



Flight Line

The Official Quarterly Newsletter of
New Mexico Wing



Vol. 11, No. 2 – April, 2021

NEW MEXICO WING STAFF

New Mexico Wing Commander
Col. Annette R. Peters, CAP

Vice Commander
Lt. Col. Dean M. Klassy, Sr., CAP

Group Commanders:
Northern: Lt. Col. Andrew F. Selph, CAP
NM-006, NM-016, NM-018, NM-068, NM-085

Central: Lt. Col. Michael E. Eckert, CAP
NM-012, NM-030, NM-033, NM-055, NM-077, NM-083

Southern: Lt. Col. Dennis M. Hunter, CAP
NM-024, NM-060, NM-073, NM-082, NM-084

Group 800: Lt. Col. William R. Fitzpatrick, CAP
NM-811, NM-818, NM-819, NM-820, NM-822,
NM-823

Chief of Staff
Lt. Col. John H. Gravel, CAP

Command NCO
CMSgt Charles Grosvenor, CAP

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

Webmaster
Maj. Paul Kinzelman, CAP

FLIGHT LINE is published quarterly, on the first month of every quarter. Deadlines for submission are as follows:

- 1Q – 20 December
- 2Q – 20 March
- 3Q – 20 June
- 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.

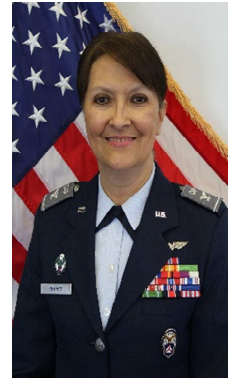
Send submissions to the Editor at:

jaytourtel@comcast.net

Message size limit: 15 MB

New Mexico Wing Commander's Corner

ALBUQUERQUE, N.M. – Hello, New Mexico Wing! I hope that all of you are doing well and that your loved ones are also well. Wow, here we are, a year after our lives came to a screeching halt. What a year it's been, but I couldn't be prouder of how the members of our Wing have held on tight and endured the rough waters.



Now that we're in Phase I, we're able to do some face-to-face meetings, and what a great feeling that is. We must, however, remain vigilant to follow all of the necessary precautions, and follow the guidance from the Centers for Disease Control, our State's Health Order and guidance from CAP NHQ (National Headquarters). I know that it sounds like a lot – and it is – but we have made it this far, and in order to be able to get back to some normalcy, it's critical that we remain focused on keeping our members and our families safe, as we continue to progress to doing more face-to-face meetings, ES (Emergency Services) training and cadet activities.

Our focus over the past 12 months has been on supporting the COVID-19 mission, and we continue to do so, despite the tempo of the mission slowing down significantly. Our Wing, however, is now at a point while in Phase I, that we are planning for more training and activities, once NHQ approves us to move into Phase II

Currently while in Phase I, we are focusing on cadet orientation rides, sUAS training, aircrew training, pilot and aircrew proficiency flying and pilot on-boarding for new pilots to CAP. We also continue to support the Counter Drug program. Our Emergency Services team is currently working on an ES training plan to support ground team training and flight line marshaling training, and plans are being worked for a SAREX (Search and Rescue Exercise), perhaps in mid-June. All of this training is pending, per our approval to move into Phase II. All of us want to be able to get back to normal, and I realize that this may seem like a slow process,

Flight Line, New Mexico Wing – April, 2021

but keep in mind that we are progressing in a positive manner in comparison to where we were at this time last year.

While we have not been able to do CAP as we used to before COVID-19, many of our cadets have continued to progress through the cadet program, and it pleases me to see their resiliency and how innovative they have been to figure out ways to do drill and PT virtually. We have also had several of our senior members progress through the Education and Training Program during this time of COVID, and I have to say that I get really excited about their progression as well. We all know CAP's three missions are Emergency Services, Aerospace Education, and Cadet Programs, but in order for us to accomplish these missions, we need our senior members to be trained in leadership, management and be task-driven, in order to be able to meet the demands and requirements to accomplish the three missions in CAP. I encourage all of our senior members to work towards progressing through our Education and Training Program in order to become proficient in our specialty tracks, our duty assignments and to become better mentors for our peers and new members joining CAP. 🇺🇸

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: The PowerPoint intro slide announcing New Mexico Wing's re-entry into Phase I. (Photos: Lt. Col. Jay T. Tourtel, CAP)

New Mexico Wing Reauthorized for Phase I Remobilization

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

ALBUQUERQUE, N.M. – On March 1, 2021, New Mexico Wing was officially reauthorized to enter Phase I of Civil Air Patrol's Remobilization Plan. In a PowerPoint presentation, New Mexico Wing Vice Commander Lt. Col. Dean M Klassy, Sr., leader of the Wing's Remobilization Task Force, said, "One of the most important things is the safety of our New Mexico Wing senior and cadet members and their families." He added, "We need to make sure that our members arrive safely and leave the meeting safely," also noting, "I know that some of you have been dealing with COVID, or have had friends or family members who have."

The Wing was originally approved to move into Phase I in September 2020, but reverted to Phase 0 – Essential Missions Only – in October, following a sudden spike in COVID-19 cases. Wing Staff and squadrons continued to meet virtually, and missions were limited to the delivery of COVID-19 test samples, and then later vaccines, after they were approved for rollout.

Now that the Wing has been approved for Phase I, self-identified low-risk units may meet in groups of 10 or fewer members, as long as they wear cloth face coverings and practice social distancing, hygiene and hand-washing requirements. Leaders must continue to monitor members' health status through no-touch temperature checks and asking members if they feel well. Klassy also emphasized that the metrics for Phase I must be constantly reassessed, as they could rapidly change.

Flight Line, New Mexico Wing – April, 2021

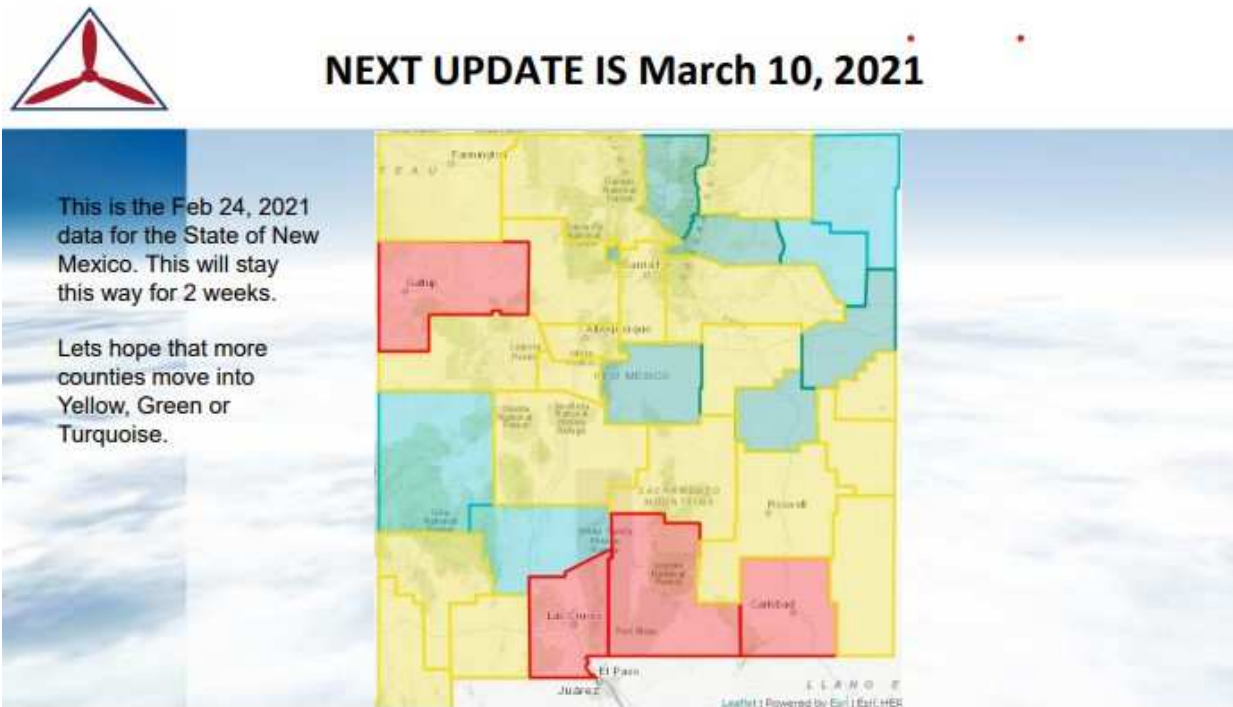
Squadrons are reopening on a county-by-county basis, based on the following categories: Red (very high risk), yellow (high risk), green (medium risk) and turquoise (low risk). As of February 24, 2021, the majority of counties in New Mexico are in the yellow category, with nine counties in either the green or turquoise categories, and only four counties in the state flagged in red.

Squadrons in the red risk category are limited to in-person meetings of five or fewer members, while units in all other categories may meet with 10 or fewer members. As of March 23, 2021, Klassy noted that he was working on the Wing getting approval to enter Phase II, but that approval rests on maintaining social distancing and hygiene requirements.

What is next? According to Klassy, “We need the state to continue to improve, then we can go into Phase II and beyond; and if things don’t improve, we may need to go backwards again.”

Klassy reiterated the importance of following the remobilization guidelines. “Please don’t jump the gun and have a meeting before you are approved, and keep within the numbers and safety precautions,” he concluded. 🇺🇸

Below: A county-by-county map of risk categories throughout New Mexico, as of February 24, 2021.





Above: Cadets from Albuquerque Heights “Spirit” Composite Squadron participate in their first in-person drill practice in more than a year. (All Photos: Maj. Mary A. Fox, CAP)

Spirit Squadron Tackles COVID-19 Challenges to Resume In-Person Meetings

*By Maj. Mary A. Fox, CAP
Albuquerque Heights “Spirit” Composite Squadron*

ALBUQUERQUE, N.M. – One year ago, on March 12, 2020, during a parent support meeting, the commander and staff of Albuquerque Heights “Spirit” Composite Squadron were notified that all public schools would be shut down the following Monday, March 16. The immediate reaction of all was that this would be the squadron’s last meeting, and no one knew when or if the squadron would ever meet again. Going virtual was not even a consideration at the time. After a long silence, one parent spoke up. “Please,” she said, “You cannot close down these meetings. This is all my daughter has left!”

Flight Line, New Mexico Wing – April, 2021

Without delay, Spirit Squadron held its first virtual meeting the week after the announcement, on March 19, 2020. On March 18, 2021, the squadron completed its 50th virtual meeting. Nine new cadets and two new senior members joined during the pandemic. Three of these cadets have earned the Wright Brothers Award – signifying completion of Phase I of CAP’s four-phase Cadet Program, and promotion to cadet staff sergeant – and are currently testing for promotion to cadet technical sergeant. A fourth cadet plans to test for the Wright Brothers Award on March 20.

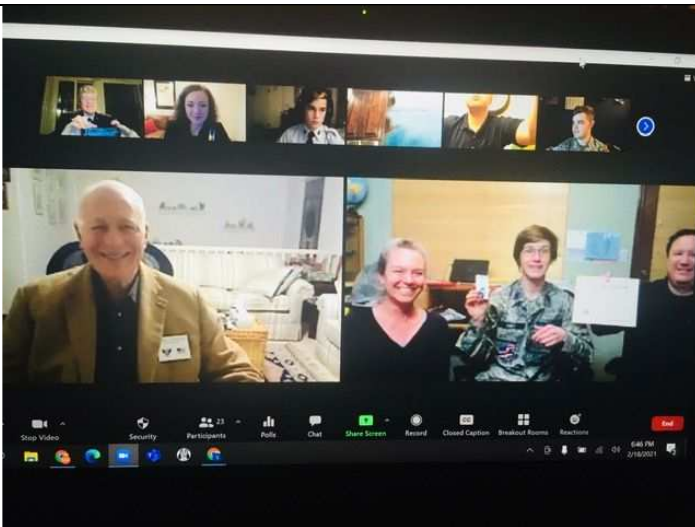
In August 2020, as the cadets headed back to a virtual school setting, the squadron leadership was able to keep cadets returning each week for 50 weeks. Although the squadron has had an 11-member increase over the past 12 months, it also saw a five-member decrease, due to the complications of COVID-19 restrictions, and the requirement to remain virtual. The battle to keep the enrollment steady each week has not been easy, but the efforts of all its members are consistent and have been successful.

One year later – almost to the day – on March 13, 2021, the squadron held its first outdoor, face-to-face gathering. Eight cadets and two senior members met at the Spirit Squadron Headquarters parking lot for drill practice. The cadets together that day had not seen each other in an entire year, and one cadet, who joined after the pandemic began, had never met anyone in person prior to that day. After an hour of one-on-one



Top Right: Cadet Antonio Malagon, with his mother at his side, earns his promotion to cadet airman and his Curry Achievement at the squadron’s February 18 virtual meeting

Bottom Left: Lt. Col. Frederick Harsany, USAF (ret.) New Mexico Air Force Association President, and Albuquerque AFA Chapter President (left inset photo), presents the AFA Outstanding Cadet Award to Cadet Master Sgt. Aiden Jones, (right inset photo, in ABUs.)



training, the cadets spent the last 30 minutes marching together as a flight – the first time they had done so in more than a year.

During the weekend of March 20-21, 2021, the squadron held its first outdoor PT (physical training) activity, another drill training, another PT training and glider orientation flights – all by the end of the month. The commitment of cadets, senior members and parents has allowed the squadron to stay alive. By overcoming the challenges of COVID-19, the squadron has continued to flourish. 🇺🇸

New Mexico Wing Receives ABUs from MCSS

By Lt. Col. Andrew F. Selph, CAP
New Mexico Wing Director of Cadet Programs

ALBUQUERQUE, N.M – With the United States Air Force retiring its Airman Battle Uniform (ABU), New Mexico Wing was contacted in November 2020 by the Military Clothing Sales Stores (MCSS) located at each of the state’s three Air Force Bases – Holloman AFB in Alamogordo, Kirtland AFB in Albuquerque and Cannon AFB in Clovis – regarding the authorized transfer of their remaining ABU stock to Civil Air Patrol. The ABU, which had become the Air Force’s primary utility uniform beginning in 2007, will become obsolete on April 1, 2021, when the Air Force completes their transition to the Airman Combat Uniform-Operational Camouflage Pattern (ACU-OCP).

Civil Air Patrol was authorized wear of the ABU in 2016, and will complete its transition on June 15, 2021, when the Battle Dress Uniform (BDU) is retired from CAP service. With the June date approaching quickly, the ABU transfer is a windfall for cadets and senior members that have not yet replaced their BDUs, and new members needing to be outfitted.

Kirtland AFB MCSS manager Julian Portillo, in making the transfer, noted that the items – which included coats, trousers, T-shirts and caps in both male and female sizing – “represented about \$16,000 worth of inventory when it was on the shelves.” Cannon AFB MCSS and Holloman AFB MCSS made similar transfers to nearby CAP units.

Units who have members in need of ABUs are encouraged to determine their members’ sizing needs and submit their requests to Wing Supply. The ABU is among several Air Force-style and Corporate field and utility uniforms authorized for CAP members in performance of their duties. Members should consult CAPR 39-1, *CAP Uniform Regulation*, for proper sizing, insignia configuration, and wear guidance. 🇺🇸



Above (L-R): New Mexico Director of Cadet Programs Lt. Col. Andrew Selph, MCSS Assistant Manager Allen Garcia, MCSS Manager Julian Portillo and New Mexico Wing Central Group Commander Lt. Col. Michael E. Eckert complete loading ABUs for transport to New Mexico Wing HQ. (Photo: Kirtland AFB MCSS)

Santa Fe Composite Squadron Resumes In-Person Meetings Following Risk Assessment

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

SANTA FE, N.M. – On March 16, 2021, Santa Fe Composite Squadron held its first in-person meeting, following a risk assessment performed by the squadron, and after New Mexico Wing had been authorized to move into Phase I of CAP's COVID-19 Remobilization Plan.



Above: Cadets and senior members from Santa Fe Composite Squadron attend their first in-person meeting, more than a year after the pandemic began. (Photo: Maj. C. John Graham, CAP)

Anticipating resumption of in-person activities, the Santa Fe Squadron started planning in September 2020 for holding meetings, cadet PT, and drill again, the first time the Wing was authorized to move into Phase I. As a first step, Squadron Commander Lt. Col. Angie Slingluff and Safety Officer Maj. John Graham visited the New Mexico National Guard facility at the Santa Fe Regional Airport, where the squadron had been holding its meetings. During the visit, they met with Lt. Col. Ali DiPour of the NMNG and discussed the best spaces to use for meetings and PT or drill, as well as where to screen arriving members, keeping with COVID prevention protocols.

Based on the visit, and having reviewed a very thorough risk assessment (RA) from Albuquerque Heights "Spirit" Composite Squadron, Maj. Graham drafted an RA using CAPF 160, *Deliberate Risk Assessment*.

The draft RA was a primary topic of discussion during the squadron's online monthly meeting on October 6. Using the screen-sharing capability of Microsoft Teams, members were able to review hazards and risk controls line by line. A very productive discussion ensued, and member suggestions resulted in significant improvements to controls. For example, Capt. Allan Wood, a retired physician, recommended that the screening station be set up outdoors at a side entrance to the building, rather than behind the main double doors, so that any contaminated air would not be trapped between the two sets of doors. The side entrance also provided direct entry to a large hangar room, where PT and drill was usually conducted, rather than using hallways where six-foot separation was more difficult. Other suggestions included the best drop-off/pickup location for cadet parents in vehicles, opening doors on either side of the hangar room to provide air flow, turning on two large overhead fans, and protocols if any cadets felt unwell. The risk assessment was updated accordingly.

The cadet PT meeting was held October 13. Capt. Wood and Maj. Graham arrived early to set up the screening station and disinfect chairs, exercise mats, door handles, and other often-touched surfaces. A safety briefing was conducted based on the approved risk controls. The meeting went well and was conducted safely.

The Wing reverted to Phase 0 not long after the PT meeting, due to a spike in COVID cases, but the lessons learned—most importantly proving the adage of "two heads are better than one"—were applied when the squadron was able to resume Phase I activities again in March. Further discussions on risk controls led to successful cadet meetings, notably an aerospace education evening at the Santa Fe hangar where, in preparation for orientation flights, cadets were able to learn about aerodynamic features of different aircraft.

Undoubtedly, risk assessment is most effective when more than one person contributes. Lt. Col Slingluff said: "I want to express my deep gratitude for the efforts and expertise of both Capt. Wood and Maj. Graham in keeping cadet and squadron safety foremost in their minds. We are all better for having them on our team." 🙏

In Memoriam Paul Cline

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

MESILLA PARK, N.M. – On January 22, 2021, former New Mexico Wing Director of Communications Paul R. Cline passed away, after succumbing to kidney failure. Cline, a 50-year member of Civil Air Patrol, was loved and respected by many members of New Mexico Wing

Cline joined CAP as a cadet in 1968, and then later transitioned into CAP's adult senior program. He served in a number of positions at the squadron and Wing level, serving as Wing Director of Communications from 2005 to 2010. After a six-year hiatus, he returned as Director of Communications, serving from 2016 until 2018, when he retired from the position.

Maj. Roberta Himebrook, advisor to New Mexico Wing Commander Col. Annette R. Peters, and widow of former New Mexico Wing Commander Col. Richard F. "Ric" Himebrook, reflected on Cline's friendship with her husband. "He and Ric became good friends after Ric became active in CAP again in 1984," she said. "In fact, Paul came to Ric's service," she added, referring to Col. Himebrook's memorial service when he passed away in April 2014.

New Mexico Wing Director of Aerospace Education Lt. Col. Roland Dewing met Cline in 2005, when Cline was working as a tow pilot for glider orientation flights and glider encampments, which he did for several years. His exploits were written up in *Enchanted Wings: The History of New Mexico Wing, 1941-2010*, by Lt. Col. Ted Sptizmiller and Maj. Gwen Sawyer, both members of New Mexico Wing. The book documents Cline's experience as a mission pilot, and as Wing Director of Communications. He was also instrumental in helping Las Cruces Composite Squadron acquire its hangar, and was named New Mexico Wing's Communicator of the Year in 2007.

Assistant Director of Communications Training Lt. Col. Griffyn Lane remarked on Cline's ability to repair CAP radios that many thought were gone. "We used to call Paul the 'Santa of Communications,' because he could always make CAP radios come alive, when they broke down or didn't function properly," she said. "He was a very big part of the communications team, for the problems he solved with the repeaters in New Mexico that kept going down and needed repairs. He would do communications training, sometimes having 20 people in a communications class. He helped me get my Master Rating in Communications," she added.

Maj. Himebrook summed up the feelings of many members of the Wing. "Paul Cline was a great person and made a big difference in CAP," she concluded. 🇺🇸

Below: In 2018, former New Mexico Wing Director of Communications Lt. Col. Paul R. Cline (left) was honored for 50 years of service to CAP, by then-New Mexico Wing Commander Col. Mike Lee. (Photo: Las Cruces Composite Squadron Public Affairs)





Above (L-R): New insignia and patches for the USAF-style Flight Duty Uniform (FDU), the USAF-style flight jacket, and the Corporate Flight Duty Uniform (CFDU). *(Graphic: CAP National Headquarters)*

New Flight Suit Guidance Goes into Effect August 1

By Lt. Col. Andrew F. Selph, CAP
New Mexico Wing Northern Group Commander

ALBUQUERQUE, N.M. – Beginning August 1, 2021, CAPR 39-1, *CAP Uniform Regulation*, states that Civil Air Patrol Flight Duty Uniforms (FDUs) will be reconfigured with changes to grade insignia, name badges and command insignia. These changes apply to both the USAF-style FDU and the Corporate FDU (for members who are unable or who choose not to wear the USAF-style FDU). Links for the replacement insignia are listed below.

Among these changes, plastic-encased grade insignia will be replaced by silver or gold embroidered grade insignia on dark blue cloth shoulder insignia. <https://www.vanguardmil.com/collections/nco-insignia-and-cloth-insignia>

The black leather nametag that is currently worn will be replaced with the silver embroidered insignia on dark blue cloth with silver border. <https://www.vanguardmil.com/products/civil-air-patrol-blue-cloth-name-patch-single-emblem>

The black crew-neck T-shirt will be replaced by the sand (tan) crew-neck T-shirt. <https://www.vanguardmil.com/products/civil-air-patrol-uniform-t-shirt-tan?variant=43226821775>

Additionally, members should ensure that they are wearing the correct left shoulder American Flag patch. <https://www.vanguardmil.com/products/usa-flag-patch-with-velcro-gold-edge>

Members authorized to wear the Flight Duty Uniform should consult CAPR 39-1 (page 99) for complete sizing and wear guidance. https://www.gocivilairpatrol.com/media/cms/CAPR_039_001_5_Mar_2020_6EA485E9593C8.pdf

Members should allow themselves ample time to order the replacement insignia prior to the August 1 wear date.

All uniform items are available through Vanguard, the official supplier for CAP uniforms, at www.vanguardmil.com. 🇺🇸

New Mexico Wing's COVID-19 Mission Extended to June 30

By Lt. Col. Dave Finley, CAP
Mission Public Information Officer

ALBUQUERQUE, N.M. – With the beginning of the new year, New Mexico Wing's COVID-19 relief work began operating under a new mission number, closing out the mission that was first assigned in April 2020, and extended numerous times until the end of the year. The new mission was originally authorized through March 31, but has been extended to June 30, 2021.

Since the first flights began carrying COVID-19 vaccines on December 15, 2020, that has been the sole purpose of this mission, with no more flights carrying coronavirus test samples to the laboratories since then. Acting as the official auxiliary of the United States Air Force, the wing continues to deliver vaccine from the New Mexico Department of Health to several cities around the state.

The mission, funded by the Federal Emergency Management Agency (FEMA), assists the New Mexico National Guard in transporting vaccines for the Department of Health. CAP aircrews are joined on these flights by National Guard members, who deliver the shipments to the agencies that will perform the inoculations. So far in 2021, wing aircrews have flown nearly 100 sorties, totaling more than 140 flight hours for the mission.

In 2020, New Mexico Wing aircrews flew more than 440 flight hours, and ground teams drove more than 5,200 miles to deliver more than 28,000 COVID-19 test samples from far-flung cities to Albuquerque laboratories for processing.

In a letter to Mission Liaison Officer Lt. Col. Jim Steele, Bianca Ortiz Wertheim, cabinet secretary-designate for the State's Department of Homeland Security and Emergency Management wrote, "On behalf of DHSEM and the State of New Mexico, I would like to extend my gratitude to you and your entire New Mexico Civil Air Patrol team for all the support you have provided us to respond to COVID-19 through our testing, and most recently vaccination missions."

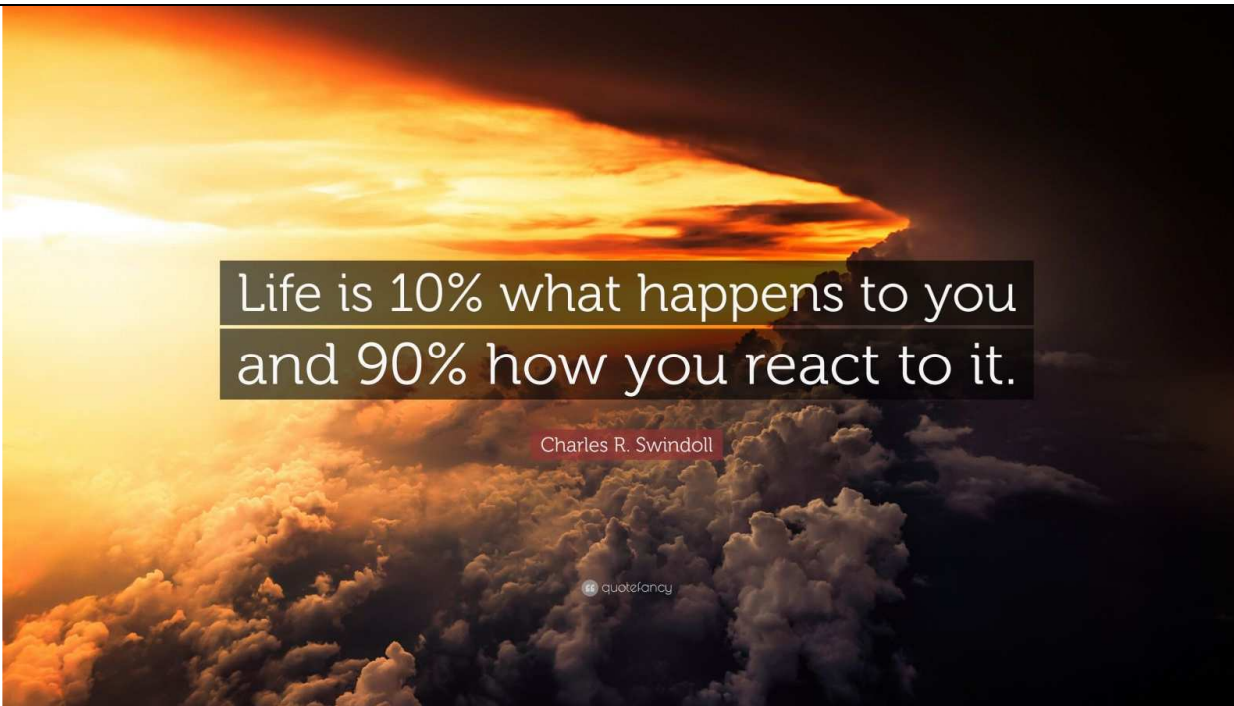
With the close of the 2020 mission, New Mexico Wing Commander Col. Annette Peters authorized 135 Wing members who had participated in the mission – directly supporting the presidentially-declared emergency – to wear CAP's Disaster Relief Ribbon with silver "V" device.

"The large number of participants in this mission – senior members and cadets alike – and the fact that they came from squadrons across the state, strongly demonstrates their dedication to volunteer service. I am very proud that so many of our members have contributed to helping our fellow New Mexicans through this lengthy crisis," Peters said.

Acting as a Total Force Partner and official civilian auxiliary of the Air Force, Civil Air Patrol is aligned with First Air Force to rapidly respond to non-military threats domestically when tasked to a Defense Support of Civil Authorities capacity to save lives, relieve suffering, prevent property damage and provide humanitarian assistance. 🇺🇸



Above (L-R): New Mexico Air National Guard Airman 1st Class Jesus Corral Aranda and Staff Sgt. Robert Hill unload vaccine supply boxes from a CAP aircraft. COVID-19 vaccines and accompanying supplies are transported aboard CAP aircraft, in the custody of National Guard personnel. (Photo: 1st Lt. Joseph Bellicinii, CAP)



(Photo: Brainyquote.com)

Editorial

How Should We Respond?

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

ALBUQUERQUE, N.M. – To say that 2020 was a turbulent year would be an understatement. We witnessed political unrest, the spread of a highly contagious virus, a global pandemic, shutdowns, lockdowns and riots. As the year ended, many of us felt discouraged, demoralized and dispirited. How do we respond to this crisis? I can think of at least four ways to help us cope with these challenges:

1. Don't complain about the things you can't control. Imagine a football team where one of the players always complains about getting tackled. We need to focus on the things we *can* control: our thoughts, our feelings, our actions and our responses to people, places and situations. Pastor Chuck Swindoll has been quoted as saying, "Life is 10% what happens to you, and 90% how you react to it."

2. Accentuate the Positive. Bad things are bound to happen, but we should always focus on the underlying good in everything. Negative expectations will never yield positive results.

3. Live in the Now. Anxiety comes from obsessing over the future; guilt from obsessing over the past. We can neither predict what will happen nor change what has happened, so for our own peace of mind, we need to live in the present.

4. Fly the Plane. A pilot friend of mine told me that whenever he experienced engine trouble, his guiding principle was always to fly the plane. For non-pilots, that means we must tend to the day-to-day activities that contribute to our success. After all, no crisis is permanent, and we will make it through this storm if we remain positive and focused on our success. 🙏

Command NCO's Corner

How to Use NCOs



ALBUQUERQUE, N.M. – So now that you have an NCO, what do you do with that person? NCOs are a unique set of individuals, with unique knowledge, skills and abilities that they bring to CAP from their experiences and careers within the military. How can they best provide for the organization?

Let's look at one NCO who has been in the CAP for a number of years and held assignments as both an officer and an NCO. Here's a listing of duty assignments, specialty tracks, emergency services qualifications and pilot qualifications that this individual has had and/or currently holds:

Duty Assignments: Region/Wing Command NCO, Squadron NCO, Aerospace Education Officer, Deputy Commander, Deputy Commander for Cadets, Deputy Commander for Seniors, Director of Operations, Director of Professional Development, Standardizations/Evaluations Officer, Safety Officer, Testing Officer.

Specialty Track Areas: Safety, Standardizations/Evaluations, Professional Develop (Education & Training), Aerospace Education, Cadet Programs, Operations, Emergency Services, Command, Administration, Personnel, Inspector General.

Emergency Services Qualifications: Air Operations Branch Director, Aerial Photographer, Community Emergency Response Team Member, Flight Line Marshaller/Supervisor, Senior Flight Release Officer, Incident Commander, Mission Observer, Mission Scanner, Mission Staff Assistant, Operations Section Chief, Planning Section Chief, Public Information Officer, Urban Direction-Finding Team.

Pilot Qualifications: Transport Mission Pilot, Search and Rescue/Disaster Relief Mission Pilot, Cadet/ROTC Orientation Pilot, Check Pilot - Examiner, Mission Check Pilot - Examiner, Mountain Flight Certification, G-1000 Pilot - Instrument - Instructor & Check Pilot.

What do you do with an NCO? Anything you or the NCO want to do. There is no limit to the use of NCOs in CAP. There is really no difference between a new member and a new NCO, other than that the NCO comes to the organization with credentials that are not easy to come by. Prior military service within a semi-military civilian organization has its advantages, both for the member and the organization.

Semper Vigilans,

Chief  

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

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

Safety Corner

A Job Well Done—Safety Assurance

ALBUQUERQUE, N.M. – Safety assurance—what’s that? Well, once we have a Safety Management System in place, we’d like to know how well it’s working and how we can improve. The Safety Assurance piece of the CAP SMS (Safety Management System) does that and has several parts; we’ll focus on just two here.



Mishap Reporting and Review (CAPR 160-2, *Civil Air Patrol Safety Program*)

No one wants to see our members hurt or our valuable assets, like planes and vans, damaged. But sometimes it happens. When it does, we want to do our best to keep others from experiencing that again. Most important: the mishap review process **is never about blame**. It’s about **learning**. In fact, people should be rewarded for telling their story of what happened—they’re helping us learn and improve.

Sometimes it may seem like we put a lot of attention on minor mishaps, say if a van has a dent or a cadet sprains her ankle during PT (Physical Training). Why? Because the review, using a methodical process like [5M](#) (Member, Media, Machine, Mission and Management), can uncover causes that could lead to more serious events. And we want to prevent that. So, we develop lessons learned and corrective actions and get the word out so the squadrons know how to improve the safety of their activities.

Safety Program Assistance (CAPR 160-1, 4.5)

CAPR 160-1 says “SEs [Safety Officers] at each level of the organization are expected to provide oversight, guidance, assistance and mentoring to the SEs in their subordinate units.”

So now you know why Wing SE sends out those emails to safety officers, writes Safety Leadership Tips, holds quarterly meetings, and asks for a half hour or so of a commander’s or safety officer’s time every year or two to discuss how things are going. We want to get better at what we’re doing, so our members stay safe.

CAPR 160-1 Chapter 4 also covers continuous improvement, measures of effectiveness, safety surveys, command emphasis items, and SMS program review. There’s a pamphlet, *Continuous Improvement and Safety Assurance*, [CAPP 163](#), that delves deeper and also explains the commanders’ role of “lead, steer, challenge, share.”

If you have ideas on how we can do better, send them to Wing SE: john.graham@nmcap.us. Or submit a safety suggestion in eServices/SIRS.

And did you know there’s a national Paul W. Turner Award for the wing with the most outstanding safety program? Wouldn’t it be great if we could win that? 🏆

Maj. C. John Graham, CAP
Director of Safety

New Mexico Wing Safety – “Think Before You Do”

Public Affairs Corner

Plagiarism, Fair Use and the Public Domain



ALBUQUERQUE, N.M. – Nothing is more pernicious than plagiarism. Politicians have resigned over it, employees have been fired, and college students have been expelled – all because they claimed someone else’s work as their own.

According to an article in Wikipedia, plagiarism is considered a violation of academic integrity and a breach of journalistic ethics. Within Civil Air Patrol, plagiarism is a violation of our Core Value of Integrity. Aside from possible criminal and civil penalties, plagiarism creates a loss of trust in the author that is sometimes impossible to regain. In their article, “How to Avoid Plagiarism” at www.scribbr.com, the authors outline four ways to avoid plagiarism:

- 1. Keep track of the sources you consult in your research.** If you use someone else’s work, make sure that they get the credit.
- 2. Paraphrase or quote from your sources (and add your own ideas).** If you paraphrase or quote from another source, let your readers know. (It also doesn’t hurt to add your own perspective.)
- 3. Credit the original author in an in-text citation and reference list.** While footnotes, endnotes and reference lists are recommended for academic papers, for news articles you can usually attribute authorship within the body of the article.
- 4. Use a plagiarism checker before you submit.** (In the interest of full disclosure, scribbr.com has its own plagiarism checker).

Copyright Infringement. In his article, “The Difference Between Copyright Infringement and Plagiarism” at www.plaigiarismtoday.com, author Jonathan Bailey draws a distinction between the two: while plagiarism is the representation of another author’s work as one’s own, copyright infringement is simply an infringement on the rights of the copyright holder. When I was growing up in Denver, one of the best-known landmarks on West Colfax Avenue was the Bugs Bunny Motel. In 1997, Warner Brothers, who owns the copyright to the Bugs Bunny character, found out about it, and the owners had to change its name to the Big Bunny Motel.

Fair Use. The US Copyright Office states that authors can use copyrighted work for the purposes of criticism, comment, teaching, scholarship and research – but even with that latitude, the author must consider the purpose and character of the use, the nature of the copyrighted work, the amount and substantiality of the use, and the effect of the use on the potential market for or value of the copyrighted work. While the Copyright Office offers these general guidelines, it does not provide specific legal advice.

The Public Domain. Generally speaking, works created before 1923 are in the public domain, and can be used without having to pay the copyright owner. That is why the producers of *The Lone Ranger* radio series used *The William Tell Overture* as its theme music. Under current law, the copyright on a published work expires 70 years after the author’s death, after which it falls into the public domain.

The best rule of thumb to follow is, if someone else said it, give them credit for it. Happy writing. 🇺🇸

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

New Mexico Wing Public Affairs – “Telling the CAP Story”



STRENGTHENING CAP READINESS THROUGH VACCINATION

“COVID-19 has changed the way we deliver the CAP Programs, but has not weakened our resolve, effectiveness, or mission execution. As we start the transition toward COVID-19 recovery, please strongly consider vaccination for yourself, your loved ones, and CAP.”
 — Major General Mark Smith, C.A.P. National Commander

TOP LINE MESSAGES

PRIORITY: TAKING CARE OF PEOPLE

DATE: 14 DECEMBER 2020

- Every CAP member is a valued team member and is critical to all our mission accomplishments.
- Continue being vigilant by wearing face coverings, socially distancing, washing your hands frequently, monitoring your health, not gathering in crowds, avoiding closed spaces with poor ventilation, limiting time with others, and not participating in CAP activities if feeling sick.
- It's important for leaders to encourage each member to make an informed decision about the pros and cons of vaccination by consulting government sources like the U.S. Centers for Disease Control and Prevention (CDC) and each member's healthcare professional team. Additionally, your CAP Health Services Officer can provide additional informational resources so you are well-informed to make the best decision for you.

SUMMARY

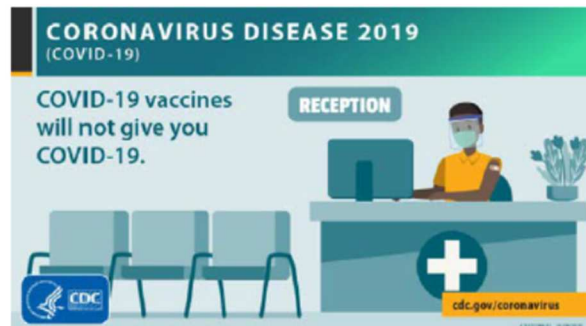
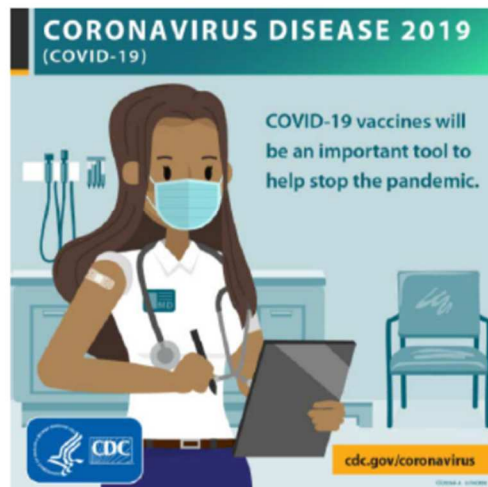
On December 11, 2020, the U.S. Food and Drug Administration approved the Pfizer / BioNtech COVID-19 vaccine as an emergency use authorization. CAP strongly recommends that for those who are able, please consider vaccination, but also wants to emphasize that the COVID-19 vaccination is completely voluntary.

On December 12, 2020, the CDC recommended that the Pfizer / BioNtech COVID-19 vaccine be administered to people 16 years of age and older. Continue to monitor for updated recommendations at the CDC website <https://www.cdc.gov/vaccines/covid-19/index.html>

TALKING POINTS

Key Messages for the Membership

- COVID-19 vaccines can not give you COVID-19.
- Getting vaccinated can help prevent getting sick with COVID-19.
- People who have already gotten sick with COVID-19 may still benefit from getting vaccinated.
- COVID-19 vaccines will not cause you to test positive on COVID-19 viral tests.
- Limited COVID-19 vaccine doses will be available in 2020, but it is anticipated that vaccine supply will increase substantially in 2021.
- The goal is for everyone to be able to easily get a COVID-19 vaccine as soon as large quantities are available. However, not everyone will be able to get vaccinated right away.



DIGITAL & SOCIAL MEDIA RESOURCES:

CDC Website
<https://www.cdc.gov/vaccines/covid-19/index.html>

Instagram & Twitter:
 Instagram
 @cdcgov
 @fda

Twitter
 @cdcemergency
 @cdcgov
 @us_fda

POCs:

Civil Air Patrol
 COVID-19 Planning Team:
COVID-19Plans@capnhq.gov

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. 📖

Flight Line, New Mexico Wing – April, 2021 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.

