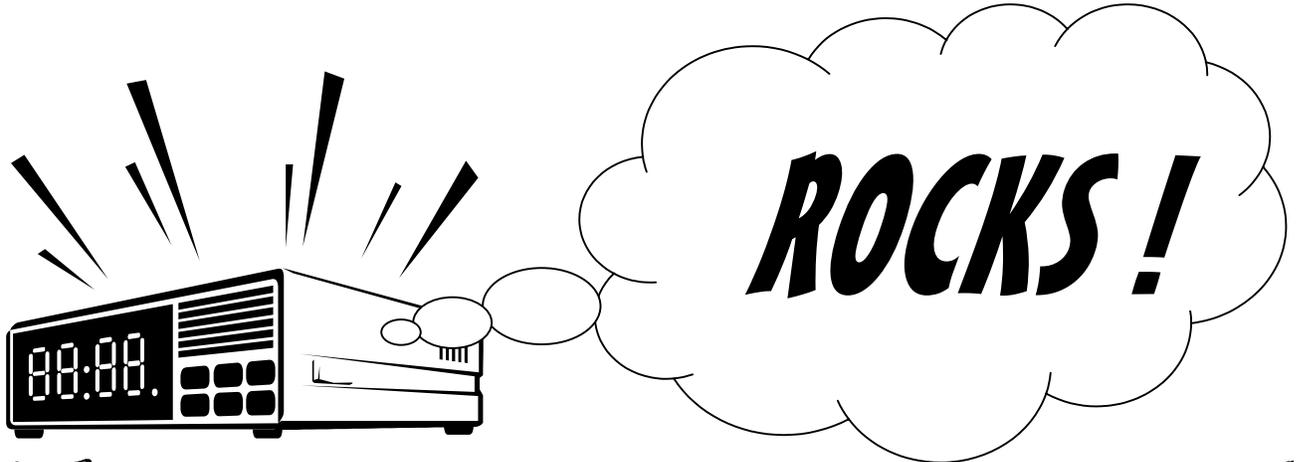
Hugs And Kisses !!!



G'Day

It's been said . . .

**SOUTH WEST REGION
STAFF COLLEGE 2004**



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**10 - 17 July 2004
Kirtland Air Force Base, Albuquerque, NM**

- College Fee: \$90
- Billeting: \$25 per night (8 nights)-ALL students & staff stay on Base during the college
- Food: - approximately \$10 per day. Note: Seminars go off Base for dinner occasionally - expect reasonable local restaurant prices.

Where To Begin?

Send a copy of your signed CAPF 17 (original goes to your Wing Commander) with a \$30 deposit to the 2004 SWRSC College Director:

**Maj Michael Swanson, CAP
7625 Brook Haven Way
Shreveport, LA 71105-5706**

Please make checks payable to
2004 SW Region Staff College