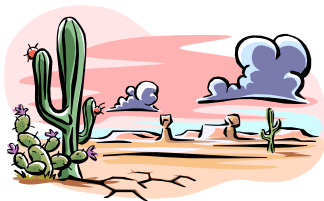


CACTUS COURIER



Col Frank A. Buethe,
Commander



Lt Col Sharon M. Lane, PAO



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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/>

COMMANDER'S CORNER

By Col Frank Buethe, Wing Commander

***Safety is everybody's
responsibility.***

***Safety in all operations is
paramount.***

***The safety goal of the wing will
be no accidents.***

All true, and all well meaning goals and objectives. But how are those statements accomplished, and are they realistic?

To my way of thinking safety is an ever on-going personal analysis, which can be embodied in the statement: "Know Your CAPABILITIES and LIMITATIONS!" If you know your capabilities and limitations and don't exceed them you should be operating in a safe environment. The trick is to know which one is more important-capabilities or limitations. It is a continuous balancing act.

I know I am CAPABLE of flying in actual IFR conditions; I have done it hundreds of times. But what are my LIMITATIONS? Am I current, have I practiced simulated instrument approaches, have I flown in actual conditions lately, how long ago did I fly "under the hood?" The answers to these and more questions define my LIMITATIONS. The answers to those questions become much more important than my CAPABILITIES in determining if I am safe to fly in actual instrument conditions. If the answers to questions about my LIMITATIONS are unsatisfactory then I am not safe to fly in actual instrument conditions regardless of my CAPABILITY to do so.

Every member of the wing should analyze his/her safe practices by asking the question, what are my CAPABILITIES and LIMITATIONS in any given situation. Believing too much in one's CAPABILITIES without the

cautionary examination of one's LIMITATIONS leads to that ancient bug-a-boo of over confidence. Over confidence leads to errors in judgment. Errors in judgment in flying lead to accidents, including fatal ones.

Honest analysis of your CAPABILITIES and LIMITATIONS will make you an old, not bold pilot. And remember there are few, if any, bold old pilots.



NM Wing Holiday Parties to be held on 6 December

The Wing Holiday Party for senior members is to be held on Saturday, 6 Dec at the Mountain View Club, Kirtland AFB. Social hour begins at 1800 (No host bar); dinner begins at 1900. Dinner is all you can eat holiday buffet. There will be door prizes and entertainment during the social hour. Cost is \$25.00 per person. It is too late to mail in your reservation so, if you plan to attend the party, you MUST call Pam Buethe at 505-771-8941 to tell her you plan to attend.

Wing Staff and Sq Commanders will meet that morning at 10:00 in Wing HQ.

CADETS TO PARTEE ALSO!

Kaycee Gilbert, c/Lt Col, NMWG Cadet Activities Officer, has announced there will be a NM wing cadet activity day and Christmas party on Saturday 6 December. C/Lt Col Gilbert has released the following schedule: 1000-CAC meeting (All cadets are welcome to attend) 1100-Winter Encampment Staff meeting 1200-Lunch (on your own) 1300-Peace Keeper Confidence Course - YOU MUST HAVE A SPECIAL **SIGNED** release to do the Confidence Course! Your

DCC should have a copy of the release, which was emailed to them as well as your squadron commander. Participants will meet at wing headquarters at 1300. Do not attempt participation of the afternoon activity without the signed release.

That evening (time to be announced at the CAC meeting), there will be pizza party at wing HQ with a movie afterward. If cadets have a nice movie, not rated R, please bring it to the evening activity. A vote will be taken on which movie to watch.

If you would like to stay over, please contact Lt Col Ballmer at 505-323-6069. If you have any questions contact C/Lt Col Gilbert at 505-350-1169 or by email at kayceegilbert@hotmail.com.



NM CAP License Plates A NO GO

We did the homework, we had a Bill presented to the New Mexico Legislature, we got the approval. Then the bottom line arrived in the mail!

In order to have 350-500 special license plates designed and made for NM Wing members, it would cost the NM Wing approximately \$8,000. The way the Bill is written, there is no way for ANY of that expense to be recouped. It would cost the member, wanting the special license plate, \$25 PLUS their regular MVD registration fee per year. There would have to be a special staff position created to follow who is a member in good standing that have the license plates. That person would also have to follow who leaves CAP and regulation would have to be set up to see the person surrenders the plate once they no longer belong to CAP. In other words-- a logistical nightmare!

After careful consideration by the NM Wing Staff and Squadron Commanders, it was decided the headache of the project is more than anyone wants to take on at this time.

While it is gratifying to know we can present legislation and have it passed and the Bill signed, it would have been key to our decision making in the first place had we known the exorbitant fee charged to actually have the plates made. There are those of us who assume NM license plates are still made at the NM State Prison in Santa Fe. Not true. A private company whose main objective is to make a profit makes them. The company is in CANADA!

So, a second choice for those of you that would like a CAP insignia on your automobile(s), there are the lovely stick-on CAP emblems that are available through the CAPMART (old Bookstore) at a reasonable cost of about \$3 bucks!



SWR Staff College Dates Announced

The premiere Southwest Region Staff College will be held from 10-17 July at the Kirtland Air Force Base NCO Academy in Albuquerque, NM. Col Tom Todd has announced Maj Mike Swanson from Louisiana will be the 2004 director of the college.

The SWR Staff College is known for its excellence in presentations by the NCO Academy staff and its bonding of participants and staff members. The intense week is literally filled with leadership learning experiences and fun-filled activities. Many staff members are so enamoured with the college they vie for staff slots

annually, hoping they will be selected to return.

Lt Col Sharon Lane, SWRSC 2004 PAO said, "In January we will begin announcing cost of billet for the college as well as other college details. Maj Swanson is still working out details which will be made available as soon as they are known." Lane continued, "If you are needing this advanced leadership training, plan to put these dates on your calendar!"



NM Wing Cadet Competition Hosts Eight Teams

By Lt Col Paul J. Ballmer, CAP

The 2003 New Mexico Wing Cadet Competition held on November 8th at Kirtland AFB was the largest in recent memory with eight different teams participating in the Color Guard, Honor Guard and Drill Team categories. Both the Color Guard and Honor Guard competitions were won by teams from the Thunderbird Composite Squadron and the Drill Team entrant was a team of cadets from the James Monroe Middle School Cadet Squadron. These three teams won the right to represent New Mexico in the upcoming Southwest Region Competition next spring.

The Color Guard Competition consisted of teams from the Eagle Composite Squadron, Falcon Composite Squadron, Farmington Composite Squadron, Gallup Composite Squadron and the Thunderbird Composite Squadron. Each of the teams won a portion of the competition with Farmington taking the inspection, Gallup taking the standard drill, Falcon winning the written test, Eagle winning in physical fitness, and Thunderbird winning both the indoor and outdoor

presentations to give them the most points and win the competition overall. The team from Falcon came in second place.

Individual awards presented to those in the Color Guard Competition included:
Fleet Foot Female Award -Katie Terhune -Farmington
Fleet Foot Male Award- Thomas Nicols - Falcon
Academic Award - Benjamin Andraka - Thunderbird
Outstanding Cadet of the Color Guard Competition -Alex Griego - Thunderbird

In the first ever Honor Guard Competition, two teams competed, one from the Eagle Composite Squadron and one from the Thunderbird Composite Squadron. The Eagle team won the physical fitness and the academic portions of the competition but could not equal the Thunderbird team which won the inspection, indoor presentation, outdoor presentation and the standard drill portions of the event to take the overall trophy. Individual awards for the Honor Guard Competition included:
Female Fleet Foot Award - Crystal Simmons -Eagle
Male Fleet Foot Award - Manny Mang - Eagle
Academic Award - Crystal Simmons - Eagle
Outstanding Cadet of the Honor Guard Competition - Jordan Shiu - Thunderbird

The Drill Team Competition only had one team, the James Monroe Middle School Cadet Squadron, but what a showing they made! All of the members of the Monroe Team were cadet basics and relatively new to the program. The enthusiasm they displayed and their resulting performance were impressive. The drill competition consists of a sixteen person team plus alternates who participate in an inspection, written exam, standard drill

presentation, innovative drill presentation, physical fitness test, volley ball game and a cadet bowl. Because they were unopposed, they were not asked to do the volley ball game or the cadet bowl but they did do and were judged on all of the other areas of the competition. Individual awards for the Drill Team Competition included
Female Fleet Foot Award - Laureen Schwach
Male Fleet Foot Award - Joel Pipher
Academic Award - Laureen Schwach

Outstanding Cadet of the Drill Team Competition - Timothy DeGreenia

Our thanks go to the judges for the competition who were members of the Kirtland AFB Honor Guard Team. Lt Col West, Lt Col Riddle, and SrA Lewis, Air Force Reservists assigned to New Mexico Wing Staff, assisted with the tally of points and data processing. The NM Liaison Office made all the arrangements for places to hold the different activities. Major Barb Grassham and other members of the Eagle Squadron assisted with the pizza party that followed the competition and served as runners for the activity.

Special thanks go to C/Lt Col Kaycee Gilbert who served as the project officer for this competition and made it all happen. Finally, thanks to all of the teams who participated. Eight teams made it a really wonderful competition.



CADET PROGRAMS -New Staff Member Announced

By Lt Col Paul Ballmer, CPDNMWG

I am happy to report that we have a new member on our Cadet Programs Staff for New Mexico Wing. 1st Lt Frank M. Spano, III has transferred into the New Mexico Wing from the

North Castle Composite Squadron, New York Wing to take the position of Cadet Program Development Officer.

Lt Spano is a former cadet who attained the Ira Eaker Award and who is currently an active member of the USAF at Kirtland AFB. He also is a member of the Kirtland AFB Honor Guard Team who brings a lot of expertise in drill and ceremonies to us.

WELCOME LT SPANO!



LAS CRUCES HAD A SAREX

By Chaplain Lt Col Charles Moorer, PAO

The Las Cruces Search and Rescue Exercise (SAREX) of the NM Wing of the Civil Air Patrol was held at the Las Cruces International Airport from Friday November 14 through Sunday, November 16.

It began on Friday night with preparations for the following day. Known as a Remote Mission, other CAP Squadrons in New Mexico and Texas participated in various locations other than the Las Cruces area. The Squadrons represented in the SAREX were Alamogordo, Albuquerque, Farmington, Las Cruces, Roswell, Santa Fe, and El Paso, Texas.

The scenario on Saturday was an aircraft, which flew out of Los Alamos, NM, with weapons of mass destruction on board. The plane was headed south when contact with the plane was lost. At the beginning of the scenario, eight aircraft were airborne, with another calling in for assignment. The pilot of this aircraft reported a delay in getting away from Albuquerque because of fog. One aircraft remained on the ground in Las Cruces. A ground team was dispatched to check on the Emergency Locator Transmitter (ELT) which was heard and they

later found, while another aircraft found some horseback riders. Other aircraft did power line and infrastructure searches that included bridges and earthen dams. Some slow-scan television pictures were taken. Twelve sorties were flown on Saturday -- all of them in New Mexico.

On Sunday an interdenominational worship service, led by Chaplain Lt Col Charles A. Moor III and Moral Leadership Officer Capt Lawrence R. Burns, was held. Lt Debbie Martin, Lt Col Sherry Riddle, USAFR, and Lt Col Alan Fisher, who is the Las Cruces Composite Squadron Commander, assisted them.

As the SAREX continued so did the scenario from the Saturday part of the exercise. Thirteen sorties were flown-- again all in New Mexico. Lt Col Paul Cline was the Incident Commander for both days with Maj Deanna Cline as Admin, Lt Col Alan Fisher, Lt Col Judy Licht and 1Lt Debbie Martin acted as Briefers who briefed the flight crews before taking off. Capt Lawrence Burns was the Communications Coordinator and Chaplain Lt Col Charles A. Moor III served as the Chaplain and Information Officer for the exercise.



HOMELAND SECURITY NEWS

By Col James Norvell, HLS Director

From an article in the TELEGRAM & GAZETTE (Massachusetts) November 14, 2003 Friday, FINAL EDITION.

Device makes traffic a snap; Gizmo turns lights green for fire trucks; now sold on Web

Most emergency vehicles -- ambulances, fire trucks and police vehicles -- across the country have it: a system that changes traffic lights green on

command, allowing them to whisk through busy intersections during an emergency call. These "pre-emption detector systems" aid emergency vehicles and are controlled by a radio frequency signal. More than 70 cities use the device, according to the U.S. Department of Transportation.

Now, traffic engineers are concerned that in today's free market this technological device can be purchased by civilians and used for pleasure, instead of emergency situations. "This news to us, it is not something to be pleased to hear about," said Joseph Borbone, the city's traffic engineer.

The device is known as mobile infrared transmitter, or MIRT, which is being sold for \$300 to \$600 on the Internet. It is compatible with what many cities use to control traffic lights, according to the company, FAC of America, in Minnesota. Also, there are several people offering a kit and manual to build the systems. According to those selling the device over the World Wide Web, only authorized personnel can purchase MIRTs, which are cheaper than some of the other devices used by cities. Among authorized users are police, fire, doctors, hospital personnel, traffic signal installation workers and funeral homes (for processions). Mr. Borbone said that the city has been using a device called 3M Opticom, which is used mostly by fire department vehicles, ambulances and some police vehicles. "Most of these units, the way they are set up," Mr. Borbone said, "is to have the green lights used in the direction they are traveling in. It's sophisticated. The side streets will have a red light. With this, we're not concerned about traffic signals going haywire."

Distributors have listed the Opticom price at between \$600 to more than \$2,000. The device allows emergency vehicles to change traffic lights from more than 1,000 feet away.

The MIRT, described as seven inches in width, depth and height, is a cheaper model than the ones offered by 3M and Tomar Electronics Inc. Mr. Borbone said the Opticom can be used in many of the city's busy intersections. He said that a prime example is when ambulances and fire trucks head down Worcester Center Boulevard. Mr. Borbone said that the ambulances use it for a speedy trip with a patient to Worcester Medical Center.

"There are units on them that flash to a certain frequency at an intersection on major roads," he said. "The traffic signal also has the accompanying, matching receiver so that, for instance, ambulances heading toward medical city will have the lights turn green."

District Chief Joseph K. Henderson said that Fire Department trucks have a strobe light sensor on the roofs. The strobe light communicates with the traffic light, which recognizes the strobe, changing the light from red to green.

District Chief Henderson, the department's public information officer, said a control panel at Fire Department Headquarters on Grove Street allows them to manipulate traffic lights. "Within our headquarters we hit a switch there and change lights on Grove Street," he said. "There are different (traffic) systems out there now. I mean, certainly for the average public to have one (traffic device) and change traffic patterns can create a problem for us."

Mr. Borbone said that he does not know whether the

copycat device has been used in the city, but he is sure that it will cause problems if drivers were to use it arbitrarily. "Our major concern is that there is civilian control of traffic signals without any regard to traffic in the area or emergency vehicles passing through," he said. "We don't want conflict with private units that will have dire results." He does not want a traffic control device to fall into the wrong hands. "We work very hard setting up equipment and have traffic run efficiently," Mr. Borbone said. "The units in the hands of private citizens will have negative effects on that."

On one of the Web sites, there is an auction for the MIRT. It reads as follows: "This auction is for the MIRT schematics plans to build your OWN!! and a link to purchase the complete parts kit (for about \$100) for the MIRT Traffic Control Unit. This unit will change traffic lights from red to green in seconds. It is compact and portable, and able to be moved from vehicle to vehicle without installation. Unique infrared technology emits no light so it is discrete and causes no distractions for the driver. For educational purposes only. ... Be safe out there."



Civil Air Patrol first to use hyperspectral imaging in missions!

By Melanie LeMay, PRS, CAPNHQ

Continuation of a story that appeared in the November edition of the Cactus Courier.

MAXWELL AFB, AI. - Civil Air Patrol is slated to become the first national organization to use airborne hyperspectral imaging for search and rescue, counter-drug and homeland security missions, according to Dr. John Kershenstein of the Naval

Research Laboratory and one of the nation's top spectral scientists.

Kershenstein advised CAP throughout the process of researching and testing hyperspectral imaging technology. On Oct. 29, Kershenstein was present when CAP signed a \$4.2 million contract with Innovative Technical Solutions (Tradename: NovaSol) for 15 hyperspectral imaging (HSI) systems. The units will be installed on CAP aircraft at strategic locations throughout the United States. Dubbed the "ARCHER" program, NovaSol's acronym for Airborne Real-Time Cueing Hyperspectral Enhanced Reconnaissance, it will greatly enhance CAP's capabilities.

Funding for the program was provided to CAP by Congress under the 2002 Defense Appropriations Act. Hyperspectral imaging allows operators to program the spectral "signature" for an object into a sensor and then search for that object from the air. The imaging system can pinpoint the object even through trees and foliage. It will work only in daylight and will not be able to pinpoint objects under the ground, underwater or buried in snow.

The purchase has drawn interest from all branches of government. Representatives from the Air Force Research Laboratory, the U.S. Coast Guard, the Naval Research Laboratory and the U.S. Army assisted CAP throughout the contracting process and are scheduled to help CAP evaluate its first delivered unit in early 2004 before the remainder of the order is supplied. According to Gen. John P. Jumper, chief of staff of the U.S. Air Force, "All breakthrough technologies are critical to the Air Force in maintaining information

superiority. I am convinced that hyperspectral sensor systems have the potential of providing revolutionary enhancements to our information systems and will facilitate the transformation of our intelligence, surveillance and reconnaissance program."

CAP has long been known for its successful search and rescue, disaster relief and counterdrug operations. Since Sept. 11, CAP also has moved more prominently into the homeland security arena.

According to Col. Drew Alexa, coordinator of CAP's Advanced Technologies Group, hyperspectral imaging will dramatically improve CAP's ability to locate specific objects from the air. NovaSol, which manufactures the new equipment, is a small company based in Honolulu, Hawaii. According to the CAP contract, NovaSol will deliver the first Model 1100-2 HSI unit by February 2004 for final evaluation. Upon approval of that unit, NovaSol will deliver the remaining 14 units over a period of nine months. Each unit will include a dual-sensor optical system with real-time processing, more than seven hours of recording and storage time for each use, and possible integration with CAP's digital imaging satellite transmission system. NovaSol also will provide air-transportable ground processing units, training for each of CAP's eight regions, and an online training Web site.

"This technology demonstrates CAP's commitment to the homeland security arena," said CAP National Commander Maj. Gen. Richard Bowling. "To support ARCHER, we're purchasing Gippsland GA-8 Airvans for our aircraft fleet. With the increased capacity in these aircraft, we can carry more equipment and personnel."

According to CAP Executive Director Al Allenback, "These technologies will increase CAP's effectiveness in search and rescue, disaster relief, counter-drug, and homeland security missions. Hyperspectral imaging will allow CAP aircraft to identify an object on the ground as small as three inches in size from half a mile in the air, even if it's partially hidden from view by trees or bushes. With this new capability, CAP is rapidly positioning itself to become a leader in lost-cost, on-demand aerial imaging technology for homeland security and emergency management."



NM WING CAP DRIVERS LICENSE

How to easily get your driving record

In order to get a CAP driver's license to drive any CAP vehicle, you must obtain a copy of your driving record. For ages, CAP members have had to go to a MVD location, request the driving record and pay a \$1.00 to get it. Now, in New Mexico you can simply call 1-888-683-4636 (shown under *State* in the blue pages of your phone book).

Be prepared to put in your existing New Mexico driver's license number (yeh, its a *push 1, push 2* kind of deal), your social security number and a fax number. The machine is s-l-o-w and seems like eons before it goes to the next item but eventually you are told "good-bye". In a few minutes -- your fax machine rings and there's your record!

To request a CAPF 75 (the actual CAP driver's license) you will need to submit a NEW MEXICO WING FORM 18. It must be signed by your squadron commander. Once the form is completed, you may

either mail the form and the copy of the driving record to NM Wing Headquarters or fax both to 1-800-852-7845. The license will be mailed to your squadron commander.

There has been a recent change in WHO may drive what vehicles. People over 25 years of age may drive any CAP vehicle. Anyone UNDER 25 may only drive the five and seven passenger vans.



VOICE MESSAGE *HOW TO*

In this day of voice messaging, there is a simple decorum that should be followed to assure the message you leave is understood. It's easy and relatively painless!

1. When the machine says, "Please leave a message" wait for a long tone (*beeeeeep* in some cases) and begin your message.
2. Say your name and your phone number, the day, date and time.
3. Say your message -- *Please call me back* -- etc.
4. Say your name and your phone number again.
5. Hang up.

Many machines will tell the person receiving the message when you called---some do not. Try not to leave a lengthy message. Best bet is to think about the message you plan to leave BEFORE you leave it.

Some machines will give you options so listen at the beginning for instructions. *Beeeeepppp!*



SAFETY BULLETIN

We have come to the end of 2003 and our safety record has not improved! This year we

racked up an accident that cost us an aircraft and had another landing incident and bent a propeller. So far we have had not serious injuries but we came close with the loss of N6319H in June. Our new Commander is emphasizing **SAFETY** and our complying with the requirements of the CAPR 62-1. I ask that each of you read that regulation with care and assess your own compliance! Unit Safety Officers have certain reporting requirements to implement the program and those requirements must be met in a timely fashion. Among those requirements is the necessity to supplement the CAPR 62-1 and NMWS 62-1 for means to implement the safety program at the local level. Not all our units have complied! Unit Safety meeting performance must be reported on a quarterly basis by the tenth of the month following the calendar quarter -- that is not being done consistently. I would also like to remind the unit Safety Officers of the necessity for an annual Safety Survey, due 31 January of each year. That date is coming up rapidly!

Reports are only an indicator of Safety compliance; they do not represent a firm Safety Awareness and Attitude. Those attributes can only be developed through constant self assessment by our members and by meetings where Safety is stressed. We are coming to the major holiday season of the year and we must remind ourselves of the many hazards associated with our celebrations. This season usually involves travel during adverse weather. Winter is here and the hazards of: winter travel, electrical decorations and accessory heaters, celebrations and, perhaps SAR in adverse weather, abound. We must assess our

Safety in the home, office, meeting facilities and vehicles before the hazards claim their toll.

A new year is arriving and I hope that this will be an accident and incident free year for all of us. That can only be realized if each of us resolves to work toward a personal Safety Goal. For the month, the Safety Slogan is:

A New Year – Resolve to be SAFE in 2004

Celebration of the season takes many forms but each celebrant may become complacent in the relaxing environment of the day and ignore common sense Safety Precautions. It is our duty to our loved ones and ourselves to carry out needed risk assessments and analyses for survival. Let us make this a happy and successful holiday season and enter into the New Year with enthusiasm and high expectations for a better future.

Merry Christmas and a (SAFE) Happy New Year from;

L. A. Harrah
New Mexico Wing Safety Officer



It's not easy feeling green--

By Capt John Lorenz

How do you know when your observers and scanners are airsick? The easily recognized signs, sweating, greenish tinges, requests for the sack, are symptoms of the advanced stages of the game, usually when it's too late to do something about it, so a pilot needs to be able to recognize the more subtle symptoms in a passenger that occur earlier, when there is still time to salvage the situation without a mop.

Early signs of impending trouble include when the observer takes off a jacket in a cold cockpit, asks you to turn down the heater or to open a vent, or, commonly, when the passenger just stops taking an interest in the flight, maybe stops talking or starts answering questions with just a curt yes or no. They may even ask "when are we going to land?" but most will try to phrase it to make it seem that they're still enjoying the flight, trying not to hurt your feelings because you've made all this effort to take them flying, and you may miss the cue if you're not paying attention.

It is critical for the pilot, not the observer, to recognize the symptoms, because the passenger will usually sit there in stoic silence hoping to overcome or outlast the symptoms until the end of the flight. If you ask, the observer's response at this stage will inevitably be "I'm fine." Don't you believe it: it's going to get worse before it gets better. You can predict this, but the inexperienced observer usually can't; they haven't been through motion sickness since they were eight years old in the back of the family station wagon on that long trip to Oklahoma. Sometimes passengers don't even know that they're getting airsick, only that they're not entirely comfortable. They often suspect that the queasiness is just an apprehensiveness about being up in a plane (and in fact, nervousness and apprehension make them prone to airsickness), but they prefer not to seem weak, feeling that it would be better to tough it out for honor's sake.

It's up to the pilot to notice early and do something about impending airsickness before it matures. Let first-time

passengers know, before you even get into the plane, that you're not going to do anything dangerous (remind them that your own posterior is in the same sling), and that they should let you know immediately if they begin to feel in the least bit unhappy or queasy. Once in a while you'll find an inexperienced person who was apparently born without balance or common sense and who gets a thrill from maneuvering from the start, but as a general rule, never demonstrate steep turns or stalls to passengers: you want them to enjoy the ride, not to admire your piloting skills. Even experienced observers or other pilots can get airsick however, so don't assume all is well just because they have been in a plane before.

OK, they've stopped taking to you and you suspect something is wrong. Test the situation by asking if they would like a vent opened. If the answer is "yes", initiate Plan B immediately. If possible, change altitudes to find the smoother air above the layer of white puffy clouds that mark the top of summer turbulence. Most of our aircraft don't have the performance to exercise that option however, so the only sure-fire solution is to land as soon as possible, making only gentle turns and a slow descent. I never had much luck giving the advice to keep their eyes on something stationary outside of the cockpit: most just close their eyes and try to imagine they're somewhere else, anywhere else. The stomach of a passenger who is also a pilot can often be calmed if they're given the controls and asked to fly for a bit, but many non-pilots think the aircraft will fall out of the sky if they touch the controls, increasing their level of

apprehension and stress, so that isn't usually an option.

There are a few techniques that can be used with varying success to stave off the inevitable. Anti motion-sickness wrist bands, ranging from a \$10 pair of bands from Walgreen's to the \$125 electronic versions, have a surprisingly good success rate given the fact that we don't know why they work, and in fact they don't work for everyone. Donning them earlier is better than later, since they won't salvage a maturing situation. Anti-acid tablets like Tums can also help; sometimes a couple do the trick but more often the passenger pops them like candy to keep the wolf at bay until you've landed. The last resort, of course, is the sick-sac, which should be located and kept handy at the first sign of problems, since there is often little enough warning to either the pilot or passenger of when it will finally be needed in a hurry. Try to find ones that close tightly since the odor can set off other passengers: large zip-lock bags work well.

So, include your observers and scanners in the continuous how-goes-it scan you maintain of the weather, the engine instruments, navigation, and the rest of the things that go into maintaining your awareness of the situation. Passengers will rarely ask you to do so, but they will always thank you for discontinuing a flight if they start to get ill.



ANOTHER VIEW OF AMERICA

Sent in by Capt David McClard

We rarely get a chance to see another country's editorial about the USA. Read this excerpt from a Romanian Newspaper. The article was written by Mr. Cornel Nistorescu and published under

the title "C"ntarea Americii" meaning "Ode To America") on September 24, 2002 in the Romanian newspaper Evenimentul zilei ("The Daily Event" or "News of the Day").

~An Ode to America~

Why are Americans so united? They would not resemble one another even if you painted them all one color! They speak all the languages of the world and form an astonishing mixture of civilizations and religious beliefs. Still, the American tragedy turned three hundred million people into a hand put on the heart. Nobody rushed to accuse the White House, the army, and the secret services that they are only a bunch of losers. Nobody rushed to empty their bank accounts. Nobody rushed out onto the streets nearby to gape about! . The Americans volunteered to donate blood and to give a helping hand.

After the first moments of panic, they raised their flag over the smoking ruins, putting on T-shirts, caps and ties in the colors of the national flag.

They placed flags on buildings and cars as if in every place and on every car a government official or the president was passing.

On every occasion, they started singing their traditional song: "God Bless America!" I watched the live broadcast and rerun after rerun for hours listening to the story of the guy who went down one hundred floors with a woman in a wheelchair without knowing who she was, or of the Californian hockey player, who gave his life fighting with the terrorists and prevented the plane from hitting a target that could have killed other hundreds or thousands of people.

How on earth were they able to respond united as one human being? Imperceptibly, with every word and musical note, the memory of some turned into a modern myth of tragic heroes. And with every phone call, millions and millions of dollars were put in a collection aimed at rewarding not a man or a family, but a spirit, which no money can buy.

What on earth can unite the Americans in such a way? Their land? Their galloping history? Their economic Power? Money? I tried for hours to find an answer, humming songs and murmuring phrases with the risk of sounding commonplace.

I thought things over, but I reached only one conclusion... Only freedom can work such miracles.

In this busy holiday season, let us all remain vigilant. "They" will try again-- to whit Istanbul, Baghdad and God knows where else as this is written. You better believe the angel on top of our Christmas tree (AKA the "Chanukah Bush" at our house) is holding a delicate American Flag! We can only hope and pray for the safety of those who are giving so much to keep us unharmed. Good reminder David. Thank you!



RUN THROUGH THE RAIN

A little girl had been Christmas shopping with her Mom in Wal-Mart. She looked about six years old with beautiful red hair and was the freckle-faced image of innocence. It was pouring outside. The kind of rain that gushes over the top of rain gutters, so much in a hurry to hit the earth it has no time to flow down the spout. We all stood there under the awning and just inside the door of the Wal-Mart. We waited, some patiently, others irritated because nature messed up their hurried holiday

shopping day. I am always mesmerized by rainfall. I got lost in the sound and sight of the heavens washing away the dirt and dust of the world. Memories of running, splashing so carefree as a child come pouring in as a welcome reprieve from the worries of my day.

The little voice was so sweet as it broke the hypnotic trance we were all caught in "Mom, let's run through the rain," she said. "What?" Mom asked. "Let's run through the rain!" She repeated. "No, honey. We'll wait until it slows down a bit," Mom replied. This young child waited about another minute and repeated: "Mom, let's run through the rain," "We'll get soaked if we do," Mom said. "No, we won't, Mom. That's not what you said this morning," the young girl said as she tugged at her Mom's arm. "This morning? When did I say we could run through the rain and not get wet?" "Don't you remember? When you were talking to Daddy about his cancer, you said, 'If God can get us through this, he can get us through anything!'" The entire crowd stopped dead silent. I swear you couldn't hear anything but the rain.

We all stood silently. No one came or left in the next few minutes. Mom paused and thought for a moment about what she would say. Now some would laugh it off and scold her for being silly. Some might even ignore what was said. But this was a moment of affirmation in a young child's life. A time when innocent trust can be nurtured so that it will bloom into faith. "Honey, you are absolutely right. Let's run through the rain. If GOD let's us get wet, well maybe we just needed washing," Mom said.

Then off they ran. We all stood watching, smiling and laughing

as they darted past the cars and yes, through the puddles. They held their shopping bags over their heads just in case. They got soaked. But they were followed by a few who screamed and laughed like children all the way to their cars. And yes, I did. I ran. I got wet. I needed washing.

Circumstances or people can take away your material possessions, they can take away your money, and they can take away your health. But no one can ever take away your precious memories... So, don't forget to make time and take the opportunities to make memories everyday. To everything there is a season and a time to every purpose under Heaven.

A friend sent this to me to remind me of life. They say it takes a minute to find a special person, an hour to appreciate them, a day to love them, but then an entire life to forget them. Why not take a few moments out of this busy time of the year to call an old friend and remind them and you of what is REALLY important in life -- and don't forget to run in the rain!



AND A WEE SMILE IN THIS SEASON OF CHILDREN--

A little girl was talking to her teacher about whales. The teacher said it was physically impossible for a whale to swallow a human because, even though it was a very large mammal, its throat was very small.

The little girl stated Jonah was swallowed by a whale. Irritated, the teacher reiterated that a whale could not swallow a human; it was physically impossible.

The little girl said, "When I get to heaven I will ask Jonah".

The teacher asked, "What if Jonah went to hell?" The little girl replied, "Then you ask him".

AND, Oh Santa?

According to the Alaska Department of Fish and Game, while both male and female reindeer grow antlers in the summer each year, male reindeer drop their antlers at the beginning of winter, usually late November to mid-December. Female reindeer retain their antlers until after they give birth in the spring. Therefore, according to every historical rendition depicting Santa's reindeer, every single one of them, from Rudolph to Blitzen had to be a girl!

We should've known. Only women, while pregnant, would be able to drag a fat man in a red velvet suit all around the world in one night and not get lost.



NM WING CALENDAR

-always subject to change -

December

1 CAP's 62nd Anniversary
6 Wg Staff Mtg/CC Call Wing HQ

6 Senior Christmas Party- KAFB
6 Cadet Christmas Party-WgHQ
20-21 CN Exercise- Albuquerque
26-31 Wg Cadet Winter Encampment-KAFB

January

10 NMWg Staff Mtg & CC Call -Wing HQ
17-18 Natl Check Pilot Standardization Course- SAF Hangar
23-26 SAR/DR/HLS Exercise- Alamogordo

February

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

And have yourself a Merry little Christmas, Chanukah now --

G'Day