



Flight Line

The Official Quarterly Newsletter of
New Mexico Wing



Vol. 10, No. 1 – January, 2020

NEW MEXICO WING STAFF

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Public Affairs Officer and Newsletter Editor
Lt. Col. Jay T. Tourtel, CAP

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2Q – 20 March
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4Q – 20 October

Text may be submitted in the body of an e-mail (preferred), or as a document attached to an e-mail

Images must be in JPG format, unretouched, un-cropped and at least 1200 by 900 pixels.

Credits: In all cases, please give full name, grade and unit assignment of:

1. The article's author;
2. Photographer, and
3. Anybody mentioned in the article.

Send submissions to the Editor at:

jaytourtel@comcast.net

Message size limit: 15 MB

New Mexico Wing Commander's Corner

ALBUQUERQUE, N.M. – Happy New Year, everyone! I hope that all of you had a wonderful Christmas and a very happy New Year. It's hard to believe that we are in 2020. Where has the time gone?

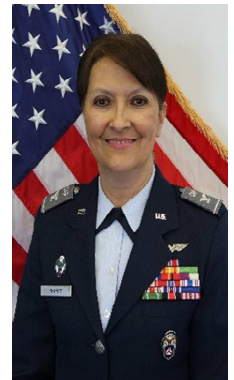
The last couple of months have been kind of quiet for the Wing, but I have to say that our Wing staff have been quite busy. Our Group Commanders have been doing a great job of working with their squadrons, making sure that their needs are being heard and help is being given to the squadrons.

While things have been a bit quiet, our cadets received both powered and glider orientation flights on a regular basis. I can't thank the o-flight pilots enough for their time that they give so that our cadets can fly. I also want to thank our glider instructors and tow pilots for their time so that our cadets can enjoy flying gliders.

For those of you that did not hear the news, our Wing was assigned a brand-new Cessna Turbo 206 in October. Our Region Commander, Col Joe Smith, called me to say that he was very pleased with New Mexico Wing's airplane utilization, and chose to assign a new plane to our Wing, which now gives us a total of 12 airplanes in the Wing.

Our Wing held its first sUAS (Small Unmanned Aircraft Systems, or drones) training weekend that included both cadets and senior members. From what I was told this training weekend was very successful and there is a lot of enthusiasm that many of our members share concerning the sUAS program. There is much training to be done in this area, but I hope that in time our Wing will have a successful sUAS program.

Since October, we continue to hold SAREXes with New Mexico Search and Rescue teams that include direction finding and practice emergency locator transmitter training, using both ground and air sorties. Thanks to our emergency services team we are building a close relationship with the



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search and rescue community, and getting some much-needed training for our members both on the ground and in the air.

Once again, our Wing participated in Wreaths Across America at the Santa Fe National Cemetery. It was a wonderful ceremony for both seniors and cadets as we REMEMBER, HONOR and TEACH others about the service and sacrifices of our veterans and their families. We had a good turnout of both cadets and seniors that assisted in placing wreaths at the cemetery. I'm hoping to see more squadrons participate next year.

Lastly, I want to remind everyone of us about the importance of practicing our Core Values of Integrity, Volunteer Service, Excellence, and Respect. These core values serve as the ethical framework for CAP's service to America. Most of all I want to remind all of our members that these aren't just plain old words but are words and behaviors that we must practice on a daily basis in everything we do and with every one we encounter. We must address one another with respect and choose our words carefully, even in situations that frustrate us or that we don't agree with. We are all human and every one of us deserves to be treated with kindness. 🇺🇸

Col. Annette Peters, CAP
New Mexico Wing Commander

“New Mexico Wing – Working Together as a Team, in All of Our Missions for Our Community, State and Nation”

How to Submit Articles for this Newsletter

What should I write?

- Any article of general interest to the Wing. The most common articles are about cadet and senior promotions, milestone awards, field trips and guest speakers. Typically, an article should have the following four qualities:
 - **Brevity.** Neither too short nor too long. One to one-and-a-half printed pages (approximately 750-1000 words) is ideal.
 - **Timeliness.** Anything that happened within the 90 days prior to publication.
 - **Newsworthiness.** Articles should be about what the members of the Wing are doing, when they are doing it, where they are doing it and how well they are doing it.
 - **Relevance.** Does the article have a direct bearing on CAP, the Wing, or its missions?
- Articles written by cadets, especially if they are assigned as the cadet PAO, are welcome.

How do I submit articles and photos?

- **Do not format the article.** Articles should be sent in the body of the e-mail, which is the preferred method of submitting them.
- **Please include photos.** Articles without photos are less likely to be published. Make sure all participants are in the proper uniform. Please include the grade, first and last name, and duty position of each participant in the photo, as well as the name of whoever took the picture.
- **Do not embed photos in the Word document.** Please send in the original, unretouched, full-size photo as an attachment, in JPG format.

Have any ideas, suggestions or questions about articles? Feel free to contact the newsletter editor at jaytourtel@comcast.net. 🇺🇸



Above: New Mexico Wing Commander Col. Annette Peters (front row, right) was among 15 newly appointed wing commanders who attended CAP's Wing Commanders College at Maxwell AFB. The graduates posed for a class photo with course director Col. Rose Hunt (center left), CAP National Vice Commander Brig. Gen. Edward Phelka (center right), and CAP's Chief Operating Officer, Mr. John Salvador (front row, left). (Photo: Ms. Susan Schneider, National Headquarters)

Peters Heads to Maxwell AFB for Wing Commanders College

*By Lt. Col. Jay T. Tourtel, CAP
New Mexico Wing Public Affairs Officer*

MAXWELL AFB, Ala. – New Mexico Wing Commander Col. Annette Peters was among 15 newly appointed wing commanders to attend Civil Air Patrol's Wing Commanders College, held at Maxwell Air Force Base from October 27-31, 2019.

The five-day, graduate-level course allowed the new wing commanders to hone their leadership skills by focusing on three main areas of study: leading the organization, wing commander responsibilities and focus lessons. The curriculum included 17 sessions on such topics as leadership, accountability, expectations of commanders, legislative affairs, media relations and branding, safety, ethics, legal matters, finances and resources. By the course's end, participants had a better understanding of how to select and develop subordinate unit commanders, as well as how to manage CAP's emergency services, aerospace education, cadet, information technology, public affairs, membership development and logistics programs.

Col. Rose Hunt of CAP's Great Lakes Region served as course director. Highlights included a presentation by CAP National Commander Maj. Gen. Mark Smith on Ethics and the Commander, and a presentation by CAP National Vice Commander Brig. Gen. Edward Phelka on servant leadership.

Of the course, Peters said, "The Wing Commanders College was incredible! It was above and beyond what I expected. The friendships we developed for those five days we were together have created a strong bond as we continue to support one another as fellow Wing Commanders." 🇺🇸

New Mexico Wing Supports EAA Land of Enchantment Fly-In

By Capt. John Keel, CAP
Rio Rancho Falcon Composite Squadron

ALBUQUERQUE, N.M. – On September 21, 2019, cadets and senior members from New Mexico Wing supported the Experimental Aircraft Association (EAA) at its Land of Enchantment Fly-In at Albuquerque's Double Eagle Airport.

The fly-in is an annual event, that brings together pilots and aircraft from all over New Mexico, as well as other states, to display their aircraft while participating in activities throughout the day. This year's fly-in was mutually successful for both EAA and CAP, as it allowed cadets and senior members to support the fly-in by training in vital mission roles, while also providing an excellent environment for recruiting opportunities.

Rio Rancho Falcon Composite Squadron took the lead for planning and operational oversight, with Capt. Steven Lindquist taking on the role of incident commander for the event. Three flight line marshalling teams, led by Lt. Col. Michael Eckert, Capt. Bryan Neal and Capt. Daniel McGregor, effectively marshaled 50 aircraft during the day. Additionally, CAP members in three teams were able to support the event by helping with crowd control around static aircraft displays, as well as manning the pilot sign-in booth and the Civil Air Patrol aircraft displays.

In the show hangar, another team, led by Albuquerque Heights Composite Squadron commander Maj. Mary Fox and New Mexico Wing commander Col. Annette Peters, led the recruiting table at CAP's own booth. The recruiting table served as a platform to showcase the services offered by CAP to its community, state and nation. The EAA was impressed with the Wing's professionalism, and has already asked for its support for the 2020 fly-in. 🇺🇸



Above: The Wing's Cessna 206 stands on static display at the fly-in. (Photo: Cadet Tech. Sgt. Joel Inventor, CAP) **Below:** The cadets and senior members who supported the fly-in, led by New Mexico Wing commander Col. Annette Peters (front row, center) and incident commander Capt. Steven Lindquist (front row, right). (Photo: Lt. Col. Michael Eckert, CAP)





Above (L-R): Socorro Composite Squadron commander Lt. Col. Dennis M. Hunter, in his capacity as mission safety officer, discusses safety concerns with Maj. Erika You, of CAP-USAF's Southwest Liaison Region, and Albuquerque Senior Squadron II commander Lt. Col. Doug Weitzel, at the Wing's operations evaluation exercise in June 2019. *(Photo: Lt. Col. Jay T. Tourtel, CAP)*

Socorro Composite Squadron Receives National Recognition for Outstanding Risk Assessment

*By Maj. C. John Graham, CAP
New Mexico Wing Director of Safety*

SOCORRO, N.M. - On September 14-15, 2019, the Socorro Composite Squadron held an overnight camping event in the Cibola National Forest to conduct search and rescue training. As part of the planning, Lt. Col. Dennis Hunter and his team went through a Deliberate Risk Assessment (DRA) as required by CAPR 160-1, *Civil Air Patrol Safety Program*. Deliberate Risk Assessment, documented on CAP Form 160, is a feature of the new CAP safety program that became effective September 30. It is a straightforward tool for listing tasks, hazards, risk levels, and controls to mitigate the risks of our more complex activities.

During the event, one senior member and three cadets were stung by bees. Lt. Col. Hunter filed a mishap report, and the DRA was attached to the report. During review of the mishap, the DRA came to the attention of Lt. Col. John Kruger, Director of Safety for Southwest Region, as well the CAP Chief of Safety at National Headquarters, Mr. George Vogt

Lt. Col. Kruger praised Hunter's use of the DRA process as one of the first in the country. Mr. Vogt asked for an updated copy of the Form 160 to use as an example. As he stated in an email, "This is great stuff...I do want to feature the idea that you used it and found it easy to use, and your group approach, followed by using it as a briefing aid, is exactly what I intended." 🇺🇸

Los Alamos Composite Squadron PAO Receives Commander's Commendation Award

By Los Alamos Composite Squadron Public Affairs

LOS ALAMOS, N.M. – On November 19, 2019, Los Alamos Composite Squadron public affairs officer Maj. Dan Gabel received Civil Air Patrol's Commander's Commendation Award at the squadron's monthly meeting.

Squadron commander Maj. David McClard presented Gabel the award on behalf of CAP's Southwest Region, which includes the states of Arizona, Arkansas, Louisiana, New Mexico, Oklahoma and Texas.

During his more than 15 years in the Los Alamos Squadron, Gabel has served as a mission pilot, deputy squadron commander, mission public information officer and aerospace education officer, in addition to his role as public affairs officer

Gabel was cited for outstanding duty performance as the squadron's public affairs officer, and for his many contributions to both New Mexico Wing and Southwest Region. According to Gabel, "This award was totally unexpected but greatly appreciated." 🇪🇸



Above (L-R): Los Alamos Composite Squadron Public Affairs Officer Maj. Dan Gabel receives Civil Air Patrol's Southwest Region Commander's Commendation Award for outstanding duty performance from squadron commander Maj. David McClard (Photo: *Los Alamos Composite Squadron*)

Chappell Receives Earhart Award on 6th Anniversary of His First Promotion

By Lt. Col. Jay T. Tourtel, CAP
New Mexico Wing Public Affairs Officer

ALBUQUERQUE, N.M. – On October 3, 2019, Cadet Capt. Mark Chappell, of Albuquerque Heights “Spirit” Composite Squadron, received Civil Air Patrol’s Amelia Earhart Award exactly six years to the day he received his first promotion to cadet airman on October 3, 2013.

The award was presented to Chappell by New Mexico Wing commander Col. Annette Peters. Additionally, Chappell’s name was engraved upon a plaque of the squadron’s cadets who have earned the Earhart Award since the squadron’s founding in July 2005. Chappell is the third cadet in the squadron to receive the Earhart Award.

The award is named after aviation pioneer Amelia Earhart, the first female pilot to fly solo across the Atlantic, and who disappeared during an around-the-world flight on July 2, 1937.

To earn the Earhart Award, a cadet must be active in the squadron as a cadet staff officer; participate actively in squadron activities;

complete a demanding Cadet Physical Fitness Test; pass a comprehensive written leadership examination with a score of at least 80%; and pass a performance test in drill and ceremonies.

The Earhart Award represents completion of Phase III of CAP’s four-phase Cadet Program. The award carries with it promotion to cadet captain, eligibility to participate in the International Air Cadet Exchange (IACE), promotion to first lieutenant at age 21 (should Chappell transition into CAP’s adult senior program), and a Technician’s rating in CAP’s Cadet Programs Specialty Track.

The International Air Cadet Exchange is a National Cadet Special Activity, that allows cadets who are at least 17 years old and have earned the Earhart Award, to spend three weeks in the home of a host family in another country, tour their important aerospace and cultural sites, and learn about that country’s history and culture.

Chappell has been a member of CAP and the squadron since September 2013. He is currently the highest-ranking cadet in the squadron. 🇺🇸



Above (L-R): Albuquerque Heights “Spirit” Composite Squadron commander Maj. Mary A. Fox, New Mexico Wing commander Col. Annette Peters, Cadet Capt. Mark Chappell and Spirit Squadron Deputy Commander for Cadets Maj. John H. Brennan celebrate Chappell’s earning CAP’s Amelia Earhart Award, which was presented by Peters. Fox holds a squadron plaque of the squadron’s Earhart recipients with Chappell’s name engraved on it. Chappell is the third cadet in the squadron’s 14-year history to earn the Earhart Award. (Photo: Lt. Col. Michael E. Eckert, CAP)

New Aircraft Assigned to New Mexico Wing

By Maj. Dan Gabel, CAP
Los Alamos Composite Squadron

LOS ALAMOS, N.M. – On October 17, 2019, Civil Air Patrol's New Mexico Wing took delivery of a brand-new turbocharged Cessna 206, straight off Cessna's assembly line in Wichita, Kans., and Los Alamos Composite Squadron was the first to fly it.

This state-of-the-art aircraft features the newest innovations in navigation and situational awareness, featuring the Garmin G-1000 NXI system, including: NEXRAD datalink weather, HSI mapping, Terminal Traffic Surveillance, terrain alerting w/color shading, an integrated oxygen system, heated propeller and much more. It is also equipped with several communication systems and an aircraft emergency locator Doppler tracking system.

Maj. Dave McClard, the Los Alamos Squadron Commander, had high praise for the high-altitude operational capabilities of the aircraft. "Expected performance will greatly reduce our en route time to potential target areas which will enhance our ability to support search and rescue, disaster relief, humanitarian services missions, member training and cadet orientation flights".

CAP has formal agreements to provide assistance to local and state municipalities including:

New Mexico State Police, the American Red Cross, FEMA, the Federal Aviation Administration, National Transportation Safety Board and the United States Coast Guard.

Over the years, the Los Alamos Composite Squadron has received numerous citations and awards from Civil Air Patrol for lifesaving and humanitarian efforts. Many former Los Alamos CAP cadets have attended the United States Air Force Academy, enlisted in other armed services to pursue aviation-related careers, have been employed by aerospace companies, or who now fly for commercial and corporate airlines. 🇺🇸



Above: The new Cessna 206 on the tarmac in Los Alamos. (Photos: Maj. Dan Gabel, CAP)

Below Left: Los Alamos Composite Squadron commander Maj. David McClard, cadet commander Cadet 1st Lt. Juan Romero and Cadet Staff Sgt. Kyle Gentile in front of the new aircraft.





Above: Civil Air Patrol National Commander Maj. Gen. Mark Smith (standing), a founding member of Albuquerque Heights Composite Squadron, addresses attendees on the state of CAP. (Photos: 1st Lt. Michael R. Saul, CAP)

Spirit Squadron Banquet Honored by Visit from National Commander

*By 1st Lt. Michael R. Saul, CAP
Albuquerque Heights "Spirit" Composite Squadron*

ALBUQUERQUE, N.M. – On December 9, 2019, the Albuquerque Heights "Spirit" Composite Squadron hosted its annual end-of year Awards Banquet, which included, among other things, a visit from Maj. Gen. Mark E. Smith, Civil Air Patrol's National Commander and a founding member of the squadron.

The event was organized by squadron commander Maj. Mary A. Fox, whose staff assisted in coordinating food and drinks, organizing a Silent Auction and arranging the evening's agenda.

The evening began with the presentation of colors by the Spirit Squadron Color Guard, followed by an invocation by Advisor to the Commander Lt. Col. Beverly A. Vito. Several cadets were promoted, including Morgan Raney to the grade of cadet master sergeant. Cadet Airman Basic Christian Cumbow was sworn in as the squadron's newest cadet.

The squadron looked back on its accomplishments for 2019, which included Certificates of First Flight for cadets who completed their first orientation flight for the year. Cadet 1st Lt. Shelby Webb was recognized for earning the Gen. Billy Mitchell Award, and Cadet Capt. Mark Chappell for earning the Amelia Earhart Award in 2019.

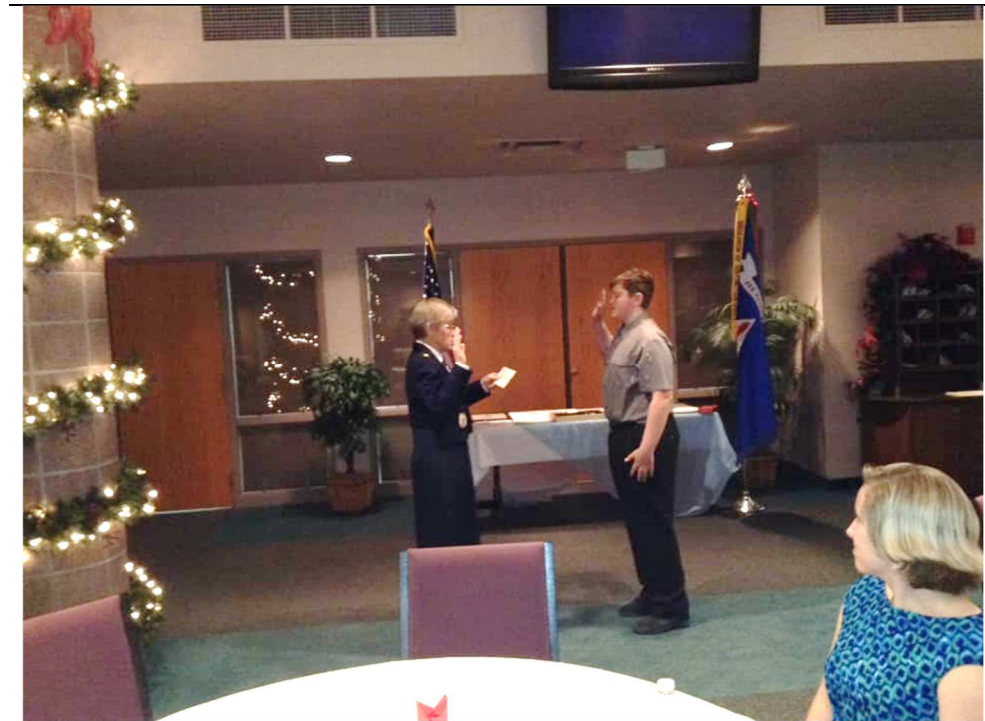
The guest of honor for the evening was CAP's National Commander, Maj. Gen. Mark Smith, who is a founding member of the squadron. Smith commented on the State of Civil Air Patrol from a National perspective, saying that National Staff is working hard to bring members' education and training in line with 21st Century Technology.



Above: Cadet Morgan Raney (center) receives his promotion to cadet master sergeant.
Below Left (L-R): Squadron commander Maj. Mary A. Fox swears in Cadet Airman Basic Christian Cumbow as the squadron's newest cadet.

Fox commented on the state of the squadron, looking back on its

accomplishments for 2019 – Quality Cadet Unit Award (for the ninth consecutive year), Squadron of Merit and Unit Citation Award. She looks forward to duplicating those accomplishments in 2020.



After the banquet formally concluded, the winners of the silent auction collected the items they had bid on, and cadets and senior members assisted with cleanup and putting tables and chairs back into storage

. The banquet was the last meeting of the decade for the squadron, before its schedule resumes in 2020.



Code Talkers Honored at Wreaths Across America Ceremony

By Maj. C. John Graham, CAP
Santa Fe Composite Squadron

SANTA FE, N.M. – On December 14, 2019, Civil Air Patrol members and other volunteers paid their respects to veterans interred at the Santa Fe National Cemetery, by laying wreaths on the graves of the departed. Overall, some 2,600 wreaths were placed. Among those honored were four Navajo Code Talkers, who served their country in World War II by relaying radio messages in their native language, which the Japanese did not understand and were never able to decode.

The Code Talkers traveled far across the ocean to fulfill their duty.

Sister Martha Torbik of the Order of St. Francis in Syracuse, N.Y., came far to recognize their service. While teaching on the Pine Ridge Reservation in South Dakota, she developed an appreciation for Native American culture and became interested in the Code Talkers, who went unrecognized for nearly 40 years after World War II ended. Having participated in Wreaths Across America in New York, she decided to come to the Santa Fe ceremony to honor some of the fourteen Code Talkers buried at the cemetery.



Above: A combined color guard from Santa Fe High School Naval JROTC and Santa Fe Composite Squadron present the colors at the Wreaths Across America ceremony. (All photos: Maj. C. John Graham, CAP) **Below Left (clockwise from center):** Sister Martha Torbik of the Order of St. Francis, Lt. Col. Angie Slingluff of Santa Fe Composite Squadron, New Mexico Wing commander Col. Annette Peters, and New Mexico National Guard Adjutant General Maj. Gen. Kenneth Nava (in vintage World War II uniform), confer before the wreath-laying.



There were poignant moments as Sister Martha laid wreaths and spoke the names of U.S. Marine Corps Privates First Class Ralph and Sam Morgan, killed in action in 1943 and 1945, respectively. It is not known if they were related to each other.

Sister Martha's father served in the Army in World War II, and is interred along with her mother at Arlington National Cemetery, where the Wreaths Across America event originated. "I knew that someone would be placing wreaths at the base of my parents' niche. So, this is an opportunity to do the same for someone else's family," she said.

Sister Martha also took time to educate CAP cadets on Code Talker history, explaining how they assigned Navajo words to military terminology, and that they had to change location immediately after transmitting a message to prevent discovery by Japanese troops.



Above: Sister Martha lays a wreath at the grave of Navajo Code Talker U.S. Marine Corps Private First Class Ralph Morgan.

Previously, Sister Martha had been selected at random by the Wreaths Across America organization to receive 100 wreaths for a location of her choosing. “I discovered there were many Navajo Code Talkers buried in the Santa Fe National Cemetery,” she said. That’s where my veterans’ wreaths will be sent to honor these brave souls credited with helping to win the war in the Pacific.”

Lt. Col. Angie Slingluff of the Santa Fe Composite Squadron coordinated CAP’s role in the ceremony as well as Sister Martha’s visit to Santa Fe, taking her to the Loretto Chapel and other historical locations. Maj. Mary Fox of Albuquerque Heights “Spirit” Composite Squadron escorted her to the grave sites. Wreaths were placed by cadets from Santa Fe, Spirit, Route 66 and Thunderbird Composite Squadrons.

The color guard at the event was provided by Cadet Airman 1st Class Carley Gravel and Cadet Chief Master Sgt. Ben Rollins, along with Cadet Chief Petty Officer Isiah Segura and Cadet Lt. (j.g.) Santiago Pacheco of the Santa Fe High School Navy Junior ROTC detachment. Cadet Senior Master Sgt. Cassie Gravel and Cadet 2nd Lt. Forest Nelson, also of the Santa Fe squadron, along with NJROTC cadets, provided escort for special wreath-laying to honor fallen members of each military branch. 🇺🇸

Editorial

The United States Space Force: The Next New Frontier

By Lt. Col. Jay T. Tourtel, CAP
New Mexico Wing Public Affairs Officer

ALBUQUERQUE, N.M. – On December 19, 2019, President Donald J. Trump signed the 2020 National Defense Authorization Act in Hangar 6 of Joint Base Andrews, thereby creating the United States Space Force, making it the sixth United States armed military service, whose members will serve alongside the Army, Navy, Marine Corps, Coast Guard and its parent service, the United States Air Force.

Some believe that the Space Force is an idea whose time has come; others wonder if the creation of a separate Space Force is necessary. (After all, the Space Force was originally the U.S. Air Force Space Command.) I was moved to think back to the previous century, when the Air Force faced similar challenges in its struggle to become a separate service.

The first antecedent of the Air Force was the Aeronautical Division of the U.S. Army Signal Corps, created on August 1, 1907. Its mission was to procure heavier-than-air flying machines for the Army, which included airplanes purchased from the Wright Brothers in 1908. From there, the Aeronautical Division went through several changes in command structure until May 24, 1918, when it became the Air Service of the American Expeditionary Forces, and the immediate forerunner of the U.S. Army Air Corps. From 1920 to 1925, the Assistant Director of the Air Service was Brig. Gen. William L. "Billy" Mitchell.

Mitchell was one of the earliest advocates of an independent air service, although his methods of promoting airpower have been called into question, including his sinking of the German battleship *Ostfriesland* with 1,000 lb. bombs, instead of the 500 lbs. authorized, on July 20, 1921.

Although Mitchell did not adhere to the rules of engagement put forth by Gen. John J.



Above: President Trump signs the 2020 National Defense Authorization Act, authorizing creation of the United States Space Force (Photo: Fortune.com)

Pershing (who oversaw the testing), the results of the bombing caused both the Army and the Navy to rethink the possibilities of airpower in warfare. His relationship with the Army grew increasingly fractious, and in 1925, when his term as Assistant Director of the Air Service expired, he reverted to his permanent rank of colonel. Later on, he was court-martialed for insubordination and retired to private life, where he continued to write about air power until his death in 1936. He was posthumously promoted to major general by President Franklin D. Roosevelt in 1942.

On July 2, 1926, the Air Service was renamed the U.S. Army Air Corps, as the aerial warfare branch of the Army. The Air Corps was largely a compromise between those who wanted a separate air service and those who wanted the Air Corps to remain the air auxiliary of the Army, in support of its ground troops. On June 20, 1941, it was reauthorized as the United States Army Air Forces, giving it even greater autonomy. On September 18, 1947, with the passing of the National Security Act, the United States Air Force finally became its own separate service. On September 1, 1982, the United States Air Force Space Command was organized to be better prepared for the operational exploitation of space, and from that command, the Space Force was born.

Now that the Space Force has become its own service, what does its future hold? We are too close to this historical event to judge its effects. For all we know, we may now be on the verge of the next new frontier. 🇺🇸

Command NCO's Corner

The Promotable NCO Position Question

ALBUQUERQUE, N.M. –Ask yourself one simple question: "What does an officer have to do to get a promotion to Colonel?" Answer: be assigned as a Wing Commander.



The same rules hold true for Senior NCOs: Master Sergeant, Senior Master Sergeant and Chief Master Sergeant. In order to be recommended for and receive a promotion, senior NCOs must be assigned to a *Promotable Position*. That means that senior NCOs must be willing and able to assume a higher level of responsibility, and perform satisfactorily at that level, within CAP in order to qualify for consideration for a promotion, after completing all the other requirements – Professional Development Level, Specialty Track Rating, Time-in-Grade and recommendation by the Promotion Board and approval by the appropriate authority.

CAPR 35-5, Section 6 tries to spell out these requirements. Let's see if I can make it a little clearer and more understandable. For NCOs, "subsequent duty assignment promotions must meet the minimum skill level and time-in-grade requirements and be considered by the Promotion Board. Time-in grade requirements are based on the member's grade in CAP *only*. The regulation states, "Members eligible for promotion may only be promoted if selected (*and assigned*) for the positions identified in Figure 9." It's this last part that has everyone scratching their heads.

Those *Promotable Positions* are as follows:

For promotion to **Master Sergeant (MSgt.)**, a member must be assigned and serving in the Squadron or Flight NCO position. (*Note: Squadron NCO is the only assignable position currently in eServices*).

For promotion to **Senior Master Sergeant (SMSgt.)**, a member must be assigned and serving in the Group, Wing, or Region NCO Advisor position.

For promotion to **Chief Master Sergeant (CMSgt.)**, a member must be assigned and serving in the Wing or Region Command NCO position.

Just like wing commanders, if someone has the job, you can't move into that position until they are complete with their tour and the position opens to your appointment, therefore no promotion.

Incidentally, all senior NCO promotions are temporary, just like those promotions to Colonel. No member receives a permanent promotion until that member has COMPLETED the assigned tour of duty and has done so in a satisfactory manner. If not, the member returns to the last grade held before promotion.

Next time: **How Does an NCO Fit into Your Organization?**

Semper Vigilans,

**CMSgt Charles Grosvenor, CAP
New Mexico Wing Command NCO**

"The New Mexico Wing NCO Program – A Personal Choice"

Safety Corner

What You Need to Know About the New Safety Program

ALBUQUERQUE, N.M. – A new, revitalized CAP safety program is in place, and YOU are a part of it!

Two new regulations, CAPR 160-1, *Civil Air Patrol Safety Program*, and CAPR 160-2, *Safety Reporting and Review* became effective on September 30. There is also a new pamphlet, CAPP 163, *Safety Assurance and Continuous Improvement*.

But the new program is much more than a set of rules—it's a framework that can lead us to excellence in everything we do. Think about it: If we are truly doing a top-notch job of protecting our members and the assets entrusted to us, won't that affect how we perform in operations, emergency services, aerospace education, and our cadet program? Decades of experience in American industry have shown that to be the case.

So, what do you need to know? A few essentials:

- Chapter 1 of CAPR 160-1 is the heart of the program, providing a *vision* of CAP as “a recognized national leader in safety risk management.” It sets forth the five pillars of our *Safety Management System*: roles and responsibilities, safety risk management, safety assurance, and safety promotion and recognition. It outlines the aspects of a strong *safety culture* we must aspire to, such as continuous learning, flexibility, and an environment of trust.
- CAPR 160-1 Chapter 2 and CAPR 160-2 describe the *responsibilities* of all levels of command and safety, as well as individual members. Know yours.
- Risk management is “what we do,” and there are two required levels: *Deliberate Risk Management* and *Real Time Risk Management*. The former is a formal look into our more complex or new activities (listed in CAPR 160-1), and involves the use of CAP Form 160. Real Time RM is what we do in all our activities; a simple Form 160S and Hazard List are available as tools to help think through the process as needed.
- Our members need *recognition* for their contributions to safety.
- *Mishap review* is about finding the cause, NOT fault or blame. Human error is recognized, and our goal is prevention.
- *Resources*: The CAP Safety Pages (<https://www.gocivilairpatrol.com/members/cap-national-hq/safety>) contain templates, forms, links, and guidance. LMS/AXIS has new training on risk management, mishap review, and for Activity Safety Officers. The NMWG Safety SharePoint site has Wing examples and safety briefings for use by squadrons.

Safety is not just the safety officer's job, or just the commander's. CAPR 160-1 and 160-2 mention the word “member” or “members” 203 times. We have a high bar to meet, but it will be a rewarding journey. We need everyone involved. 🙌



Maj. C. John Graham, CAP
Director of Safety

New Mexico Wing Safety – “Think Before You Do”

Public Affairs Corner

You Had me at Hello, You Lost me at Supposably

ALBUQUERQUE, N.M. – There is a meme making the rounds on Facebook that lends itself to the title of this column. Too often, in the interest of sounding important or educated, people will use a word that falls just short of the word they actually want to use. As *Get Smart*'s Maxwell Smart would say, "Missed it by that much!"



Supposably is one of many misused words that I have either heard or read from other people. What follows is a detailed, but not exhaustive list of frequently misused words, followed by their correct counterparts.

Supposably/Supposedly. *Supposably* is not a real word, but a cross between *presumably* and *supposedly*. You could say, "Supposedly, Brig. Gen. Phelka will be the next National Commander," or "Presumably, Brig. Gen. Phelka will be the next National Commander." But never *supposably*.

Use to and Suppose to/Used to and Supposed to. You *used to* be a cadet; you're *supposed to* be a senior member. Since the *d* and the *t* get slurred together in speech, people tend to miswrite these phrases.

Tow the Line/Toe the Line. This expression means to conform to a certain rule or standard, and there are several possible origins of this phrase. The first comes from horse racing, where the horses had to line up with their toes on the starting line. The second possibility comes from boxing, where both boxers would put their toes on an imaginary line in the center of the ring before a match. The third possible origin refers to the British Navy, where barefoot seamen stood inspection by standing at attention with their toes lined up on the seams of the wooden planks on deck; hence the phrase, *toeing the line*. Many people misspell this phrase as *tow the line*, which is incorrect.

For all intensive purposes/For all intents and purposes. An *intensive* purpose would be one that is highly concentrated, but the phrase more correctly means "for all practical purposes." The correct phrase is *for all intents and purposes*.

Reign in/Rein in. Think of a horse, which you would *rein in* to slow down or to bring under control. *Reign* is another word for *rule*, as in *The Reign of Queen Elizabeth II*.

Hone in/Home in. When you get closer to a location or an idea, you *hone in* on it. (This phrase has its origins in the use of homing pigeons.) The word *hone*, which means to sharpen, is a perfectly good word, but the phrase *hone in on* is incorrect.

Piece of mind/Peace of mind. You give someone a *piece of your mind* when you're angry; *peace of mind* refers to a serene, tranquil state. Take care not to confuse the two.

So, let's rein in our enthusiasm, toe the line and write the way we're supposed to. Thank you. 🇺🇸

Lt. Col. Jay T. Tourtel, CAP
Public Affairs Officer

New Mexico Wing Public Affairs – "Telling the CAP Story"

OPSEC WARNING! Be Careful What You Post!

WHAT IS OPSEC?

OPSEC (Operational Security) is the protection of sensitive information, that the loss or compromise thereof will pose a threat to Civil Air Patrol's operations or missions. All CAP members must complete OPSEC training and sign a Non-Disclosure Agreement to become emergency services qualified. If you have not done so, please speak to your commander.

HOW DO I PRACTICE OPSEC?

- **Identify and Control Critical Information.** Critical Information is information which can potentially provide an adversary with knowledge of our intentions, capabilities or limitations. It can also cost us our technological edge, or jeopardize our people, resources and credibility. Critical Information should not be released to anyone without a valid "need to know."
- **Examples of Critical Information:** Documents or photos that include the following:
 - Deployments – Chaplain or other support of CAP
 - Technology – Capabilities of CAP equipment
 - Exercises – CAP participation in DoD exercises
 - Missions:
 - Planned intercept missions
 - Law Enforcement Support missions
 - Major event support like the Super Bowl or Olympics
 - Communications – Radio Frequencies and Access Tones
 - Documents marked FOUO (For Official Use Only)
 - Ops Plans, tail numbers of aircraft and Victor Airways
 - Location of Resources – airplanes, vehicles, repeater sites, etc.
- **Watch what you say or post.** Foreign and domestic terrorists are constantly monitoring our communications, looking for weaknesses. Don't try to impress others with your knowledge.
Loose Lips Sink Ships!
- **Publicly accessible websites will NOT include:**
 - For Official Use Only (FOUO) Information, such as radio frequencies
 - Sensitive Information, such as any of the examples listed above.
 - Planned Deployments, such as movement of aircraft to or from mission base.
 - Personal Information – Social Security Numbers, Phone Numbers, etc.
 - Pictures of aircraft crashes, military aircraft (depending on technology), pictures of comm equipment with frequencies, counterdrug flights, ground targets, or any photo not cleared by the incident commander (IC) or Public Information Officer (PIO).

OPSEC IS EVERYONE'S RESPONSIBILITY.

- The purpose of OPSEC is to protect against unauthorized disclosure of official information. Keep your information secure at all times
- OPSEC is mostly common sense. If we take the time to learn what information needs protecting, and how we can protect it, we can continue to execute our missions effectively. 🇺🇸

Members of New Mexico Wing! Get Recognized for Your Writing!

Beginning with the January 2020 issue of FLIGHT LINE, New Mexico Wing will recognize members who contribute articles to the newsletter as follows:

A New Mexico Wing **CAP Certificate of Appreciation** will be awarded to members who contribute articles to three different issues of FLIGHT LINE. (Issues need not be consecutive.) Multiple articles run in the same issue will count as one submission.

A New Mexico Wing **CAP Achievement Award** will be awarded to members who contribute articles to another six issues of FLIGHT LINE. (Issues need not be consecutive.) Multiple articles run in the same issue will count as one submission.

Wing will present the award certificate at the earliest opportunity. If no member is present to accept the certificate, it will be sent to the member's unit at the first available opportunity.

How to Submit Articles Suitable for Publication

All articles will be written in AP Style. For more information, go to www.ap.org, or see our supplement, "Associated Press Style in a Nutshell."

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

General advice on writing a good article:

- Get all the facts right, stick to the facts, and do not use hearsay or express opinion.
- **Take good digital photos.**
 - Do not use digital zoom, or else your photos will lack good focus and definition;
 - Take "action shots" of people doing something interesting that is material to the article; for each photo, identify the people on it by grade, name, and unit.
 - Make sure everyone is in the correct uniform and you identify all, as per above.
 - **Note: Good photos are essential to add immediacy and flavor to the story.**
 - **Get good quotes.**
 - Ask participants for their opinion.
 - Get full grade, name, position title and unit of assignment for each quote.
 - Get the individual's consent to publish the quote as recorded (read it back).
 - **Note: Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.**
- **Write in good, idiomatic, unadorned English**
 - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
 - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
 - Avoid colloquial expressions.
 - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
 - No nicknames – unless famous, such as "Ike" for Pres. Dwight D. Eisenhower. 🇺🇸

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion. To express opinion, use one or more quotes of qualified sources – always get the quoted person’s permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person’s grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as “kid.”
- When a young person is a CAP cadet, never use “boy,” “girl” or “child” but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use “their” for the possessive of a singular subject, such as, “the cadet took their meal.”
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- *For best results*, buy the latest copy of the Associated Press Stylebook, available at a modest cost at www.ap.org – read it, study it, know it, and use it. 📖

Uniform and Photo Guidelines

- All personnel must be in the proper uniform.
- Face-to-waist is the best composition for most photos.
- Uniforms should be clean, neat, pressed and in good repair.
- T-shirts should not be visible on any of the open-collar service uniforms (USAF-Style and Corporate).
- Only regulation headgear is allowed with all uniforms (USAF-style and Corporate).
- Hair must be clean, well-groomed and neat.
- Members must meet weight and grooming standards to wear USAF-style uniforms.



BDUs/ABUs: For group photos, either all sleeves up or all sleeves down, to present a uniform appearance.

Tie (or collar tab) must be worn with all long-sleeved service shirts (both USAF-style and Corporate), Class A uniforms and CAP blazer combinations.

SUNGLASSES AND EYGLASSES

- Sunglasses are not allowed in military formations.
- Sunglasses and eyeglasses will not be worn around the neck, on top/back of the head or worn hanging exposed on the uniform.
- Pens, pencils, wallets, watch chains, fobs, pins, jewelry, combs, cigars, cigarettes, pipes and sunglass cases will not be worn or carried exposed on the uniform.

