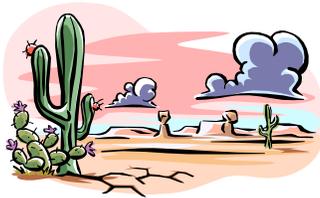


# CACTUS COURIER



Col Frank A. Buethe,  
Commander



Lt Col Sharon M. Lane, PAO



OCTOBER - 2003  
VOLUME 5, ISSUE 10

## NEW MEXICO WING

**BE SAFE!**

**You just never know when  
the dragon is going to jump  
up and bite you**

*Lt Col Norm Edwards*

**Civil Air Patrol  
P.O. Box 5069  
Kirtland AFB, NM  
87185-5069**

NM WING WEBSITE  
<http://nmwg.cap.gov/>

National CAP HQ Website  
<http://www.capnhq.gov/>

## WE HAVE A NEW WING COMMANDER

*From a press release...*

The New Mexico Wing of Civil Air Patrol is pleased to announce it has a new Wing Commander. Col Frank Buethe of Albuquerque was invested into the position with the passing of the flag and swearing in ceremony at the New Mexico Wing Conference held in Santa Fe on 20 September. He replaces Col James Norvell of Santa Fe who has been Commander four years.

Buethe is no stranger to "in charge". He is a retired US Marine Col with an illustrious military career.

Starting with his Bachelor's Degree in Government at Dartmouth College through his MBA in Marketing and Finance at Wharton School of Finance and Commerce where he was a member of Beta Gamma Sigma - a national honorary business society- Buethe has repeatedly reached for the "brass ring" and captured it! His military service included significant command responsibilities one of which was being the Commanding Officer of the Wing Engineer Squadron 47—HQ unit plus six detachments throughout United States. He established a certified construction trades training program with NE Wisconsin Technical College and constructed facilities for USA and USMC bases throughout United States. He was the Officer-in-Charge 9th Mobilization Region—responsible for Mobilization Centers in 11 central U.S. states that located and maintained contact with IRR Marines to ensure they were available for mobilization. He was an active duty as naval aviator and did a combat tour in Vietnam. His personal decorations include five Air Medals & Meritorious Service Medal. While in the military service Col Buethe took

courses in or completed US Army Judge Advocate General's School, US Army Institute for Professional Development, FEMA Emergency Management Institute, US Naval War College, Naval Amphibious Warfare School, National Defense University, US Army Command & General Staff College, US Marine Corps Amphibious Warfare.

After his retirement from the Marine Corp, Col Buethe found his way to Civil Air Patrol. He embraced his new adventure totally and has attended training in Squadron Leadership School, Corporate Learning Course, Air Crew school, completed the Incident Command System 100-400 and attended the Inland Search and Rescue School. He has also attended workshops with the New Mexico Department of Public Safety—Helicopter Operations and the National Interagency Civil-Military Institute—Drug Demand Reduction and Homeland Security Familiarization Schools. He most recently has been the NM Wing Director of Emergency Services and Homeland Security, has been the NM Cadet Encampment Commander for five consecutive years and has received the CAP Meritorious Service Award. He has been the Drug Demand Reduction Administrator where he increased Wing participation to over \$6000. He was the Albuquerque Thunderbird Composite Squadron IV Commander for two years and assisted in development of Middle School Initiative to four schools in cooperation with NM National Guard in the Albuquerque area. He serves as a Safety/Accident Investigation Board member.

Col Buethe and his wife Pam live in Placitas north of Albuquerque.

*Congratulations Sir!*



**OF THE YEAR Awards  
Announced at  
NM Wing Conference**

The following awards were made at the NM Wing Conference in September. In addition to the "Of the Year" awards, Maj Bill Jackson of Santa Fe received his Gill Robb Wilson Award and Col Jim Norvell received the Distinguished Service Medal.

**Decade of Dedication -**

LtCol Gary L. & 1<sup>st</sup> Lt Deborah J. Martin

**Family of the Year -** LtCol Frank (Larry) Zentner 1st Lt Jonathan Zentner and TFO Jason Zentner

**Cadet of the Year -** C/Lt Col Kaycee D. Gilbert (C/Lt Col Gilbert is also the SWR Cadet of the Year and was presented with her plaque by Col Tom Todd, SWR Commander at the NM Wing Conference.)

**Senior Member of the Year -**

LtCol Sharon M. Lane

**Squadron Commander of the Year -**

LtCol Paul J. Ballmer

**Don Otis Communicator of the**

**Year -** LtCol Robert M. Ross

**Public Affairs Officer of the Year -**

1Lt Gretta S. Christensen

**Outstanding ES Service -**

Capt David R. Simonson

**NM Aerospace Education Member**

**of the Year -** Capt Joseph P. Baker

**Outstanding Cadet Service -**

Major Barbara J. Grassham

**Squadron on the Year -**

Farmington Composite Squadron

**Cadet Squadron of the Year -**

Los Alamos Composite Squadron

**ES Squadron of the Year -**

Alamogordo Composite Squadron

**Special Missions of the Year -**

Farmington Composite Squadron



**WING STAFF  
POSITIONS OPEN**

New Mexico Wing Commander Col Frank Buethe has announced the following staff positions are open.

- Drug Demand Reduction Administrator

- Standardization /Evaluation Officer
- Members interested in helping with Operations
- Members interested in helping with ES
- Grants and Funding Administrator

Buethe said, "We must place emphasis on one another that CAP means *Come and Participate*, and that participation in this organization brings real rewards." He continued, "It can change the life of a cadet, do something meaningful in the defense/security of our country and add to the prestige of a highly thought of, professional organization."

Anyone interested in one or more of the positions should contact Col Buethe at [Frank.Buethe@kirtland.af.mil](mailto:Frank.Buethe@kirtland.af.mil) or call him at NM Wing Headquarters 505-268-5678 and leave a message.



**WING HOLIDAY PARTY  
DATE ANNOUNCED**

It is NEVER too early to start planning to attend the NM Wing Holiday party! This year it will be held at the Mountain View Club (the old Officer's Club on the east side of the Base) on Saturday December 6. The party will begin with a social hour at 6:00pm (no host bar) and dinner- a Holiday All You Can Eat Buffet- will start at 7:00pm. The cost will be \$25 per person. Music to be provided by Julie Peterman during social hour.

This popular event is open to all NM Wing CAP members and their guests. This year there will be door prizes to add to the merriment of the season. Your check will be your reservation. Make it out to NM Wing CAP and mail it to Pam Buethe, 38 Desert Mountain Rd, Placitas, NM 87043. If you are bringing a guest(s), please indicate

how many people will be attending in your party. The **DEADLINE** to be included at this party is 30 November. See you there!



**RESERVISTS NEWS**

LtCol Milton West (USAFR), Individual Mobilization Augmentee (IMA) to the New Mexico Civil Air Patrol-U.S. Air Force Liaison Office, was named 2003 IMA of the Year for the six state Southwest Liaison Region. He was selected because of his extensive work with local, state and federal officials planning and executing exercises and missions. He was part of the original planning team to help set up the Pharmaceutical Stockpile (now called National Stockpile) to be used in the event of a weapons of mass destruction emergency. He actively promotes using CAP as a support agency to local and state agencies. LtCol West, a Department of Energy engineer, came to the Civil Air Patrol from his position as IMA to the 377th Civil Engineer Squadron commander and a member of the civil engineering Prime Beef team.

Sherry Riddle was promoted to Lieutenant Colonel in the Air Force Reserves on 4 Sep 03. She is assigned to Air Force Research Laboratory at Kirtland AFB as a statistical analyst for the Directed Energy directorate and she is attached to the Civil Air Patrol where she teaches, works with cadets, and assists the wing as needed. She has been in the Air Force since 1985, in the reserves since 1991, and has worked with CAP since 1995 as a reserve assistance officer. A pin-on ceremony is scheduled for 10 October at 1300 when her family will be in town from Virginia. If you would like to attend, please go

to the Kirtland Federal Credit Union on Louisiana and Gibson (just outside the Gibson gate). Enter through the glass doors facing Louisiana and someone will direct you to the conference room. *CONGRATULATIONS to Lt Col West and to Lt Col Riddle. Your outstanding work with NM Wing Civil Air Patrol has been an inspiration to all of us!*



### **CN Reminder**

*By Lt Col Jim Gary, NMWGCND*

All current New Mexico Wing CN participants are encouraged to take the CN on-line Counterdrug Orientation Refresher Course before the October 31, 2003 deadline.

Remember the two year rule. Don't wait, do it today. The next course is scheduled for March-April 2004.

Also your annual participation hours (20 per year) are due. Please give this information to your Squadron Commander for forwarding to NMWCDO by October 20, 2003.



### **LAS CRUCES HAS THREE NEW MITCHELLS!**

*By Chaplain Charles Moorer, LRUPAO*

Three cadets from the Las Cruces Composite Squadron recently received the Billy Mitchell Award and were promoted to the rank of 2<sup>nd</sup> Lt. The cadets are Nathaniel Choo, Philip Rawson and Michael Harvey. Nathaniel is the son of Dr. and Mrs. Vincent Choo and is a student at the Mesilla Valley Christian School. Philip is the son of State Senator and Mrs. Lee Rawson and is now a student at the LeTourneau University in Longview, Texas. Michael is the son of Mr. and Mrs. Jeffery

Harvey and is a student at Las Cruces High School.

These cadets now make four members of the squadron who have received the Billy Mitchell Award. The first cadet was Billy McNair who is the son of Mrs. Bill McNair and the late Mr. Bill McNair. Billy is now a student at NM State University in Las Cruces.



### **LOS ALAMOS CADETS SEE "HAZMAT"**

*By 1Lt Gretta Christensen*

The cadets knew they were in for an unusual squadron meeting when the Los Alamos National Laboratory (LANL) hazardous materials (HAZMAT) response vehicle pulled into the parking lot. Were they in imminent danger? Was there hazardous material some place on the premises? No, rather LANL physicist, Stan Simmonds, a member of the Hazardous Materials Response Team, had come to share with the cadets how he and his rapid response team travel the world managing situations involving hazardous materials.

Before going outside to show off the high tech vehicle and its equipment, Simmonds enthusiastically entertained the cadets with numerous stories about his job. "I'm a very lucky guy. I get paid to go have a blast!" Geiger counters and a variety of gas sampling monitors were just a few of the instruments Simmonds showed the cadets. Fortunately for the health of the cadets, no hazardous samples were used to demonstrate the effectiveness of the equipment. However, a couple of the cadets had the opportunity to try on various protective suits as Simmonds explained their uses. Volunteering first, and looking much like a space alien, C/SrA

Abby Wermer modeled the chemical protection suit. C/MSgt Victor Stearns proved his ability to overcome awkward motor skills and handle extreme heat by climbing into the fire protective suit.

Moving outside, the cadets got to see first hand some of the most sophisticated paraphernalia used at disaster sites. Weighing in at over 40,000 pounds the HAZMAT truck contained all of the supplies and every conceivable piece of equipment necessary to secure an area, assess the damage, and begin the cleanup process.

While not directly associated with CAP it was reassuring to know that there are other organizations also planning and preparing themselves to handle public emergencies.



### **NEW CADET ACTIVITY ANNOUNCED**

*NM Wing DCP Lt Col Paul Ballmer requested "widest distribution" on this.*

The following letter was sent to the NM Wing Commander. He requested Lt Col Paul Ballmer provide this information to all NM Wing cadets. The letter read:

Dear Region and Wing Commanders,

As Col Rex Glasgow briefed you in Las Vegas, we're kicking off a new national cadet special activity, the "Cadet Civic Leadership Academy." National Board members conceived of a civics-related cadet activity in 2002 after seeing some cadets represent CAP admirably during Legislative Day activities. CCLA has great potential to help our cadets become better citizens and get excited about career opportunities in public service.

Please note that the academy is held during the spring, in

conjunction with the National Board, so it is out-of-cycle with the other NCSAs. Therefore, as mentioned during Col Glasgow's briefing, we needed to create the special application / selection procedures listed below. We've tried to make the process as easy as possible for everyone -- the cadets, you, your staff. Thank you in advance for your cooperation.

#### Application and Selection Timeline

1. Cadets submit a completed CAPF 31, endorsed by the Wing Commander, to HQ CAP/LMP by **21 November**.
2. HQ CAP/LMP consolidates the applications, begins the administrative work, and sends applications to the Region Commanders by 26 November. (If any Region Commander prefer we send them to their DCP, we'll gladly do that).
3. Region Commanders choose 3 primary cadets from their region and notify HQ CAP/LMP of the selections by 15 December (email: [clafond@cap.gov](mailto:clafond@cap.gov)). All other applicants from the region will be considered as alternates, unless otherwise indicated by the region.
4. HQ CAP/LMP notifies all cadet primaries and alternates by 20 December via email.
5. Primaries have until 15 January to pay a \$100 deposit; the remaining \$100 activity fee is due 15 February.

We'll be advertising the CCLA through all available HQ CAP channels. Please help the effort by doing the same locally.

Thank you.

CURT LAFOND - Hq Civil Air Patrol

**CADETS? Interested?** Contact Lt Col Paul Ballmer at [PJBallmer@worldnet.att.net](mailto:PJBallmer@worldnet.att.net) or call him at 505-323-6069.



## Safety Bulletin

*By Col Larry Harrah, NMWGSO*

Fall has arrived and with it, the mild dry days. Our spring and summer winds have abated as has the mid summer turbulence associated with thermal activity. A pleasant time for flying or driving. Perhaps this is also the time to increase our awareness of upcoming hazards. Winter weather usually starts around the first of November and we must be prepared, not be lulled by the most pleasant of seasons.

Our flying skills may not be up-to-snuff and this is the season to practice, before the weather deteriorates and those skills are demanded. Time for many slow level maneuvers to simulate the searches to come with hunting season and holiday travel. We have not had many searches in the past few years but they will occur and we must be prepared! Our skills at the accomplishment of search may save lives. Let's keep them up-to-date!

Now is also the time to prepare for winter by inspecting our aircraft and vehicles. Of particular importance are those items, which change with the season. Survival kits; oil quality and quantity; heater integrity; CO detectors; lubrication and control function to name but a few inspection items. Home and meeting areas must be inspected for safety and so that we are well prepared for the cold mornings to come. Winterizing is in order. Don't fall off the roof when closing the air conditioner. But do it now before the roof is icy. Review the items that need action and review cold weather operations.

The birds know winter is coming and the fall migration will start before October is over. That hazard to flight must be

anticipated; we are in a major flyway!

This month's Safety Slogan is:

### **'Tis the season to be SAFE**

New Mexico Wing has again been among the most accident prone of our CAP wings and in reviewing our recent history, it is obvious that most of our problems derive from two sources; poor decision making skills and awareness of our surroundings! Wing is in the process of developing a course in Operational Decision Making to be presented to the units. We will present a developmental version of this course to our check- and instructor pilots and safety officers on 18-19 October. This meeting will be mandatory for all check- and instructor pilots for them to continue in their positions. It is our intention that the course will then be passed along to the membership by those attending the October meeting within the next 30 days. Following this initial round, a repeat session will be performed by Wing staff once each year at each unit as a refresher.

We also realize that much of our mission flying does not result in real proficiency for those tasks resulting in the highest hazard exposure. Only practice in those areas will improve our safety performance. We are encouraging our pilots to perform at least one proficiency flight each month where they practice the maneuvers critical to our mission (see CAPR 60-1 proficiency flight profile). These flights are most effective if performed with a critical observer so that procedural mistakes are recognized and corrected. I encourage all our flying units to establish that as a unit policy! Such a policy will result in a safer operation overall.

Recently I circulated a series of topics for monthly safety meetings throughout the year. I suggest that each of you review that list and be prepared to actively participate in the unit safety meeting.

Let us together make our organization in New Mexico an exemplary one!

I again ask for Safety Slogans from our membership. Email them to me!

**Get your safety reports in on time by email!**



*Here is a test to find whether*

*your mission on earth  
is finished:*

*If you're alive, it isn't.*

**Safety Meeting Topics –  
Yearly Suggestions for  
Seasonal Discussion**

*By Col Larry Harrah, NMWGSO*

**January** – Weather, winter review  
Cold weather operations again  
Inspections of vehicles and aircraft  
Facility inspections

**February** -Carbon monoxide poisoning, recognizing the symptoms

Heater operational inspections, exhaust leaks and detector operation and dates

Hypothermia

Spring allergies and medication hazards

**March** -Tie downs and hangar inspections

Bird migration patterns, bird strikes

Spring storm patterns, late season snows and survival gear, wind handling

Spring fever, early expeditions into the outback

**April** - Spring winds and late winter storms

Crosswind limitations and landing techniques

Vehicle and aircraft inspections and preparation for hot weather

Birds again

**May** - Securing aircraft and hangars against winds

Aircraft and vehicle inspection for changing temperatures

Density altitude effects on aircraft operations

Carburetor ice, vehicles and aircraft – conditions and results

**June** - Density altitude effects on personnel

Inspection of survival gear and readiness for summer operations

Summer weather patterns and TRW

Aircraft systems checks and date of accomplishment checks (ELT, oil, annual)

**July** - More TRW avoidance and thermal turbulence

Proficiency flying profiles

Flash floods, camping and mission exposure

Hyperthermia

**August** -Water needs during operations

Late summer hazards

Search proficiency

Hunting safety

**September** - Back to work or school concerns, mental overload  
Home safety inspections, readying for winter

Allergic reactions, detection and treatment

Effects of medication on performance

Aircraft and vehicle performance re-evaluation

**October** -Preparation for winter, vehicle and aircraft inspections

Changing survival equipment for winter survival

Bird migration patterns and bird strikes

Icing, hazards to flight and vehicle operation

IFR preparation and practice – when to go

**November** -Aircraft and vehicle inspections, preparation for cold weather operations

Heating system inspections

Winter storm patterns and hazards

Holiday behavior

Water in the fuel system

**December** - Safety Surveys of facilities and operational areas

Electrical system inspections of facilities

Survival in cold weather

New Year's resolutions

Cold weather operations

These are but a few of the topics I would suggest for response to seasonal variation of our operations. I hope that you will use these as suggestions for meeting topics. Do not always concentrate on flying hazards, but include both home and vehicle hazards! We all operate vehicles in accomplishing our mission and that operation may be as demanding as flying if done right. Include cadet hazards for both mission activity and meeting activity. Concentrate on the hazards expected in the next period following the Safety Meeting.

Don't forget that fuel system icing can be as hazardous in vehicles as in aircraft; being stuck in a remote area during a late spring snowstorm can result in hypothermia. And above all, stress the CO hazard and the necessity for timely inspections of heating systems in aircraft, vehicles, meeting facilities and the home or office! Use all possible means to enhance awareness of safety problems. A safe operation is an operation that encourages individual hazard awareness and participation in hazard avoidance. Not mentioned above are the hazards to which you can be exposed during winterizing or summarizing your home and facilities. Don't get blown off the roof in spring when setting up the

air conditioner. Don't slide off the roof when winterizing late after the first snow or ice!



## **CRUISE CONTROL-- NOT A JOKE**

*This article was received as an email message. The newsletter staff does not claim accuracy or veracity of this article. If it is true, it is definitely a safety matter to consider. Reader beware!*

A 36-year-old female had an accident several weeks ago and totaled her car. A resident of Kilgore, Texas, she was traveling between Kilgore and Gladewater. It was raining, though not excessively, when her car suddenly began to hydroplane and literally became airborne.

Luckily, she was not seriously injured but was very stunned at the sudden occurrence! When she explained to the highway patrolman what had happened, he told her something that every driver should know: **NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON.**

She had thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain. But the highway patrolman told her that if the cruise control is on and your car begins to hydroplane - when your tires lose contact with the pavement - your car will then accelerate to a higher rate of speed and you take off like an airplane. She told the patrolman that was exactly what had occurred.

We all know you have little or no control over a car when it begins to hydroplane. The highway patrol estimated that her car was actually traveling through the air at 10 to 15 miles per hour faster than the speed set on the cruise control. The patrolman said the following warning ought to be listed on the driver's seat sun visor along with

the airbag warning: **NEVER USE CRUISE CONTROL WHEN PAVEMENT IS WET OR ICY.**

We often consider it wise to set the cruise control to maintain a safe speed - but we don't always think to use the cruise control **ONLY** when the pavement is dry. The only other person the accident victim found who knew about this (besides the patrolman), was a man who had had a similar accident, totaled his car and sustained severe injuries.

If you warn even one person who doesn't know about it, then it was worth it. You may have saved a life.



## **Microburst Encounter**

*By Capt John Lorenz*

FAA material on the origins and effects of microbursts (see the AIM, paragraph 7-1-26) is geared towards large, commercial-size jets. Head winds shear to tailwinds as the aircraft flies through the winds that have been deflected radially outward from a down-flowing column of air as it hits the ground. The inertia of the large mass of flying metal within the suddenly shifting winds produces a sucker punch where the pilot, compensating for the extra lift from the sudden headwinds, points the nose down and reduces power, then gets caught short of power and pointed towards the ground when the aircraft flies through the downdraft and into a zone of tailwinds.

Most of our GA aircraft, however, weigh a few thousand pounds rather than hundreds of thousands of pounds. Although the FAA description of microbursts remains relevant, these shafts of earthward-tumbling air have somewhat different but equally dangerous effects on our small aircraft, which don't have

enough inertia to fill a small thimble and so increased or decreased performance is minimal. Downdrafts, gusts, and turbulence, however, make up for this in spades.

Here's the tale. Picture a 1946 tube-and-fabric Taylorcraft: it's light, only 1200 pounds gross weight, yet it has a 36-ft wingspan. I was grinding towards the end of a 9-hour cross-country flight from Tulsa, Oklahoma to Moriarty, New Mexico in the hundred-degree heat of a late-June afternoon. The oil temperature had been bumping up against the 220-degree red-line on the gauge, exceeding it unless the throttle was pulled back to where the little 75-horse engine would just keep the T-cart aloft while dragging it forward at 60 mph. I was wallowing along nose high about 500 ft above the terrain, and the terrain was rising as I flew westward. The T-cart wouldn't climb to cooler air without overheating the engine, yet I still had to negotiate the 7300-ft heights at Clines Corners. I had started to assess each passing dirt road as a potential landing place in case the oil temperature finally became uncontrollable.

An innocuous line of relatively small clouds floated several thousand feet above the high ground, with a hint of virga beginning to descend from one of them directly over the low spot I wanted to pass through. That should be OK, a little rain should help the cooling, shouldn't it? It began to get bumpy, but that was expected given the westerly breeze, that I'd been grumbling about all day, flowing towards me over the heights. A few drops of rain on the windshield, no more, and the relieving cool as the aircraft flew under the shadow of the cloud. Sudden turbulence threw me about the cabin. The

flight bag that was loosely seat-belted into the seat beside me came alive, tugging at the belt and scattering its contents. There's a pair of glasses down there somewhere in the remote area south of Clines Corners, thrown out an open window.

Turbulence, however, quickly became a minor worry: in the blink of an eye I lost 450 of the 500-ft AGL I had laboriously and just barely been maintaining. Without some quick luck I was going to lose the rest of it. Nuts to the oil temperature, full power, and turn towards the low ground down a shallow valley. The spattering of rain had stopped but the trees were rushing past beneath me: a strong tail wind was giving the airplane a hellacious ground speed. The engine began to buck and kick: not NOW, I NEED all the power those poor 75 horses can give! At the time I thought the engine was running roughly due to overheating but looking back I believe the turbulence was severe enough to buffet the prop. The engine never behaved that way before and hasn't ever since. The valley flattened out but I was still being swatted around and losing altitude: by God I believe I'm going to hit one of the scrubby junipers that are scattered thickly down there. No clearings or roads to put down on. OK, if it's inevitable, I might as well hit a tree with the lower ground speed of a head wind: is there enough altitude to make a one-eighty? Yes, just barely. Fight the yoke, tighten the seat belt.

Almost as quickly I was out of it. Two or three minutes from the onset of turbulence I was still being bounced around but it seemed calm and smooth by comparison. There had not been any "enhanced performance" to serve as a warning: it was immediate turbulence and down

we go. Virga was the only sign of impending trouble. I may have been caught in the early stages, directly under a newly descending microburst, and although some of the rapid descent could possibly have derived from aircraft inertia in the tailwind, the encounter was not stock FAA.

For the next ten minutes I flew pensively westward, wondering what in the hell had happened and considering ruefully that if I'd gone down there would have been little evidence for the cause of the accident. Even strong winds leave little enough trace; people would have shaken their heads and said that the damn fool had inexplicably flown the plane into the ground.



### **GOT A DINGY WHITE AVIATOR SHIRT?**

Here's the trick to get it glistening white again --

1. Wash with other white clothes using liquid Tide with Bleach detergent.
2. Do not put it the dryer. Hang on a hanger in the bright sunlight until dry.
3. Use a light starch and press with a warm iron.

You may have to wash the shirt more than once to get it white, white. Do not use bleach.



### **The Three B's Buzzard, Bat & the Bumblebee**

If you put a buzzard in a pen that is 6 feet by 8 feet which is entirely open at the top, the bird, in spite of its ability to fly, will be an absolute prisoner.

The reason is that a buzzard always begins a flight from the ground with a run of 10 to 12 feet. Without space to run, as is its habit, it will not even attempt to

fly, but will remain a prisoner for life in a small jail with no top.

The ordinary bat that flies around at night, a remarkably nimble creature in the air, cannot take off from a level place. If it is placed on the floor or flat ground, all it can do is shuffle about helplessly and, no doubt, painfully, until it reaches some slight elevation from which it can throw itself into the air. Then, at once, it takes off like a flash.

A bumblebee, if dropped into an open tumbler, will be there until it dies, unless it is taken out. It never sees the means of escape at the top, but persists in trying to find some way out through the sides near the bottom. It will seek a way where none exists, until it completely destroys itself.

In many ways, aren't we sometime like the buzzard, the bat, and the bumblebee? We are struggling about with all our problems and frustrations, forgetting or worse not ever realizing that the answer is right there "Above" us. Psalm 46:10 *Be still and know that I am God.*



### **TO MAKE YOU SMILE**

#### **THE OIL CHANGE**

Instructions for Women:

Pull up to Jiffy Lube when the mileage reaches 3000 miles since the last oil change.

Drink a cup of coffee.

15 minutes later, write a check and leave with a properly maintained vehicle.

Money spent:

Oil Change \$20.00

Coffee \$1.00

Total \$21.00

Oil Change Instructions for Men:

Wait until Saturday, drive to auto parts store and buy a case of oil, filter,

kitty litter, hand cleaner and a scented tree, write a check for \$50.00.  
Stop by 7 - 11 and buy a case of beer, write a check for \$20.00, drive home.  
Open a beer and drink it.  
Jack car up.  
Spend 30 minutes looking for jack stands.  
Find jack stands under kid's pedal car.  
In frustration, open another beer and drink it.  
Place drain pan under engine.  
Look for 9/16 box end wrench.  
Give up and use crescent wrench.  
Unscrew drain plug.  
Drop drain plug in pan of hot oil: splash hot oil on you in process.  
Cuss.  
Crawl out from under car to wipe hot oil off of face and arms.  
Throw kitty litter on spilled oil.  
Have another beer while watching oil drain.  
Spend 30 minutes looking for oil filter wrench.  
Give up; crawl under car and hammer a screwdriver through oil filter and twist off.  
Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties.  
Drink a beer.  
Buddy shows up; finish case of beer with him. Decide to finish oil change tomorrow so you can go see his new garage door opener.  
Sunday: Skip church because "I gotta finish the oil change."  
Drag pan full of old oil out from underneath car. Cleverly dump oil in hole in back yard instead of taking it back to Krage to recycle.  
Throw kitty litter on oil spilled during step 18.  
Beer? Nope, drank it all yesterday.  
Walk to 7-11; buy beer.  
Install new oil filter making sure to apply a thin coat of oil to gasket surface.  
Dump first quart of fresh oil into engine.  
Remember drain plug from step 11.  
Hurry to find drain plug in drain pan.  
Remember that the used oil is buried in a hole in the back yard, along with drain plug.

Drink beer.  
Shovel out hole and sift oily mud for drain plug. Re-shovel oily dirt into hole.  
Steal sand from kids sandbox to cleverly cover oily patch of ground and avoid environmental penalties.  
Wash drain plug in lawnmower gas.  
Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.  
Drink beer.  
Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug.  
Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame.  
Bang head on floorboards in reaction to step 31.  
Begin cussing fit.  
Throw stupid crescent wrench.  
Cuss for additional 10 minutes because wrench hit Miss December (1992) calendar .  
Beer.  
Clean up hands and forehead and bandage as required to stop blood flow.  
Beer.  
Beer.  
Dump in five fresh quarts of oil.  
Beer.  
Lower car from jack stands.  
Accidentally crush remaining case of new motor oil.  
Move car back to apply more kitty litter to fresh oil spilled during steps 23 - 43.  
Beer.  
Test-drive car.  
Get pulled over: arrested for driving under the influence.  
Car gets impounded.  
Call loving wife, make bail.  
12 hours later, get car from impound yard.  
  
Money spent:  
Parts \$50.00  
DUI \$2500.00  
Impound fee \$75.00  
Bail \$1500.00  
Beer \$40.00  
Total-- \$4165.00  
-- But you know the job was done right.



## NM WING CALENDAR

*Always subject to change.*

### October

11 Wing Staff - Sq Commanders

Meeting - Wing HQ  
17-20 SAR/DR/HLS Exercise - Taos  
24-26 NMWg Super Training  
Weekend KAFB

### November

8-9 NMWg Cadet Competition-  
KAFB  
8 Wing Staff and Sq Commanders  
Meeting - Wing HQ  
14-17 SAR/DR/HLS Exercise -  
Las Cruces  
22-23 NMWg Aircrew Training -  
Wing HQ

### December

1 CAP's 62nd Anniversary  
6 Wing Staff - Sq Commanders  
Meeting - Wing HQ  
6 NMWg Holiday Party -  
Mountain View Club  
20-21 CN Exercise - Albuquerque  
26-31 NMWg Cadet Winter  
Encampment- KAFB

### January 2004

17-18 Natl Check Pilot  
Standardization Course -  
Santa Fe  
23-26 SAR/DR/HLS Exercise -  
Alamogordo

**Now,  
Get  
Out  
There  
And  
Make  
It  
A  
GREAT  
Month!**

G'Day