

COMMANDER'S CORNER

By Col Frank A. Buethe, NMWGCC

I recently requested units to write or update their unit safety supplements, and wing has revised its supplement to CAPR 60-1. The supplements or requirements to have them continually raise such questions as, "Why more paperwork?" "Why does a FRO have to take the FRO course every year?" "Who reads this stuff anyway?"

The answer is because some inspector dinged the wing during a compliance inspection and noted that such and such was not being done. For example, we added to the wing supplement to 60-1 that FROs had to retake the FRO on-line course every year because an inspector asked what the wing was doing for recurring FRO training—even though there is not a specific regulation to do so. To satisfy that finding on the compliance inspection the simplest thing to do was to have the FROs retake the on-line course annually—as opposed to developing a wing level re-training program or other complicated process.

And so it is with most, if not all, those onerous and frustrating records we have to keep and documentation we have to do to comply with CAP regulations. We can't disregard the regulations, nor escape from complying with them—at least for now—so let's make it easy on ourselves. The best way to do that is to set up a simple file with suspense dates for the record we have to keep. Do what the regulations say we must do, make a note of our compliance, and put it in the file. If it is a required report send the report to wing in a timely fashion and keep a copy in the unit files.

I will do my best to persuade CAP NHQ to eliminate, reduce, or not expand the burdensome paperwork. If you have a suggestion forward it to me and I will carry it forward. But for now let's make it easy on ourselves to comply with the existing regulations, and work to reduce and eliminate what doesn't make sense.

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NEW COMMANDER IN SANTA FE

On 17 February, 1Lt John Gravel took over the helm of the Capitol Composite Squadron in Santa Fe. One of the oldest squadrons in the Wing, the Capitol squadron has always been known for its outstanding CAP efforts. Gravel replaces Lt Jim Oliver who has been the squadron commander for the last two years.

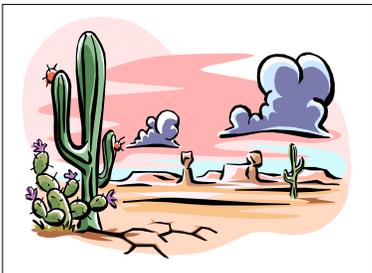
Lt Gravel has been in CAP only three short years. At the NM Wing Evaluation by SWR in 2003, his logistical efforts were rewarded with the only *Outstanding* rating given by the SWR evaluators. Lt Gravel was in integral part of the NM Wing Conference held in Santa Fe in September of 2003. He does not take his commitment to CAP and his new command lightly. "I'll do the best job I can" Gravel said while attending the Squadron Leadership School held in Albuquerque in February. If his past performances are any indication of what the squadron can expect in the future, they'd better hang onto their hats! CONGRATULATIONS Lt John Gravel!

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He did it alone.

We had a cast of millions.

Neil Armstrong, test pilot and 1st astronaut to walk on the moon, referring to Charles Lindbergh, 1969.



CIVIL AIR PATROL
NEW MEXICO WING

Cactus Courier

We're on the web!
<http://nmwg.cap.gov>

SQUADRON IN THE SPOTLIGHT

Eagle Composite Squadron
Albuquerque, New Mexico

The Eagle Composite Squadron (SWR-NM-012) is the second oldest squadron in the New Mexico Wing (Taos is the oldest). The squadron was originally chartered as the Albuquerque Cadet Squadron One on 22 May 1957. Lt Col Paul Ballmer is the current Squadron Commander.

Eagle is primarily a cadet unit with all members of the squadron meeting each Thursday evening in the NM Wing Headquarters to further the training and advancement of the squadron's cadet members. It has been one of the largest cadet units in the state with an average of 50 or more cadets on the rolls and 30-40 active cadet members. The squadron has 15 senior members on the rolls with 10 of them active.

Eager to participate in many wing activities, Eagle has taken pride in sponsoring cadet-oriented wing functions during the past few years including wing Christmas parties for cadets. The squadron brought back the wing Cadet Competition in 2001 by hosting a competition even though the competition consisted of two squadrons--both from Eagle. The next year the Thunderbird Squadron entered a team and the following year the competition was off and running with seven different teams from around New Mexico Wing competing.

In December 2001, the Eagle Composite Squadron introduced and hosted the first Cadet Winter Encampment, which brought in 46 cadets of which 43 were first time attendees. In 2002, Eagle again hosted the

Cadet Winter Encampment, which had 42 cadets of which 27 were first time attendees. In 2003 Eagle hosted the third and largest, to date, Cadet Winter Encampment with 62 total cadets in attendance and 43 first time attendees.

To their delight, Eagle Composite Squadron has been selected as the Squadron of Merit for the last four years and is again nominated for 2004. The squadron was selected as the Squadron of Distinction for Southwest Region in 2002 based on factors such as membership retention, recruiting, cadet awards, first time encampment attendees, and orientation rides.

Eagle Composite Squadron likes to work with other units in the wing and has sent members on various occasions to help get the cadet program reestablished in both Los Alamos and Taos. Eagle looks for opportunities to have joint activities with other squadrons when possible.

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Want a REALLY BIG JOB?

By Lt Col John Green, NM WgDO

NM Wing is looking for someone to immediately assume the duties of Director of Operations (DO). This is a very important wing staff position and requires a considerable amount of time to fulfill the duties flawlessly.

The DO provides general oversight and assistance to the Wing's Stan/Eval Officer, DDR Administrator, Counterdrug Coordinator, Emergency Services Officer, and the Aircraft Maintenance Officer. Some of the general DO's duties include:

- a. Develops and implements operations plans and programs

- b. Establish procedures to determine the success of operations programs
- c. Coordinates operations matters
- d. Develops SOPs for control and operation of CAP aircraft
- e. Develops operations policies and procedures.

Additional duties include:

- a. Maintains the Blue Card program and the Wing's PIFs
- b. Maintains, inputs, and validates pilot information data for Wing and National databases
- c. Plans, organizes, and requests funding for flight clinics, mountain flying clinics, and NCPSCs
- d. Coordinates and designates check pilots, instructor pilots, mission check pilots, and cadet orientation pilots
- e. Monitors and reports aircraft usage and recommends aircraft moves
- f. Monitors the Flight Release Officers program
- g. Maintains the Wing's Operations supplements and policies
- h. Conducts Short-Notice Inspections around state and reports results and prepares for Wing Compliance Inspections
- i. Assists in developing the Wing's annual activity schedule
- j. Ensures general compliance of Operational requirements for the Wing.

The Director of Operations need not live in Albuquerque. Please think about this VERY IMPORTANT position for New Mexico Wing. CAP regulation references can be found in CAPR 20-1, Pg. 14, Figure 9, and Pages. 27/28. If you are interested in this position or if you have questions about this position, contact present Director of Operations Lt Col John Green by email at john.green@abq.dtra.mil or call him at 505-459-2879. Or you may contact the NM Wing Commander Col Frank Buethe directly by email at

Frank.Bueth@kirtland.af.mil or call him at 505-268-5678.

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Emergency Services Staff Needed

By Col Frank A. Bueth, NMWGCC

Due to the anticipated Homeland Security missions as well as other missions we may be flying and the training required to maintain a high degree of readiness to perform those missions, New Mexico wing is seeking additional interested personnel to staff Emergency Services. Emergency Services tasks include planning training exercises, documenting ES qualifications, issuing ES qualifications, developing wing command and control procedures and staff under the ICS system, planning and overseeing ES qualification training, etc.

A fully functional ES staff is critical for the wing to meet the new command and control requirements presented by HLS missions. Anyone interested in assisting ES should, your earliest opportunity, contact David Simonson by email at David.Simonson@kirtland.af.mil or me at Frank.Bueth@kirtland.af.mil.

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NM Wing CC Attends "Fast Track" Commander's Course

*By Lt Col Sharon M. Lane, PAO
From an official press release by
Melanie LaMay, CAPNHQ*

Civil Air Patrol NM Wing Commander Col Frank A. Bueth attended the recent Commander's Course held at Maxwell AFB, Alabama 6-11 February. The course, known as "Commander's Charm School" is designed particularly for new Wing Commanders in CAP. Bueth became the New Mexico

Wing Commander in September 2003.

The weeklong course designed by CAP national headquarters staff, focused on strategic planning, leadership and management skills, financial responsibility and teamwork. Attendees participated in more than 35 sessions throughout the week, as well as special interest seminars. Among other offerings, they had their Myers-Briggs personality profiles defined, learned the rationale of allocating CAP aircraft to various regions, and discussed the latest in non-profit fundraising techniques. One of the speakers for the group was Lt. Gen. Donald Lamontagne, commander of the Air University at Maxwell AFB. The participants also heard from local representatives of *The Montgomery Advertiser* and WSFA-TV about how to work with media. Working with media is especially important to CAP commanders, since CAP is often involved in high-profile search and rescue and disaster relief missions, which draw media attention.

All CAP members are volunteers, and committed members like those attending the Commanders Course often make significant sacrifices in family and work time to serve in the organization. "The program is definitely worth it," said Maj. Gen. Rick Bowling, CAP's national commander, who was on hand for the event. "It's like a mini-university on a very fast track. Once they finish this course, these members have a very realistic idea of the responsibilities, challenges, and rewards of leadership in CAP. The course designers and instructors in Montgomery go to great lengths to produce a top-quality program. They make

sure every minute counts. This is a great opportunity for our volunteers to receive up-to-date professional training that can also serve them in their careers outside CAP."

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SLS/CLC Training Rated Excellent!

The super-training weekend for New Mexico Wing was held the weekend of 7,8 February at Brimms Hall on Kirtland AFB. Student attendance and staff support were simply outstanding. 1Lt Gretta Christensen of Los Alamos was the director of the Corporate Learning Course and Lt Col Sharon Lane of Farmington was the director of the Squadron Leadership School. They were assisted by Capt David McClard Logistics Officer for the weekend and Cadet Marit Christensen who was the Admin Officer for the activity. They are both from Los Alamos. Mr. Fred Harsany of the USAF/CAP Liaison Office was instrumental in arranging for the classrooms and seeing to the responsibility of CAP members using an USAF facility over a weekend.

The two day event was absolutely filled with leadership subjects from the squadron and wing perspective. Lt Christensen said she remembered her SLS and CLC experiences and that they reminded her of the "Fire Hose Approach" jamming a TON of information into a weekend-mode brain in two days! Christensen said this training didn't seem any different except she was now the director instead of a student. She added, "And that's a LOT more fun!"

Many squadrons from throughout the Wing were represented. Students in the Corporate Learning Course

were: Larry Armstrong, Thomas Harper, Tina Harper, Keith Pierson and Daniel Wray from Farmington, Patricia Balok from Gallup, Bob Bixler from Durango, Colorado, Joseph Britton, Ralph Meyerheim and Pam Sever of Albuquerque and Chaplain Charles Moorner of Las Cruces.

In the Squadron Leadership School students included: Donna Bracken, Willis Carpenter, Greg McComas, Dr. Joseph Perea, Eugene Wikle, Ron MacRall, Karen Schwach, Joe Traina, Dane Van Pelt and Jason Zentner from Albuquerque, Dave Bucemi, Tom Fuller, John Owen, Carroll Slag, and Robert Will from Alamogordo, John Gravel from Santa Fe and Colette Longo and Catherine McClard from Los Alamos.

Saturday night saw most of the students and some staffers enjoying dinner at Guarduno's near Winrock Shopping Center. Back to business early Sunday morning, a Chaplain's service was led by Chaplain Charles Moorner. The dedicated members had a joint graduation ceremony in the "big classroom" in Brimms Hall later that day. Lt Col Ric Himebrook presided over the graduation ceremony in the absence of Wing Commander Col Frank Bueth who was out of town. After the activity was over, SLS director Lt Col Sharon Lane said, "We are lucky to have such talented leadership coming down the pike. This was simply an outstanding group of people!"

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Yehuti O'Toole

By Capt John Lorenz

Accident prevention is never as spectacular as the prevented accident would have been. Think of the difference in impact

on the national psyche between the 9/11 flight that crashed in a Pennsylvania field and the two flights that hit the World Trade Center. The accident that does not happen does not sear a pilot's soul. When we find water contamination in the fuel during preflight and remove it, the engine doesn't fail and the related crash doesn't happen. We feel good about having noticed water at the bottom of the sample cup, but that feeling has nowhere near the impact that the off-field landing would have had if we had not looked for the water. The reward for a good preflight inspection and an accident-prevention attitude is merely an uneventful flight, whereas it ought to be a symphony with fireworks. It's an unfortunate imbalance. Water in the fuel or the click of a magneto while repositioning the prop by hand should send cold shivers down your spine: after all, *they're trying to kill you.*

This train of thought leads eventually to a murky realm that includes questions such as whether or not trees crash noiselessly in deserted forests. I don't spend much time worrying about answers to questions I don't understand, but the concept of something that doesn't happen has relevance to safety in aviation. Because there are no consequences to an accident that never takes place, it's easy to become complacent and relegate accident prevention efforts to a secondary status in our thinking about what's important in flying.

Return to the preflight inspection, the most basic of accident prevention procedures, and consider the hundreds of preflight inspections that turned up nothing un-airworthy. This can lead us to start hopping into

the airplane and going out to fly with only cursory inspections. Usually we get away with such practices, but usually isn't always, and the fact that we get away with something doesn't make it good practice. A non-accident should take place as a result of preparation rather than luck since *you* control preparation, whereas luck is its own master and inevitably turns on you.

Another accident prevention technique that gets less attention than it deserves is to avoid stretching the human and mechanical envelopes of flight. Stopping short of the final destination rather than staying in the air, sweating out fuel and hoping the gauges have some slop in them, offers a world of relief to a pilot, but the decision to stop is actually a hard one to make. The human mind prefers to complete the task at hand rather than to interrupt it in exchange for something nebulous like risk reduction. It's not logical that this should be the case, but then again, we should never make *that* claim for our species. Similarly, stopping because we're tired or for deteriorating weather, once the decision is made, is less stressful than pressing onward, yet it takes a conscious effort to initiate an inconvenient change in plans even though it would reduce risk. The risk reduction and the accident that only might happen are intangible, whereas the inconvenience of lost time and a diversion are immediate and real. A potential accident should outweigh inconvenience, but the balance is often misconstrued the other way.

Even if we have an uncomfortable feeling about a situation, it usually takes a wrench in thought and a concerted effort to decide to

change it and prevent an accident. If, for example, we're following another pilot in to a marginal crosswind landing, or to an IFR approach at a field that's below minimums, there is no shame in saying "nuts to this!" and going somewhere else. If the preceding pilot lands successfully despite the marginal conditions, we have no idea of how experienced that pilot is, how capable the aircraft is, or maybe just how foolish but lucky the pilot was. The decision is not always easy to make but the effort to consider a change in plans rather than marching blindly forward needs to be made if there is potential for an accident.

My mother used to tell me stories about "Yehuti O'Toole, the little man who wasn't there." I prefer to think that he was some sort of legend from the 1940's rather than a personal delusion of hers, but delusion or not, we're surrounded by Yehuti-type potential accident gremlins waiting to take form. They can either become all too real, or most can be like the little man who wasn't there and never materialize, depending on whether or not we take action to keep them at bay, to prevent them. They remain as ethereal nonevents only if we stay alert, pay attention, and don't take short cuts. Think of accident prevention in terms of the inverse of the dreadful consequences of an accident rather than as a safety program. Most of our accidents are caused by pilot error: there would be fewer accidents if positive strokes for accident prevention had the same size as, but opposite impact of, an accident. Look for the potential accidents in every aviation situation, then reward yourself (bowls of ice cream? a new

GPS?) each time you prevent one.

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GALLUP CADET RECEIVES ACADEMY APPOINTMENT

Gallup Composite Squadron's commander Lt Jim Stephens is pleased to announce the appointment of Cadet Eric Courtois to the United States Air Force Academy. Courtois will report to the Academy in Colorado Springs, Colorado on 1 July and will be in the graduating class of 2008.

Eric's parents, Len and Diane Courtois of Gallup said, " We wish to extend our blessing and thanks to all of you who prayed for Eric, those who provided recommendations, and those of you who provided Eric with guidance, education and leadership throughout his 17 years. Eric put in a lot of hard work to get into the Academy, but you are all equally responsible for his success and should be proud of the help you provided. Our thanks to everyone!"

New Mexico Wing CAP members certainly add their congratulations and best wishes to Eric on his appointment!

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AIR FORCE ASSOCIATION HAS CAP GRANTS

By Joseph V. Traina, President AFA Albuquerque Chapter 258; CAP Senior Member

The Aerospace Education Foundation (AEF) of the Air Force Association provides grant money to both unit instructors and educators in schools. The Civil Air Patrol Instructor Grant and the Civil Patrol Educator Grant are funded by the AEF and managed by the Civil Air Patrol Headquarters.

To obtain grant selection criteria and grant applications go to the AEF website:

www.aef.org

- On the menu on the left, click 'Financial Aid'
- Then click 'Grants'
- Scroll down to:
Civil Air Patrol Instructor-Grants
Civil Air Patrol Educator -Grants
- Click either topic to reach 'CAP Grants and Awards' page
- Selection criteria and links to applications are presented.

COMPLETED Educator and Unite Instructor grant applications should be mailed to: Joseph V. Traina, 8116 Rancho Lindo Ct, NW, Albuquerque, NM 87120-3490

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Cadet Summer Encampment

By Lt Col F. Larry Zentner, Encampment Director

I have an exciting offer and opportunity for you! Civil Air Patrol (CAP) and Sandia HS's JROTC faculty have combined efforts to offer a joint CAP Encampment/ JROTC Leadership School (LS). Now is the time to strongly encourage your staff and cadets to apply and attend the 2004 Cadet Summer Encampment.

Cadets and Seniors- interested in attending this unique leadership development activity? Then contact your unit commander or any staff officer working with cadet programs and apply. Next, complete an application CAPF31; it is available at NHQ *e-services* under publications and forms or contact your unit administration office.

Completed CAPF31 applications need to arrive by mail at Sandia H.S. AF JROTC office **NLT 31 March 2004. Cost per CAP cadet is \$50.00. Cost per senior member is \$50.00 each.**

How to care for your BDU uniform

By 1Lt David Buscemi-Alamogordo

To get the most out of any clothing, follow the laundry instructions on the tag in the garment.

To keep your BDU uniform looking as good as new follow these simple steps:

1. Wash clothes only when they need it. Washing Machines are your clothing worst enemy.
2. Do not use Bleach on Colored clothing.
3. Do not use a dryer if you don't have to. Hang uniform inside to dry (bathroom). Never, Never, Never put Alice or Webb gear in the dryer, it will shrink them so bad it will be unusable.
4. Never hang colored clothing outside, The sun will fade colors fast.
5. Try to wash on delicate cycle.
6. Treat Stains fast before they set in, rub liquid soap in the stain, then put in washer.
7. Use a mild soap (low Phosphate).
8. Never overload your washer.
9. Try to use cold or warm water on colored clothing.
10. Some stains on Alice and Webb gear will come off by spot washing.

You may want to make clothing smaller, if the clothing can be washed and put in the dryer, do it. Clothing washed in hot water and put in a hot dryer for longer than required drying time will shrink. (*Reality check - no, you can't follow the instructions above and get an XLarge-Xlong to shrink to an Xsmall-Xshort. Ed.*)

Follow these instructions (1-10) and your BDUs and other clothing will last a lot longer!!!!

David Buscemi owns and operates a military clothing outlet *Military Uniforms &*

Equipment, Old Lincoln County in Alamogordo, NM. To contact David or ask him about his products, email him at dbuscemi@hauns.com or go to his website www.olcnet.com

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CAP NON-PARTISAN

By Lt Col Sharon Lane

In case you've been vacationing on the moon -- this is an election year! The bangity-bangity ads have started, insults are flying, tempers are flaring, passions are rising -- it's stacking up to be a good-old American election. And just what does that have to do with CAP?

For those of you who haven't been in CAP long or maybe you've been in long and still don't know, our organization is non-partisan. Just what does that mean? It means if you are at a political function WHILE WEARING A CAP UNIFORM your demeanor must remain fair, just, unbiased, impartial and detached. In other words, when you are in uniform, you are representing Civil Air Patrol. What you say or how you act can be construed as speaking for the organization. Best bet -- don't wear a CAP uniform to a political gathering or demonstration.

You may want to watch what you send in email or say in gatherings of fellow CAP members. What you think is "cute" may be extremely offensive to others who don't hold the same opinion. CAP meetings and CAP email lists should be left to what they are -- Civil Air Patrol business --- not a forum to rant and rave about a particular candidate or issue. Save your political opinions for a more appropriate setting.

Funds (your payment) need to arrive at Sandia H.S. AF JROTC office NLT 16 April 2004.

Mailing address is Sandia HS, AF JROTC (Zentner), 7801 Candelaria Rd NE, Albuquerque, NM 87110-3757. Make checks payable to Civil Air Patrol Encampment.

It is to your advantage to apply early in March. Planning staff will assign applicants to lodging on a first come first serve basis. CAP personnel have 50 billets. However, if CAP does not fill these 50 billets by 31 March the balance will be offered to JROTC cadets. Do not delay as the Inn may fill up fast.

The Cadet Leadership Encampment is scheduled 21-31 July, 2004. July 21 is the office & facility set up day. July 22 is a travel day for cadet staff; cadet Staff applicants RNL 1800, Thursday. July 23-24 all-day are cadet staff Training days. July 25-31 are cadet basic training days. Basic cadet show time is before noon on 25 July at CAP NMW HQ, B-926. You, your staff, and all parents are invited to the awards banquet, Thursday, 29 July, 1830 at the Mountain View club (former Officer Club) and the Pass And Review Graduation Parade, place and time TBD. The cost of this RSVP banquet is \$18.00.

Should you need, you may reach Lt Col Larry Zentner at home (505) 298-2933, at work (505) 294-1511, ex 514; by FAX (505) 291-6878 or by writing to his JROTC unit e-mail address NM-951@AFJrotc.net. To reach the Cadet Encampment commander, Capt David Simonson, his e-mail is David.Simonson@kirtland.af.mil

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Voting is one of the greatest privileges we have as Americans. With the stroke of a pen, yank on a lever or poking a hole in a card (of course leaving a chad - hanging or not!) we are allowed, as Americans, to raise our voices by way of our vote. The vote is our RIGHT because we are over 18 and citizens of the United States of America. Some people say, "Oh, my vote won't count -- I won't bother." Don't kid yourself. Remember the last presidential election when we waited for days to find out the final result? Had all Americans of legal age voted --- well, we'll leave that one to the history books.

The bottom line - take part in the political process. Listen to the candidates, think about what they say or don't say, actually pay attention to issues you feel strongly about, discuss it with the candidates (sure you can ---check the Internet for their website feedback link) then, **register to vote and VOTE.** See you at the polls in November!

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Subchaser Not Forgotten

*By Melody LeMay-
CAPNHQ PR Specialist*

MAXWELL AFB, Ala. - Glen P. Cook of East Greenbush, N.Y., one of the original "subchasers" in Civil Air Patrol, died Feb. 4 at the Stratton VA Medical Center in Albany, N.Y. He was 86. Cook continued to meet with other early members of CAP during their annual reunions at Rehoboth Beach. During his lifetime, Cook attended more than 50 of the meetings. At the reunion in 1993, he was actually talked with a former World War II German submarine officer who remembered dodging

Cook's plane during an aerial patrol.

"If not for people like Glen Cook, there would be no Civil Air Patrol today," said Maj. Gen. Richard Bowling, the current CAP national commander. "Those early members risked their lives every day to protect America. They were pilots in the truest sense of the word." Al Allenback, CAP executive director said, "Prior to Sept. 11, we might not have fully appreciated the contributions of subchasers like Glen Cook. But now we know how it feels to be attacked on our own soil, and we can understand what it must have been like to know there were German subs hovering off the U.S. coastline. Those civilian pilots risked their lives to defend America. Theirs were the quintessential homeland security missions."

Cook is survived by Beatrice, his wife of 53 years, and three sons, Glen, David and Robert. *God love Glen P. Cook and the other brave men and women like him. Ed.*

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To amuse yourself when you should be working --

This is fun--give it a try!

While sitting down, lift your right foot off the floor and make clockwise circles. Now, while doing this, draw the number "6" in the air with your right hand.

Your foot will change direction and there's nothing you can do about it!!!!
Now, get back to work!

*
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AND TO MAKE YOU SMILE

"FOR THOSE WHO HAVE FOUGHT FOR IT, LIFE HAS A FLAVOR THE PROTECTED WILL NEVER KNOW"

*Sent in by 1Lt Jim Stephens, Gallup
- A retired Marine -*

An atheist professor was teaching a college class and he told the class that he was going to prove that there is no God. He said, "God, if you are real, then I want you to knock me off this platform. I'll give you 15 minutes!"

Ten minutes went by. The professor kept taunting God, saying, "Here I am, God. I'm still waiting." He got down to the last couple of minutes and a Marine just released from active duty, and newly registered in the class, walked up to the professor, hit him full force in the face, and sent him flying from his platform. The professor struggled up, obviously shaken and yelled, "What's the matter with you? Why did you do that?" The Marine replied, "God was busy; He sent me."

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NM WING CALENDAR

- ALWAYS subject to change -

March

CD Online during March & April to renew
13 NMWg Staff Mtg -CC Call - Wing HQ
20 NMWg IC Conference- Wing HQ
24-27 NCASE - Atlanta GA
27-28 SAR/DR/HLS Exercise - Clovis

April

CD Online during March & April to renew
1-4 - SWR Cadet Competition - KAFB
2-4 NMWg Joint Trng Exer-Elephant Butte
10 NMWg Staff Mtg & CC Call - Wing HQ
16-19 SAR/DR/HLS Exer -Gallup
19-22 SWR Chaplain Staff College
24-25 NMWg Flight Clinic - Taos

May

1-2 NMWg Mountain Flying Clinic- Taos
8 NMWg Staff Mtg & CC Call - Wing HQ
14-17 SAR/DR/HLS Exercise-Farmington

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G'Day

IF YOU PUT ON A CIVIL AIR PATROL OFFICER'S UNIFORM...
YOU CAN WALK THE WALK BUT...

CAN YOU TALK THE TALK?

NO?

WE HAVE THE TRAINING YOU'VE BEEN LOOKING FOR!
SOUTHWEST REGION STAFF COLLEGE



17-24 JULY 2004

**KIRTLAND AIR FORCE BASE
ALBUQUERQUE, NEW MEXICO**

➔ **SOME OF THE CLASSES BEING OFFERED THIS YEAR** ◀

(Companies pay big bucks for these! Some student's employers have even picked up the SWRSC tab!!!)

**Customs and Courtesies • Team Building • Introduction to the Internet •
Planning and Conducting Squadron Meetings • Website Building • Leadership
Influences • Situational Leadership • Time Management • Functions of
Management • Problem Solving • Diversity Exercise • Human Relations • Core
Values/Ethics • Barriers to Communications • Preparing to Communicate •
Effective Writing • Behavioral Analysis • Professionalism • Aerospace Education**

♦

COST:

College- \$90 (includes graduation banquet)

Billet - \$25 A NIGHT (8 nights)-ALL students & staff stay on Base during the college

**Food - Approximately \$10 a day for 3 meals in KAFB Dining Hall.
Off Base? Your call !**

Send your signed (you & your Sq CC) CAPF17 to:

Col Frank A. Bueth, NM Wing Commander
Civil Air Patrol Wing Headquarters
P.O. Box 5069
Kirtland AFB, NM 87185-5069

Send Courtesy Copy of CAPF17 and a \$30 deposit to:

Maj Michael Swanson, CAP
SWRSC 2004 Director
7625 Brook Haven Way
Shreveport, LA 71105-5706

Please make checks payable to 2004 SW Region Staff College