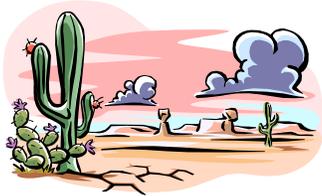


CACTUS COURIER



Col James Norvell, Commander
Major Sharon M. Lane, PAO



SEPTEMBER - 2003
VOLUME 5, ISSUE 9

NEW MEXICO WING

*Tell me and I forget; Show me and
I remember; Involve me and I
understand*

**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/>

WING CONFERENCE AND CHANGE OF COMMAND TO BE HELD

The New Mexico Wing Conference will be held the weekend of 19-21 September in Santa Fe. Wing Commander Col James Norvell will host his last Wing Conference and will turn over the reins of the Wing to Lt Col Frank Buethe of Albuquerque on Saturday evening.

The conference itself will be held at the Radisson Santa Fe at the northern end of St. Francis Drive. The festivities will begin Friday night with a "Howdy Do!" social beginning at 7:00 PM. Registration will start at 4:00pm that day. Saturday is packed with the conference opening that morning and continuing into afternoon breakout sessions and mini-workshops. Saturday evening will see a formal Dining Out with the social hour from 6-7:00 PM and everyone going into the dining room at 7:00. President of the Mess will be Col Dennis Manzanares of Taos and Lt Col Beverly Pepe of Rio Rancho will be the Vice President of the Mess. With that combination, expect ANYTHING!

"Of the Year" awards will be presented during the evening and the last item of business will be the Change of Command.

Conference information and registration form is at the end of this newsletter. Please make copies to fill in and plan to come out for a FUN weekend!



GALLUP SAREX GREAT EXERCISE!

There really wasn't a plan when the Communications trailer pulled up at the Gallup Municipal Airport on Friday evening 15 August. The

Gallup Raptor Composite Squadron hasn't had a SAREX on its turf in a VERY long time and all the preparations were in place except for THE PLAN.

Lt Jim Stephens and his lovely wife Darlene, also a CAP member, jumped into CAP running! Their enthusiasm was contagious as evidenced by the mission base they and their trusty squadron members who put the whole thing together "by the seat of their pants"! None of them had even BEEN to a CAP Search and Rescue Exercise let alone hosted one. Lt Col Larry Zenter wondered out loud, "What did we do that was so right?" He was truly impressed with the way the day had turned out. Lt Griffyn Lane, who is a Mission Qualified Flight Line Officer said, "That was the nicest bunch of cadets I was ever around. They listened to my instruction, did what was asked of them, made the usual beginner mistakes but, on the whole, were a great bunch of people to work with!"

It seemed everything just fell into place. The exercise, according to Zenter, was very close to a real Redcap in that, while the setting was unrefined, everything seemed to go without a hitch. Those in attendance was tasked and from the get-go and the exercise ran like a well-oiled machine. Truly professionally trained volunteers at their best!

Congratulations to the Gallup Raptor Composite Squadron and the talented volunteers who participated on a job well done!



Safety Bulletin

By Col Larry Harrah, NMWGSO

I am sorry to report that we have had another incident in New Mexico Wing in August. This incident has resulted in aircraft

damage, and perhaps worse damage to our reputation nationally! We have had an extremely **bad SAFETY record** over the past 5 years that could easily result in losing some of our aircraft and *must adversely* affect our image to the customers we serve. We may lose missions if the customers' confidence is lost in our ability to safely perform on their requests. As New Mexico Wing Safety Officer for the past 3 ½ years, I must accept a large portion of blame for these occurrences and have been humbled by these events. I have not failed to recognize the trend and have tried to point out where we have failed. In these bulletins I have also tried to anticipate potential problems and suggest possible means for their rectification. A large fraction of the accidents and incidents result from, I feel, an inattention to safety on all our parts! This must change if we are to continue as a viable organization! Only at the operating level can we change this alarming trend. The units must lead the way to improvement. The Wing Safety Officer should be providing guidance to effect a safer attitude and more deep awareness of our problems! In the final analysis, **Safety is attitude and awareness** at the individual level that can be promoted at **serious** safety meetings. It is not enough to point out our problems but solutions must also be proposed. We need help from all to succeed in improving our record.

In each of the incidents, an investigation was held. In some of these instances, our members have resisted these investigations on various grounds. I would like to remind all of you that these investigations are for the purpose of making our operations safe. By

studying our mistakes, we develop routes for avoiding mistakes in future operations; they are not to focus blame on individuals.

We have spent much time on adding to our regulations in the forlorn hope to avert accidents; that clearly doesn't work as it simply has resulted in more paperwork and resentment from the membership! Again, I suggest that more is accomplished by continuous stress on the safe conduct of operations, attitude and awareness. Even our reporting record reflects the lax attitude towards safety; reports are not being submitted or are usually late. **No Safety Slogans** have been submitted for a couple of years!

The current incident is under investigation and I cannot report on findings at this time, but I will say that I think many factors are involved. Those include: situational awareness, attitude, and proficiency. All of these must be addressed at the unit and by each of us individually if we are to survive. I then suggest the following slogan for this month: **Analyze Your Attitude Towards Safety**

And perhaps also:

Broad Awareness Promotes Safety

It is clear that situational awareness factors have contributed to our abysmal record. Becoming more attentive to our surroundings can only increase the appropriateness of our response in any unexpected situation. It will also reduce our response time to emergencies. A careful and complete scan of our instruments and traffic (for aircraft and vehicles) will allow added time to react if reaction becomes necessary! A review of the necessities of a proposed operation may well reveal problems to avoid.

What are our problems? They are many but correctable only with participation from all members. Let's get to it now while we still exist. Change our culture. Include **SAFETY** as an integral part of all operations and plans.



SALUTING AMERICA'S HEROES DAY

Sent in by Mr. Fred Harsany, State Director-AF Liaison Office

According to by Mr. Bob Risban, United Veterans Council the United Veteran's Council is having a *Saluting America's Heroes* day at the UNM/BYU game on 13 September. Tickets that are normally \$13 will be \$10 if you show your CAP ID. The other \$3 will be donated to the Veteran's charities, so it's a win-win! **Tickets must be purchased by 10 September** to get the \$10 price (at the Stadium ticket office). If there is a group coming, the Veterans Council can get the group tickets in one block. To arrange, notify Mr. Risban at 907-7777 or call me at 846-5420.

The tickets will be in the new North stands of LOBO Stadium. There will be an F-16 fly-over, Military display Tailgate area and it is encouraged that you wear your uniform (if desired).

Mr. Risban said, "I would like to have a big turn-out to say 'thanks' to our Veteran American Heroes!"



ONLINE Counterdrug Orientation and Refresher Training Courses available

By Lt Col Jim Gary, NMWGCD

The online National Counterdrug Orientation and Refresher Courses are available to CAP counterdrug members. Access to these online courses is restricted to only

qualified CD members and those CAP members who have successfully completed the counterdrug screening process. ALL currently cleared CD member are encouraged to take this course before October 31, 2003, as there has not been a course since March, 2001: Remember the two year rule.

In order to access the course, click on the CD Ops button on the left side of the National CAP web site (www.capnhq.gov). When the CD Ops web page comes up, scroll down to the line under the picture that reads "Online National Counterdrug Orientation and Refresher Courses" and click on this line. This will open the online program. The member is then required to enter their CAP ID number to gain access to the program. If you are unable to get access to the program, let the Wing CDO know so he can investigate as to why. There are some computer specification that are recommended to view the program. Your Squadron Commander should have these instructions.

At the completion of the course, an email is automatically sent to HQ CAP Chief, Confidential Screening with notification that the member has completed the course. The master database will be updated and the information sent to the appropriate wing CDO.

If you have question, contact Jim Gary, NMWCDO, 3217 Tahiti N.E. Albuquerque N.M. 87111, 505-298-7080, or Email a1925modelt@hotmail.com.



NM Wing Logistics "Outstanding"

By Lt Col Herbert A. Traulsen

CAP-USAF/SWLR conducted its annual survey audit of the NM

Wing Logistics on 1 May 2003. Areas of Real Property, Transportation and Logistics Supply were inspected by MSgt Watson. This inspection resulted in the New Mexico Wing Logistics Directorate receiving its **second consecutive Outstanding Evaluation**.

Lt Col J. Blake Frentress, Commander CAP-USAF/SWLR commented as follows: "The overall rating for Logistics is **Outstanding**. Lt Col Traulsen continues to do a tremendous job overseeing the wings logistics area. He created an inventory database to track the under \$2000 items as well as items normally tracked on the S-3. He requires each unit to sign accountability statements on their listings annually and maintains them in his unit files. Lt Col Traulsen continues to be an invaluable asset to the New Mexico Wing.

Units inspected in 2002 were Capital Composite Squadron and Los Alamos Composite Squadron. Both units received an **excellent rating**. Rio Rancho Composite Squadron received a **satisfactory rating** in 2003; I wish to congratulate these Unit Commanders and their Supply Officers for a job well done.

Your wing's outstanding ratings could not have been accomplished without the cooperation of all unit commanders, supply officers, individuals, and the NM State Director (LO)."

**I WISH TO PERSONALLY
THANK ALL UNITS AND
INDIVIDUAL FOR THEIR EFFORTS
WHICH CONTRI-BUTED GREATLY
IN OUR WINGS OUTSTANDING
RATINGS. THANKS FOR A JOB
WELL DONE!!**



Wing Transportation

By Lt Col Herbert A. Traulsen

After reviewing the completed NM Wing Form 73's, CAP Vehicle

Operator's Log and Inspection Guide it is apparent that the Wing drivers "can not" or "will not" read instructions on how to complete this form.

Partial instructions are attached to the CAP Form 75 when it is issued to the driver. Complete instructions are in the vehicle logbook located in each vehicle.

Areas requiring improvement are:

- Vehicle inspection by 1st person driving each day and sign off on front of NM Wing Form 73.
- All drivers should sign in on the front of NM Wing Form 73.
- Complete back of NM Wing Form 73 at the completion of the trip. This entree is to be made in whole numbers; no fractions of hours or minutes will be used. If vehicle was used for ½ hour you will log 1 hour.
- Credit cards in vehicles are to be used only when a mission number has been assigned.
- If at a multi-day activity and the vehicle is driven each day an entry will be made each day in the NM Wing Form 73. Do not lump several days into one entry.

CAPR 77-1 paragraph 7a states: "Prior to use, the first operator of the day will perform a safety check on COV's or TUV's using CAPF 73 CAP Vehicle Inspection Guide and Justification. Any item(s) on daily inspection checklist that are not in safe working order, especially tires, brakes and steering must be repaired before vehicle is used for any CAP mission/activity. When a POV is used as official CAP transportation it will also have a safety check performed prior to use."

This means that each day the vehicle is driven it will be inspected and signed for on the front of NM Wing Form 73.

The completion of NM Wing Form 73 and the Monthly

Vehicle Report are National Headquarters requirements and can impact our receiving new vehicles. As responsible adults these reports should be submitted accurately and on time. The Wing has recalled vehicle 3008 because the Squadron failed to submit the required monthly vehicle reports. This monthly report is to be received at Wing on or before the 5th of the next month.

If improvements are not made in the completion of NM Wing Form 73 drastic action will be taken. National Headquarters has sent a message concerning tire pressure and load range rating, they point out:

- a. Tire pressure and load rating are critical elements of tire safety.
- b. Tires should be inflated in accordance with the vehicle manufactures recommendations. All tires should be inflated to the same pressure when tires are cold (this includes the spare).
- c. Check tire pressure monthly.
- d. Never inflate beyond maximum permissible inflation pressure.
- e. Air pressure should be check with a pressure gage (CAP vehicles in New Mexico are equipped with pressure gages).
- f. Tire balance and alignment are critical to tire operation.
- g. Tires should be checked for adequate tread, cuts, slashes and other irregularities.
- h. 12 and 15 passenger vans tend to have the center of gravity rise as they fill up with people. Roll over is easier with a full load – Drive accordingly.



WE HAVE TWO NEW CFI'S IN CAP

This past summer Capt Joe Baker of Farmington and Capt Steve Waters of Durango, Colorado have

both completed their examinations to become Certified Flight Instructors. Both men are members of Civil Air Patrol with Baker being in New Mexico Wing and Capt Waters in Colorado Wing. He is also the Squadron Commander of the Durango Composite Squadron.

The examination, which is lengthy--about 8 hours, is extremely comprehensive and anyone taking the exam needs to know one heck of a lot about aviation. Baker said, "I could barely walk after I finished!" He teaches Aviation History at San Juan College in Farmington and is a mission pilot. Waters, who is also a mission pilot and mission check pilot, shares his wealth of aviation knowledge regularly with New Mexico because of the proximity of Durango to Farmington. He lives his dream of working for a company that gives glider rides near Durango during the summer and is a private pilot for a group of physicians in the winter.

Congratulations to both of these gentlemen. They make us all proud!



FAA Starts Issuing 'New' Pilot's Licenses

Contributed by Maj Nena Wiley, AZ Wing

The FAA has just started issuing new, 'security-enhanced' airman certificates to the nations 650,000 active pilots. FAA Administrator Marion C. Blakey unveiled the new certificate before hundreds of aviation enthusiasts at the Experimental Aircraft Association (EAA) AirVenture.

The new credit card-sized certificates are made from high-quality composite PVC media card stock and incorporate new security

features, such as a hologram of the FAA seal. They will replace the existing paper airman certificates which can be easily damaged. The new certificates durability and features will further protect pilot identities and add one more element of security to our aviation system, said Blakey.

The certificate will be issued to all new and existing airmen as they achieve higher levels or additional ratings. It will replace certificates that have been lost or damaged. In keeping with this years Centennial of Flight celebration, the new certificate features graphics of the Wright Brothers, 1902 Wright Glider, 1903 Wright Flyer, Boeing jet aircraft, DOT seal, and a hologram of the FAA seal. Images of the Wright Brothers were provided by the Wright Family Fund.

The new certificate was designed by the FAAs Civil Aviation Registry, part of the agencies Flight Standards Service. The Registry issues approximately 246,000 airman and 70,000 aircraft certificates annually.

For more information go to www.faa.gov.



Pattern Calls: Give us something we can use

By Capt John Lorenz

“61T, downwind for runway 26”. The runway is a mile long, a downwind leg of the pattern is at least twice that. Where, within those two or three miles, is 61T? I’m about to enter the down-wind leg at mid-field on the 45, but am I behind or in front of 61T. Or, beginning to sweat, am I on a collision course?

If I’ve been listening before breaking into the pattern and maintaining a good outside scan, the answer is usually obvious, but

it would cut down on the ambiguity if 61T would call an approximate position, such as “downwind abeam the departure numbers,” “mid-field downwind,” or “one-mile final” rather than a generalized location. In fact, calling the corners (“turning base,” “turning final”) in a pattern gives a more precise and more useful location than just calling the legs.

It’s also helpful to let traffic know during one of the leg calls what our intentions are (“turning final, touch and go,” or “departing Runway 9, staying in the pattern”) so that the following traffic and the guy waiting to depart have an idea of when the runway might be available. ATC gets this information from us or assigns it at controlled airfields because it’s important. It’s equally important at uncontrolled airfields, other pilots just don’t have the authority to demand it from us. And calling it doesn’t mean you can’t change your mind: it’s not billiards. Just let people know.

Then there’s the aircraft that calls for clarification on someone else’s position without giving its own location. Consider the situation where you just called downwind, flying 61T: compare your stress levels when reacting to these three calls from an aircraft you previously didn’t know was in the vicinity:

A. “61T, this is 98Y, where are you on downwind?”

B. “61T, this is 98Y two miles north, where are you on downwind?”

C. “61T, this is 98Y at the runup pad, where are you on downwind?”

The same plea for clarity applies to the pilot calling “entering downwind, have the other downwind traffic in sight.” If I’m the “in sight” traffic, I’d be a lot less puckered if the other pilot

would also indicate whether to look front of or behind me, say by appending “number two” to the call.

How about the pilot calling in “five miles out”? That phrase covers a LOT of territory (a circle with an area of 78.5 square miles, to be exact), and isn’t any more helpful to other pilots in the pattern than it would be to have a DME in the cockpit without a VOR. “Five miles northwest” is more useful piece of information, giving everyone else an approximate point in space rather than a radius. That said, and knowing my own innate ability to confuse east and west, I am still wary for possible traffic inbound from the northeast if someone calls their position as being to the northwest. And many pilots’ estimated “five miles out” would be closer to two or ten miles if measured with a GPS.

“Hell”, you snarl, “it’s not my job to make every other pilot’s life easier with a lot of silly radio calls.” Sure, don’t clutter the airwaves with chatter, but just who did you think comes out the winner in a mid-air collision?

Now then, what is this “any traffic in the area please advise” business? Here we are, two or three of us stooging around in the pattern doing touch and goes, making formal pattern calls per the AIM and doing just exactly that, advising on a regular basis for the last half hour. And now all of us are supposed to start clamoring at once on the radio to tell this guy where we are all over again? An advisory is the whole purpose of a pattern call, isn’t it? Same applies on the ground: don’t switch your radio on just prior to taxiing onto the runway for a takeoff and ask for other traffic to fess up like they’d been sneaking up on you: what are you lugging the silly radio around for anyway? Inbound and taxiing traffic should be monitoring the Unicom frequency well before entering the traffic

pattern or turning onto the runway.

So listen up carefully, keep your eyes out of the cockpit, and make precise radio calls. And I’m off the soapbox.



2003 WINTER ENCAMPMENT

By Lt Col Paul Ballmer

The Eagle Composite Squadron is again hosting the Winter Encampment for New Mexico Wing December 26-30 at Kirtland AFB. The cost of this encampment is estimated to be \$50. This encampment will be similar to last year’s winter encampment with cadets sleeping on the floor in sleeping bags as we have done the past two years. This results in a quite rustic but acceptable setting. We expect to be able to accommodate up to 60 cadets including staff so applications should be made as soon as possible. Encampment fees will need to be paid no later than 15 December 2003.

Members interested in attending this encampment should submit an application to the following address:

Lt Col Paul J. Ballmer, CAP
6544 Pine Park Place NE
Albuquerque, NM 87109

Individuals who would like to serve on staff (cadets or seniors) should also include a letter indicating that they would like to be on staff and what position(s) they would be like to fill. Encampment staff positions will be filled based on earned rank and experience gained in individual squadrons and prior encampments. In order to attend the encampment, cadets must be a current member of Civil Air Patrol, have completed the Curry Achievement, and earned the rank of Cadet Airman.

Cadets who have never before attended an encampment will have the first priority for attendance. Others including staff applicants will be accepted if there is enough room for them to attend. This encampment will give cadets full encampment credit. The schedule has been set up following the Required Minimum Course Content Chart (Figure 51-) in CAPM 52-16. Although four and one half days is not a long period of time, it does provide the time to complete the forty hours required training outlined for an encampment. If you have any questions, please feel free to contact me via e-mail (PJBallmer@worldnet.att.net) or by phone at 505-323-6069.



PRESIDENT'S CHALLENGE

Sent in by 1Lt Jim Stephens-Gallup

Here is a way to get better at the physical fitness test (*required for cadets*) and get an award for doing it. Cadets AND Seniors can take part. Read below or download attached file:

The President's Challenge, a program of the President's Council on Physical Fitness and Sports. This program not only encourages us to get involved or continue involvement in a physical activity and fitness program, but it also affords us an opportunity to earn presidential awards from the President's Council

The easiest way to access information about the Program is to log on to www.presidentschallenge.org and review the material. A thumbnail sketch follows at the end of this letter. The Presidential Champions program is the one for you. Points are earned according to the type of activity you choose, the length of

time you participate, and the intensity of the activity. For example, if you select "running" you enter how long you ran, and the intensity of your run (a mile in under 8 minutes, or 8 to 12 minutes, etc.). Over 100 physical activities are available for selection -- golf, tennis, gardening, walking, calisthenics, running, bicycling, swimming, yard work, etc. Many of the activities are children's sports -- so you could also get your brothers and/or sisters or children involved at the same time.

You must accumulate 20,000 points for the Presidential Challenge Bronze Medal; 45,000 points for the Silver Medal, and 80,000 points for the Gold Medal.

There are at least three benefits to enrolling in this program:

- It will give you a structured way to become physically fit, and thus be able to successfully complete the new CAP Cadet Physical Fitness Test.

- It will give you an opportunity to earn an award that meets a nationally recognized standard, and is suitable for placement in your Official Personnel File.

- You can use for your resume' for colleges and university admissions as well as competing for ROTC Scholarships and admission to the service academies.

To those of you who are already enrolled and working on the Challenge, more power to you. For others, this is an opportunity to get started. Because you can work at your own pace, doing the things you like to do or have to do (like yard work), it's not unreasonable to envision the entire Squadron - and our families -- of Presidential Challenge award winners.

Good luck in earning your presidential awards and most importantly HAVE FUN!!!!



TAKE A LOOK AT THE SPACE STATION ONLINE

Contributed by 1Lt Jim Oliver

Ever wondered where we fit into the "big picture"? Well, take a look on these websites and you will see some amazing things. 1Lt Jim Oliver, Squadron Commander of Capitol Composite Squadron in Santa Fe said, "Here are the URL's for the Space Station. The first one has all the info on the station, crew, experiments and such. The orbit is shown in the RT Station Data section. The second one will take you directly to the 'viewing' links. Just click on the town and it pulls up the schedule." What is most amazing -- when you know the time of day (evening?) that the space station will pass over your area, you can see it without a telescope. Is that cool or what!

<http://spaceflight.nasa.gov/station/index.html>

http://spaceflight.nasa.gov/realdata/sightings/SSApplications/Post/SightingData/sighting_index.html

And more on the space station sent in by Col Dennis Manzanares...

Milestone marked in space - 1,000 days of human presence on station

A milestone will be marked in space Tuesday, the 1,000th consecutive day of people living and working aboard the International Space Station. Seven crews have lived on the Space Station, as it has dramatically grown in size and capabilities.

Since the first crew arrived Nov. 2, 2000, the Station has grown into an unparalleled space laboratory whose size will eventually more than double. The living and working area has

increased 6,000 cubic feet during the past 1,000 days. The Station's 15,000 cubic feet volume is larger than a three-bedroom house.

The seven Expedition crews, 10 Americans and 10 Russians, have conducted 12 spacewalks from the Station, welcomed 11 visiting Shuttles, 10 Russian Progress cargo vehicles and four Soyuz taxi crews. Additions to the Station include solar arrays of unprecedented size; the first space railway, stretching more than 130 feet; and a science facility, more sophisticated than any ever previously flown in space, the U.S. Destiny Lab. Canada provided a new generation of space robotics with the unmatched capabilities of the Canadarm2. Dual Russian and U.S. airlocks are functional and support spacewalks.

Inside the orbiting complex, crews have created a home, as well as a laboratory with quarters, galley, and weightless "weight room" along side seven research facilities.

Aboard the Station, research has been conducted in bioastronautics, physical sciences, fundamental space biology, space product development and space flight disciplines. Experiments conducted by Station crews may provide insight that could lead to improved crops, better braking systems, advanced spacecraft materials and petroleum industry advancements. Space Station research also provides crucial insight into the affects of weightlessness on humans, paving the way for future human space exploration, as well as fundamental research in cell growth and fluid physics.

Astronaut Peggy Whitson, the first NASA International Space Station Science Officer named last year during Expedition 5, helped

intensify the focus on research. Today, Lu continues research inside the Destiny Lab. He recently installed a new experiment in the Microgravity Science Glovebox that studies a reduction in the strength of metals, such as those used in turbine blades and dental fillings.

The Expedition 7 crew also maintains the Earth Knowledge Acquired by Middle Schools (EarthKAM) project that involves middle school students from around the world. Through the optical quality window in the Destiny Lab, students have taken more than 6,000 photos of Earth via EarthKam to support classes in Earth science, geography, social studies, mathematics and art.

During the next 1,000 days, Station science operations will increase. The assembly of essential U.S. Station components is expected to continue followed by the installation of international laboratories that will triple the size of research facilities. The European Columbus Laboratory will expand the Station's size to that of a five-bedroom house. A European Automated Transfer Vehicle will serve as an additional spacecraft for transporting supplies to the Station. The "Kibo" Japanese Experiment Module will be added to further increase the Station's science capabilities.

For information about NASA, human space flight, astronauts, and the International Space Station on the Internet, visit:

<http://www.nasa.gov> .



AVIATION HUMOR

- Flight mechanics -

After every flight, pilots fill out a form called a "gripe sheet", which conveys to the mechanics problems encountered with the aircraft

during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humor. Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance Engineers. By the way, **Qantas is the only major airline that has never had an accident.**

(P: The problem logged by the pilot.

S: The solution and action taken by the engineers.)

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed



LUNCH WITH A FRIEND

A little boy wanted to meet God. He knew it was a long trip to where God lived, so he packed his suitcase with Twinkies and a six-pack of root beer and started his journey.

When he had gone about three blocks, he met an old man. He was sitting in the park and just staring at some pigeons. The boy sat down next to him and opened his suitcase. He was about to take a drink from his root beer when he noticed that the old man looked hungry, so he offered him a Twinkie. He gratefully accepted it and smiled at the boy. His smile was so pleasant that the boy wanted to see it again, so he offered him a root beer. Again, he smiled at him. The boy was delighted! They sat there all afternoon eating and smiling, but they never said a word.

As it grew dark, the boy realized how tired he was and got up to leave, but before he had gone more than a few steps, he turned around, ran back to the old man and gave him a hug. He gave him his biggest smile ever.

When the boy opened the door to his own house a short time later, his mother was surprised by the look of joy on his face. She asked him, "What did you do today that made you so happy?" He replied, "I had lunch with God.:" And before his mother could respond, he added, "you know what? He's

got the most beautiful smile I've ever seen."

Meanwhile, the old man, also radiant with joy, returned to his home. His son was stunned by the look of peace on his face and asked, "Dad, what did you do today that made you so happy?" He replied, "I ate Twinkies in the park with God." And before his son responded, he added, "You know, he's much younger than I expected."

Too often we underestimate the power of a touch, a smile, a kind word, a listening ear, an honest compliment, or the smallest act of caring...all of which have the potential to turn someone's life around. People come into our lives for a reason, a season or a lifetime. Embrace all equally. Tell someone who has touched your life in a special way how important they are to you. Go ahead...have lunch with God!



NM WING CALENDAR - ALWAYS subject to change -

September

5-7 SAR/DR Exercise-Roswell
17-21 Natl Legal Offs College

Minneapolis

17-25 Natl Staff College-

Maxwell AFB, AL

19-21 **NM Wg Conference &
Change of Command-**
Santa Fe

21 **CAC Meeting** - 0900- Santa Fe

27-28 NMWg Mountain Flying
Clinic (dual site) Taos &
Alamogordo

October

17-20 SAR/DR/HLS Exercise -Taos
24-26 NMWg Super Training
Weekend Kirtland AFB

November

8-9 NMWg Cadet Competition-

Kirtland AFB

14-17 SAR/DR/HLS Exercise -
Las Cruces

22-23 NMWg Aircrew Training

(Scanner/Observer)-Wing HQ

December

1 CAP's 62nd Anniversary

13 NMWg Staff Mtg & CC Call
Wing HQ

13 NMWg Christmas Party -

Albuquerque area

20-21 CN Exercise - Albuquerque

26-31 NMWg Cadet Winter

Encampment-Kirtland AFB



**SEE
YOU
IN
SANTA
FE
ON
THE
19TH !**

G'dAY

- CONFERENCE INFORMATION -

NEW MEXICO WING CONFERENCE and CHANGE OF COMMAND

Celebrating American Pride in CAP

19, 20, 21 September 2003
Santa Fe, New Mexico

Conference Chair - Lt Col Pat Norvell, CAP -

Conference Project Officer – Lt Col Sharon M. Lane, CAP
PHONE: 505-327-9550 EMAIL: nmwgconference@zianet.com
NM Wing Website - <http://nmwg.cap.gov/>

HOW TO GET THERE

If you are flying private or Corporate aircraft directly into Santa Fe, please see *Tie Downs* in the following information. **IF** you are driving; from the southeast or southwest from I-40, take North I-25 to Santa Fe from Albuquerque. The Radisson is located at the northern end of Santa Fe.

WHERE TO STAY

The Radisson Santa Fe is located at 750 St. Francis Drive toward the north end of town on the left. The room rate is \$79 per night (can accommodate four to a room). When you call to make your reservation, please be sure and mention the code *Civil Air Patrol Wing Conference* to the reservation clerk. This code is for the local hotel only and is not recognized by the Radisson National Reservations. Kindly **make your reservation no later than 15 September** by calling the Reservation Desk 1-800-333-3333 or 505-992-5858. The room rate is good from Thursday night through Monday night for those who would like an extended stay.

COMM ROOM AND MESSAGE CENTER

The Communications Room and Message Center at the Conference site will be opened Thursday evening the 18th. The call sign for the CAP HF radio will be **Shiprock 1800** and the hotel landline main number for messages is 505-992-5800. The hotel will forward all CAP related messages to the Comm Room.

WHAT TO WEAR

The weather can be beautiful or rainy and cold. Plan your wardrobe for cool mornings, relatively mild midday and cool evening temperatures.

Friday Night - Commander's Reception – casual travel clothes

Saturday Morning - Conference Session - Any **recognized** CAP uniform. Please, no flight suits, blue knit shirts, jumpsuits or BDU uniforms. Cadets - Class A uniform. Class B uniform with or without the tie may be worn.

Saturday Evening – Dining Out - Mess Dress, formal civilian uniforms or a suit for the gentlemen (if you have a "special" pilot shirt to wear under your Mess Dress, please plan to wear it.) For the ladies --cocktail dresses or formal wear. Cadets: Young gentlemen -Class A uniform with white shirt and black bow tie. Young ladies - fancy dress or "Sunday best".

SPOUSES TOUR AVAILABLE

The Radisson can provide a *See the City Different* tour Saturday morning for your guest or spouse. The charge will be \$20 per person. Arrangements for this tour can be made through the Conference Project Officer.

SATURDAY AFTERNOON

You will have the opportunity to see the “sights” around Santa Fe, which are not only interesting but also plentiful. Breakout sessions will end early enough for you to see some of the area before the evening activity.

SUNDAY - PRAYER SERVICES

There will be a non-denominational prayer service coordinated by our Wing Chaplain, Chaplain Lt Col Charles Moorer. It will be held at 08:00 AM Sunday Morning at the hotel. Should you choose to attend the church of your choice, there are listings by denomination in the local phone book.

AIRCRAFT TIE-DOWNS AND TRANSPORTATION

Aircraft may tie down at the *Million Air* FBO at the Santa Fe Airport (there is more than one FBO). The parking will be free as long as you buy fuel from them. If there are more than twelve planes, parking will also be available at the CAP hangar. Reservations can be made with 1Lt John Gravel. His email address is: desktopt@santafetimes.com or phone: 505-471-1931 (John's home so please be considerate). The *Million Air* FBO landline is 505-471-2700. Santa Fe's Capitol Composite Squadron will have a van available for transport to the hotel from the airport beginning Friday afternoon at 3:00 PM until dark and again Saturday morning from 7:00 AM until 9:00 AM. The van will be available Sunday morning beginning when the first crew wants to leave (0 dark 30?). The Hotel has a courtesy van and you must call the hotel to request it.

Don't forget -- Santa Fe's elevation is 7,000 ft and is surrounded by the beautiful Sangre de Cristo mountain range, which tower to over 14,000 ft.!

RESTAURANTS

Santa Fe offers some of the finest dining in the southwest. It has dining choices from the most popular fast food stops to fine dining. Breakfast, lunch and dinner are available at the Radisson at reasonable prices. Other dining is within easy walking or driving distance. A complete list is available in the phone book in each room.

WANNA PLAY? Depending on the weather

Santa Fe Country Club - 18 hole golf course

Marty Sanchez Municipal Golf Course – 18 Hole golf course

(For green fee and cart rental info, please call Col Jim Norvell 505-983-4610.)

LOTS OF * Museums * Gift Shops * Art Galleries *

Walking Tours of the famed *Staircase at the Loretto Chapel* and other historical sites.

Gambling Casino located on the local Native American Indian Reservation

Plan to come to a fun time at the NM Wing Conference in

Santa Fe - the CITY DIFFERENT!

**CIVIL AIR PATROL
NEW MEXICO WING CONFERENCE**

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ONE REGISTRATION PER PERSON PLEASE

		<i>Dinner choice</i>	<i>Dinner choice</i>	<i>Dinner choice</i>
CONFERENCE EVENT	CHECK ONE ✓	<i>Greek Chicken</i>	<i>Seafood Alfredo</i>	<i>Prime Rib</i>
		Choose one ✓	Choose one ✓	Choose one ✓
Senior Conference and Banquet	\$70			
Senior Conference Only	\$50	- NOT	APPLICABLE -	
Senior Banquet Only	\$25			
Cadet Conference and Banquet	\$45			
Cadet Conference Only	\$25	- NOT	APPLICABLE -	
Cadet Banquet Only	\$25			
Guest - Banquet Only	\$25			

YOUR NAME _____ **RANK** _____ **SQUADRON** _____

If you are bringing guest, please give us their name _____

MAILING ADDRESS _____ **PHONE** _____

CITY _____ **STATE** _____ **ZIP** _____

YOUR EMAIL ADDRESS _____
(if you have one)

SEND THIS FORM AND CHECK TO:

You may pay a deposit with your registration and pay the balance on check-in at the Conference

**Civil Air Patrol
NM Wing Conference 2003
P.O. BOX 5203
Farmington, NM 87499-5203**

Staff only writes here ↓

DATE RECEIVED _____

AMOUNT RECEIVED _____

CHECK # _____