



PENNSYLVANIA WING – GROUP 2

JUNE 2009

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GROUP 2 NUMBERS:

- Senior Members : 196
- Cadets: 156
- Total Members: 352
- This information is as of 1 June 2009

A WEEKEND IN WORLD WAR II

Sunny, warm weather for Saturday and Sunday's 2009 World War II Weekend more than made up for any reduced attendance Friday's steady rain caused.

The annual event brings World War II veterans and re-enactors together to preserve a bit of the history of that era. The home front display contains a general store, period home, doctor's office, and radio station. The "O-Club" recalls the spirit of the war's troop entertainment. There is a mess tent serving breakfast and lunch, as well as camps from many of the various theatres of the war.

Restored World War II aircraft crowd the ramps near the main hangar and the Air



Morning Formation for cadets that camped in the CAP Squadron yard.

Services building. Artillery fire off rounds of blanks



CAP Re-enactors pose in front of their display.

throughout each day, and several areas re-enact battles.

The French Village near the main gate presents a taste of life in occupied Europe—complete with invasions at 10 am and 2 pm!

There's even a Civil Air Patrol station with three World War II vintage CAP aircraft.

Finally, one of the cadets' favorites is the flea market where vendors sell vintage and replica items.

Parking is at a premium near the event, so shuttle busses run continuously throughout the day between lots surrounding the Reading Airport property. Civil Air Patrol cadets and seniors join fire police, regular police, and Mid-Atlantic Air Museum volunteers direct-



Americans prepare to liberate the French Village.

Continued on P5, WWII Wknd

COMMANDER'S CORNER

In lieu of a formal Commander's Corner this month, we would like to present some concepts from the new CAPP151, [Respect On Display](#).

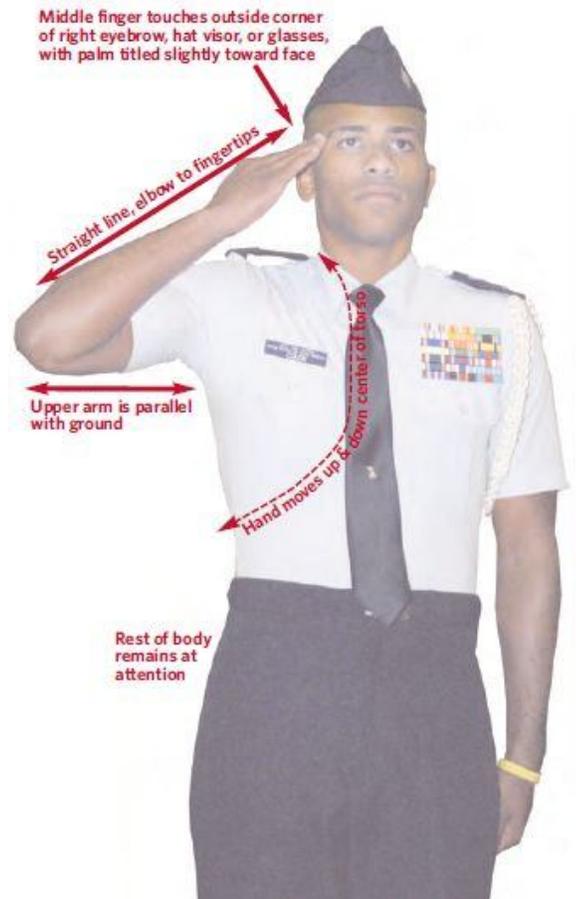
This pamphlet explains how and why CAP practices Air Force-Style Customs & Courtesies.

When we render military-style customs and courtesies, the Core Value of Respect is on display.

All military customs and courtesies are rooted in basic politeness and respect. To the newcomer, they seem strange at first. People are often embarrassed the first time they try to salute. But with a just a little bit of study, practice, and mentoring comes understanding and confidence.

In the military tradition, unit commanders will usually be the highest ranking individuals in a unit. In CAP, that is quite often not the case, and it can make for some confusing scenarios when it comes to customs and courtesies. For example, in CAP, a captain may command a squadron that includes majors and colonels as its members. An aircraft may be commanded by a captain, and crewed by two majors. Or perhaps a cadet NCO is leading a drill team that includes her cadet commander, a cadet major.

Situations like these are common in CAP. Still, the lower ranking officer should initiate the salute. And looking at the matter from the other side, the higher ranking officer should respect the junior officer's position.



JUNE SAFETY BRIEFING – CADETS AND CAP SAFETY

All cadets should learn that in CAP, safety is emphasized in all activities.

In CAP Pamphlet 52-9, Cadet Great Start, Activity 6.1 introduces cadets to Basic Field Safety. This activity will allow you to learn your unit's expectations regarding the Safety program. Cadets will apply an abbreviated Operations Risk Management (ORM) evaluation. You will identify the hazards of an activity, how to keep those hazards from hurting someone, correct the situation, and report to the activity leader any condition you are unable to resolve. This pamphlet can

be found at http://members.gocivilairpatrol.com/media/cms/P052_009_7603F5B468886.pdf

In Phase IV of the Cadet Program, cadets continue with the staff duty analysis report. Achievement 14, Operations Officer, has a corresponding OPR of Safety Officer. Part 2 of the report requires "an operational risk management analysis of safety hazards for a real or simulated cadet activity in the field or on a flight line." For details consult CAP Pamphlet 52-14, Staff Duty Analysis. [http://](http://members.gocivilairpatrol.com/media/cms/P052_014_8605254CD870D.pdf)

members.gocivilairpatrol.com/media/cms/P052_014_8605254CD870D.pdf

The NHQ safety team recently made basic and intermediate level ORM courses and tests available on-line at <http://members.gocivilairpatrol.com/safety/orm.cfm>. These courses will give you more information about ORM. Cadets are encouraged to take the course and test.

Lt Col Brenda Allison, CAP
Asst National Safety Officer

The Sentinel – Civil Air Patrol's Safety
Newsletter – [March/April 2009](#)

PILOT'S LOUNGE—RULES OF THE AIR

This appeared in the current issue of Australian Aviation Magazine (June 2000?).....

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

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[http://www.gcfl.net/
 archive.php?funny=20000627](http://www.gcfl.net/archive.php?funny=20000627)

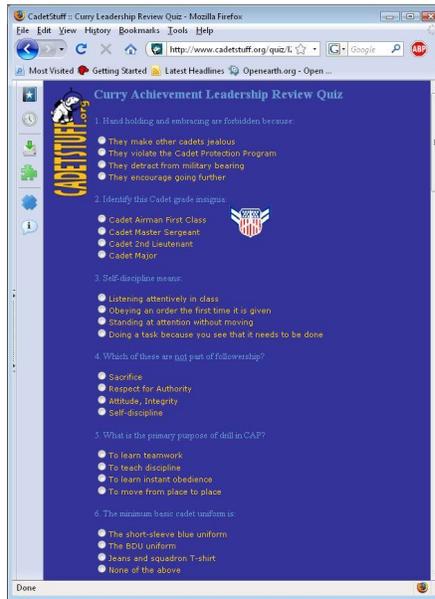
WHAT'S NEXT CADET?

You've studied for the leadership and aerospace tests, but you're not sure if you can pass them. Or maybe you've tried once or twice but didn't get quite enough right answers.

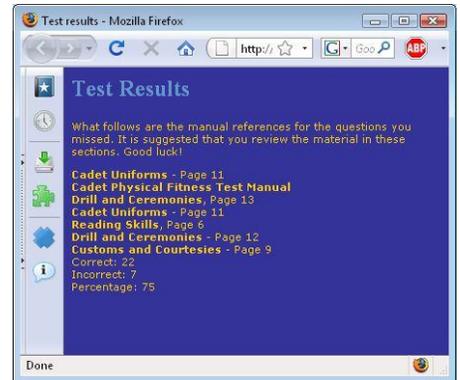
Guess what! You don't have to wait until the next test night to try again! You can head over to Cadet Help <http://www.geocities.com/cadethelp/>.



The Practice Tests section, <http://www.geocities.com/cadethelp/tests.html> offers Leadership Review Guides and a series of practice tests for levels 1 through 7, plus a set of Leadership Review Guides to help with studying the materials.



True, a passing score won't actually count toward promotion, but the results page will identify areas where you need to study more.



Their Aerospace Help link, <http://www.geocities.com/cadethelp/aeguides.html> has links to study guides for the first 6 modules. Aerospace practice Quizzes are not currently available.

Barbara McCutcheon
Group 2 PAO

RECURRENT COMMUNICATIONS TRAINING

MONTHLY QUIZ. JUNE 2009.

REVIEW OF CHANGES IN NEW CAPR 100-1. (12 MAY 2008)

Due to the length of some of the changes, this month's Quiz will be limited to Five questions.

Match the description with the letter of the correct answer below.

Descriptions:

1. Signals from a transmitter on frequencies other than the operating frequency.
2. A device used to connect or disconnect electrical contacts.
3. Feed line with one conductor at ground potential, such as coaxial cable.
4. A circuit that provides a direct-current output at some desired voltage from an ac input.
5. A radio transmitter and receiver combined in one unit.

Items:

- A. Transceiver.
- B. Switch.
- C. Power supply.
- D. Spurious emissions.
- E. Unbalanced line.

REFERENCES: American Radio Relay League "Now You're Talking" 5th Edition *

ANSWERS ON PAGE 12.

*Special thanks to the ARRL for their permission to reference material.

www.arrl.org/

Leading , from P1 WWII Wknd



CAP Re-enactors observe flag lowering.

ing traffic and finding places for cars to park.

Cadets also assist Reading airport's flight line personnel by maintaining a safe distance crowd line when aircraft are moved or fuelled.

This year almost 200 ca-

dets from Maryland, Connecticut, New Jersey, and Pennsylvania participated. Many camped in the Reading Civil Air Patrol headquarters yard.

Barbara McCutcheon, Capt, CAP Group 2 PAO



Cadet Color Guard at Civil Air Patrol re-enactor display



DEMANDING , ORDERING AND LEADING – THERE REALLY IS A DIFFERENCE

Today started out as "one of those days". I was on the road for work, the rain was coming down and everyone seemed to be either deathly afraid of it or had forgotten how to drive. The phone rang and another one of the reps from work was calling me about a woman who had stormed into the office looking for me.

Upon hearing her name, I

immediately knew how the office atmosphere had gone from light hearted and helpful to everyone trying to avoid the fallout from her never ending demands and self-imposed belief of importance. This woman doesn't feel the need to ask for something or behave appropriately in public or make an appointment before storming into the office. Instead, she rants, raves

and, again, demands everything be done to accommodate her desires. Her Highness never follows through with her responsibilities but fails to see that her shortfalls are the cause of anyone's inability to assist her. I was very thankful to be able to avoid her visit and informed my associate I would call her upon my return to the office. She, of course, will not be satisfied

with that answer and expected someone to commit hari cari because she was just not satisfied with the outcome. Somehow this all sounds like a bad rerun of MacBeth or Henry the 8th.

Does this sound familiar? As leaders, we need to understand the dynamics that go along with leadership, especially in a volunteer

Continued on P6, Leading

Leading , from P5

organization. Using the encounter in the last two paragraphs, we can all learn or reinforce the need to communicate in an effective manner.

Have you ever heard the phrase, “You get more flies with honey than with vinegar”? Who ever thought that one up was wiser than someone with all the titles and degrees in the world. Let’s examine why. Had the woman in our scenario simply asked nicely, her questions would have all been answered to her satisfaction. I personally don’t know one person who won’t respond positively to the needs of someone who is treating you with respect. The woman in our drama was given certain tasks to complete as her part of the action concerned. Failing to complete her responsibilities, she had no one to blame but herself when results fell short of her expectations.

Is this scene being painted sound like issues at some squadrons? Probably so. Do we have the education, capacity and talents to do things better? You know it!

As commanders, it’s easy to lose sight of the needs of

our members. It’s also easy to forget that the level of competency of each member varies and it’s our job to know our people, their strengths and weaknesses. Everything in our squadrons lay on our shoulders. Planning training, the commander’s responsibility. Accountability of property, the commander’s responsibility. Report submission, again, commander’s responsibility. From the minute you accepted the job as commander of your unit, you assumed the responsibility of ensuring everything is accomplished. If the Personnel Officer fails to submit promotion paperwork, it’s still the commander’s responsibility. Its all part of that thing we call leadership. But does that responsibility give us some “right” to bark out commands as if we’re defending Dunkirk or chairing a hostile takeover on Wall Street? Certainly not. Does that type of leadership work well in Civil Air Patrol? Normally not.

A leader takes the time to discuss his or her intentions with the staff officer who will be placed in charge of getting the tasking done. (Notice I never said “responsible” for getting the tasking done!) While provid-

ing guidance is always a good thing, micromanaging is normally not productive. Explain the task, solicit feedback on the project, establish a completion date, and remind the staff officer that your door is always open to discuss the matter, should the need arise. Express your faith that they can accomplish the task and let them loose!

In the last paragraph, was there any demanding or having to say, “I’m ordering you to...”? I can’t find any. I do see a lot of two way communication, interaction, guidance and that thing we call leadership. 9 times out of 10, everything will go as smooth as silk. Using this method of communication, that one time when things don’t go well, your staff officer will utilize your open door policy and discuss the challenges they are facing in accomplishing the tasking. They’ll probably feel a bit down about not meeting your expectations but, again, this is where you get the opportunity to demonstrate quality leadership and outstanding communication.

First, set the tone for success. Select a quiet place, with minimal distractions, to

discuss the matter. Remind the officer that together you can accomplish just about anything. That alone will let them know you’re there standing beside them, not in front, not behind, you’re in it together. Ask for details about what transpired and map out a plan, on paper preferably, together on how you can overcome the challenges. Avoid bringing in someone else to take over the tasking, as this will demoralize the officer, unless absolutely necessary. Offer to provide manpower or other essential materials to **assist** the officer complete the task. Ask for feedback and reiterate the plan you have collectively selected. As when you discussed the situation the first time, express your belief that you have selected the right person for the job.

Hopefully, the next time you get the urge to slip and proclaim a lack of professionalism to everyone around you, you’ll be able to use this method instead. As a matter of fact, you can use it free of charge at every meeting without any penalties for overuse.

Semper Vigilans

Todd Daubenspeck, Capt, CAP

SPACE—THE NEW FRONTIER

In the NEW FRONTIER—Space—our origin and our destiny may be written in the deep space. Scientific research concludes life can exist in environments never before imagined a short time ago. We haven't been able to see the relationship of all forms of life over millions of years of evolution. The theory goes that because human life evolved in our atmosphere, there is NO reason to think that it doesn't exist elsewhere. Scientists speculate—could it be that life is indigenous in our universe?

Basic life forms were only recently discovered here deep within our earth. These single cell microorganisms live on decaying unstable atoms in rocks found in deep African gold mines. However these organisms need oxygen to mutate into complex multi-cell life forms. Astronomers now speculate that life, as we now understand it, probably exists on other planets which orbit other stars (suns). The presence or water, oxygen, and the sun's radiation being critical for complex cell development over millions of years.

Mars is thought to have subterranean water as it has in its polar caps. NASA is planning extended stay robotic and manned exploration of Mars in the near future. Yet beyond our solar system, but within our galaxy the "Milky Way," contains 200 million other stars (suns). Around some of these stars, astronomers have identi-

fied 340 exoplanets which MIGHT have characteristics similar to earth's. Apparently there is enough collective evidence in the scientific community that NASA has added to its mission objectives—the search for other HABITABLE LIFE ZONES. As of March '09 the KEPLER MISSION is now on a 3 year journey traveling some 9 million miles into deep space to infrared photograph wide areas of space where life MIGHT exist. We expect to receive some photos from KEPLER late this year. Scientists agree that success is a very long shot.

Only within the last 10 years, technological advancement in digital photography, computers, the HUBBLE telescope, and larger earth telescopes have enabled astrophysicists and astronomers to observe the birth, life, and death of other stars (suns) as originating millions of light years ago. These advancements have created a new investigation on the evolution of planets never imagined a short time ago. The brightness, the color, its orbits reveal much of its planets characteristics—on closer observation. Apparently the earth's atmosphere creates distortion in earth-bound telescopes and the early problems with HUBBLE hide the clarity needed to observe deep space.

Many unexplained, but observable space phenomena have created a new scientific vocabulary. Such words as black

hole, wormholes, dark energy, supernovas and questions of the Why-How-When of the plausible Big Bang theory need confirmation.

It might seem that our present day knowledge of our own human reality is far, fat too limited. Our concept of time where millions of years exists and the evolution of one cell microorganism life into complex life forms are observable and verifiable on earth. Many astrono-

FLYING CAR

A group of M.I.T. engineers have built & tested the "Terrafugia," a convertible car-airplane. Early flight tests indicate it is a very roadable car and aircraft. It is intended to be licensed in the LSA (Light Sport Aircraft) category. It's a simple technology not intended for instrument flying. You fly up to the weather, land and drive beyond the weather and resume VFR (Visual Flight Rules) flight. Its wings fold in 30 seconds and the vehicle converts to a car. A garmin GPS 496 provides air and land navigation. It's not the first vehicle with the same intent. The Aero-car received a type certificate back in the '50's. Only a few were ever produced – then.

Economically it gets 27 MPG in the air and 30 MPG on the ground with a 100 HP Rotax engine under the hood. It costs ONLY \$194,000 now, with 40

orders and physicists seem to agree that there is little probability that life DOES NOT exist elsewhere in the infinity of the UNIVERSE. These space explorers would only ask that WE look at the starry night sky and wonder WHAT IS OUT THERE?? We might be surprised one day.

Lt. Dave Briddell
Gp/Wg AEO
ref: AOPA Pilot, May 09



The Terrafugia Transition is the first "flying car" to be completely self-contained. Previous such vehicles left components at the airport or needed a trailer.

orders booked on \$10,000 deposit. First deliveries are scheduled for 2011 with an estimated 6 year waiting list. This craft is intended to solve, among other things, the high time of door to door travel and its high costs. We see what modern technology brings to today's consumer

Lt. Dave Briddell
Gp/Wg AEO
ref: AOPA Pilot, May 09

THE 32ND ANNUAL PA STATEWIDE EMS CONFERENCE SCHEDULE HAS BEEN ANNOUNCED!

Pennsylvania's 32nd Annual Statewide EMS Conference will be held August 13-15, 2009 (with pre-conference sessions being held August 11th and 12th) at the Holiday Inn Harrisburg/Hershey in Grantville, PA - - Just minutes from Hershey Park and other attractions - Bring the Family!

The full pre-conference and conference schedule along with session descriptions/continuing credit hours can be found online by visiting www.pehsc.org

Pre-Conference sessions this year include:

- *Advanced Medical Life Support (2-day class)*
- *OSHA Train-the-Trainer - Bloodborne Pathogens*
- *ALS Skills Lab*
- *Survival Strategies for Emergency Services*
- *EMTs Assisting ALS Providers*
- *What to do in the event of a Line of Duty Death (LODD)*
- *Emergency Vehicle Response Safety*
- *Roadway Safety for Emergency Services Personnel*
- *Moulage Workshop*
- *Intubation Obstacle Course*
- *Suspected Child Abuse and Neglect (SCAN-EMS)*

Pre-Conference Sessions often fill quickly. Register online today at www.pehsc.org.

We hope to see you there!

Please see the attached list of our current sponsors!



**Mark your calendars for the 32nd Annual EMS Conference!
August 11-15, 2009 - Holiday Inn Harrisburg/Hershey**

USING E-SERVICES

The Civil Air Patrol National Headquarters maintains an online service where CAP members can track their training and achievements, record Emergency Services qualifications, access forms and other documents, keep up with CAP news, and find the answers to many questions.

The first step is to register your account. This is done by clicking the "First time eServices users [click here](#)" link.



Enter your Social Security number and an e-mail address. NHQ will send your logon information to that e-mail. This usually only takes a few minutes, but can occasionally take longer. If you have problems, click the [NHQ Personnel](#) link and navigate to the [Contact](#) page for information on how to request help registering.



The first time you logon, you will be asked to change your password. Be sure to choose one that you can

remember, but is difficult for others to guess. Passwords are case sensitive, so PassWord is not the same as password. Using numbers or symbols is another good way to make a password more secure. Some examples are passwOrd, Pa\$\$wOrd.

Once you have your account set up you can logon by entering your CAPID and password on the [logon page](#). This will bring you to the eServices main page.

There is a link to the CAP



Knowledgebase below the main center window. The right sidebar menu contains links to services available to all CAP members. The left sidebar only contains links if you have permissions for additional services. The small windows near the top contain quick-links to e-mail addresses of members in your unit and to your personal records. This is where you click if you need to change any of your personal information.

You can customize the sidebar menus. Click the edit link in the CAP Utilities title to open the select favorites options, then check the utilities you use the most.

If you are involved with search and Rescue, you



may want to include the "My Operations Qualifications/ National Reports" link to give you faster access to the sites for recording completed tasks and qualifications.

Once you select your favorites the main screen will



look slightly different. Instead of a long sidebar on the right. Only your favorites will show. The other items will still be available under

the "Other" bar at the bottom of the "Favorites menu." Clicking the "Downloads" link at the bottom of the main window gives you access to the programs, utilities, and applications that are available for CAP members. This includes a free subscription to the full version of AVG anti-virus utility. The CAP Knowledgebase is



a searchable database of answers to frequently asked questions.

Enter your question, or



some keywords in the search box, and the Knowledgebase will return a list of questions associates with your inquiry. The answers associated with these questions usually contain links to the regulations supporting the answer and to other related questions and answers.

Barbara McCutcheon, Capt, CAP Squadron 304 Webmaster

FLYING TEACHERS—A CAP MISSION FOR A RAINY SATURDAY

Lts Roth and Briddell flew two new CAP/AEM—Earth Science teachers from York County’s Central High School. It was their first flight in a small aircraft. They were intrigued to learn that the glass cockpit instrument panel of the Cessna 206 was as advanced technology as the airliners flew just 10 years ago. They were delighted to have had the educational CAP orientation experience.

teachers a thorough aircraft inspection and safety briefing. Waiting for the front to pass, we had a lot of time for questions and answers. We had to illustrate how aviation and the CAP program were effective supplements to their science classroom. Both teachers agreed with our purpose and were very attentive and excited for the coming flight. As soon as we had VFR weather, we were off for



Pilot, Lt. Roth and teacher, Mrs. Briddell

CAP’s “Fly A Teacher” program was the mission profile. An extended ground school—caused by weather delays—the CAP Mission and the Aerospace Education program was the first order of business. This was followed by instruction on the basics of flight, aircraft control, and pre-flight planning. We then went out to the aircraft and gave the

York squadron’s Saturday meeting. During the flight, both teachers got a chance to fly the aircraft. They soon gave up as their equilibrium gave way and exceeded their vertigo limits trying to maintain level flight. We compromised and explained it was a windy, bumpy ride day anyway.

On arrival at York, Major Jim Eiben, squadron command-



Teachers from York Central High School wait for the weather to clear for their flight.

ing officer, gave them a tour of the base and a briefing of cadet activities at all levels of CAP’s organization. Coincidentally it was a once quarterly class A uniform day. It was a good day to demonstrate many of our organization’s best features. The teachers sat in on the cadets’ last class of the day. Following a late lunch, we returned to Harrisburg’s Capital City airport. Both were very thankful for

an exciting learning filled day with CAP. LT’s Roth and Briddell were invited to be guest teachers in their classrooms shortly. A good time was had by all!!! Mission accomplished—Sir!

Lt. Dave Briddell



Maj. Eiben explains the CAP programs to teachers Mrs. Briddell and Mr. Roth.

Photos from video by Mrs Briddell

LEBANON SQUADRON'S BUSY, BUSY MAY

May 9, 2009 Civil Air Patrol Squadron 307, Lebanon, Pa. participated in placing poles and casket flags at the Avenue of Flags in Indiantown Gap National Cemetery, Annville, Pa. Approximately 450 poles and flags were set in place. Only casket flags covering deceased veterans are used in the Avenue of Flags which

will be displayed until July 15, 2009.

A member of the Indiantown Gap National Cemetery Memorial Council said everyone did a great job and thanked all for their help and participation in this event that honors all veterans, living and deceased.



Cadets replace casket flags along the Avenue of Flags



Cadets learn how a 911 center works.

Twenty one cadets and seniors from Lebanon Civil Air Patrol Squadron 307 toured the Lancaster County Emergency Agency May 13, 2009.

Lt. Carlton B. Walls, who works at the Agency, gave a briefing to the squadron before they entered the 911

Center. The squadron member could see and learn first hand the duties and details at the 911 Center.

After the tour, Lt. Walls gave the Squadron a chance to ask any questions they had about the center.

Civil Air Patrol Squadron 307 marched in the Lebanon, PA Memorial Day Parade on March 25, 2009. They are invited to participate every year.

Lt. Bea Gernert



Cadets and seniors preparing for the Memorial Day Parade in Lebanon, Pa.

Photo by 1Lt Wilson Ballester

PROMOTIONS

The following group members promotions were recorded during the month of February.

Group 2

David R Briddell promoted to Capt on 23 May

York Composite Squadron 301

Olivia L Dettinger promoted to C/Amn on 3 May

Evan J Hart promoted to C/A1C on 3 May

Mackenzie L Lawton promoted to C/A1C on 13 May

Dexter T Petron promoted to C/Amn on 13 May

Jonathan D Ritz promoted to C/Amn on 13 May

Robert T Stone promoted to 1Lt on 4 May

Harrisburg Int'l Composite Squadron 306

John C Scott promoted to C/Amn on 20 May

Gabe Warner promoted to C/TSgt on 20 May

Capital City Composite Squadron 302

David J Nazzaro promoted to C/SSgt on 19 May

Black Diamond Composite Squadron

Jamie M Barrick promoted to 1Lt on 13 May

Adam W Messner promoted to 1Lt on 5 May

Helene F Sheaffer promoted to 1Lt on 5 May

WELCOME NEW MEMBERS

During May 6 new cadets and joined squadrons in our group.

Cadets Stuart L. Bellmore, Brett T. McCoy, Alexix N, Nolt, Nicholas A Rongione, and Samantha E. Thompson

joined the Jesse Jones Composite Squadron 304.

Cadet Kyle J. Sklareski joined the Harrisburg International Composite Squadron 306.

Group 2 extends a warm welcome to our new members.

Congratulations, and thank you for all of your hard work.

With the addition of cadet promotion tracking in e-Services, it is now possible to create a list of promotions for many cadets as well as all senior members.

Since cadet promotion entry is voluntary, only those cadets whose commanders have en-

tered cadet promotions into e-Services can be recognized through this method. We would be happy to include any additional promotion information submitted by Line Officers.

Members are welcome to submit articles and photos of promotions. These will be included in the Unit News section of the newsletter.

FYI, ADS AND ANNOUNCEMENTS

Easy Fundraising! Do your SHOPPING at the CAP Mall and raise funds for your squadron!! Huge selection of well-known stores at <http://cap.fundlinkllc.com>

Northeast Region Newsletter available. Read the NiNER at <http://ner.cap.gov/news/NINERwinter09.pdf>

Harrisburg squadron's Maj. Paul McDonough has information about ordering safety vests with your squadron number on the front and "Search and Rescue" on the back. M–XL sizes \$28.00, larger sizes \$29.00. Contact Maj. McDonough for more information.

PA Wing has issued a Policy Letter regarding reporting accidents and issues. Please read

it at <http://www.pawingcap.com/docs/Policy-Letter-S-6-1.pdf>

Please feel free to submit short ads and announcements of general interest to members of our group. This includes items your unit has available to other units, positions our unit needs filled, and items your unit needs.

GP2 Newsletter Submission Guidelines

Articles, story ideas, and queries may be submitted to Capt McCutcheon via the chain of command or by e-mail at gistek@ptd.net. Please include "CAP GP2 News" in the e-mail subject.

Items may be submitted as formatted or unformatted text within the body of the e-mail. Images may be submitted as attached jpg or pdf format files no larger than 1000K. No other type of attachment will be opened.

For more specific guidelines, please contact Capt McCutcheon.

COMMUNICATIONS QUIZ ANSWERS

Answers to the Quiz:

REFERENCES: CAP REGULATION 100-1.

12 May 2008.

Answers to the Quiz.

1. D.
2. B.
3. E.
4. C.
5. A.

Commander.....	Lt Col Byron Marshall
Deputy Commander	Maj Brandon Parks
Aerospace Education Officer.....	1st Lt David Briddell
Administrative Officer.....	Open
Cadet Programs Officer.....	Maj Brandon Parks
Cadet Special Activities Officer	1st Lt Jeff Case
Chaplain	Open
Communications Officer.....	Maj Don Inscho
Communication Licensing Officer	1st Lt Carlton Walls
Finance Officer	Maj Becky Wilson
Inspector General.....	Open
Legal Officer	Open
Logistics Officer.....	Open
Maintenance Officer.....	Capt Daniel Sheetz
Medical Officer	Open
Operations Officer	Open
Operations, Drug Demand Reduction Officer	Lt Col Orville Schwanger
Operations, Emergency Services Officer.....	1st Lt Tim Roth
Operations, Emergency Services Officer.....	Maj Steve Wilson
Operations, Standardization and Evaluation Officer	Lt Col Chuck Bechtel
Personnel Officer.....	Open
Plans & Programs Officer	Open
Professional Development Officer	Open
Public Affairs Officer.....	Capt Barbara McCutcheon
Recruiting Officer	Open
Safety Officer.....	1st Lt Jeff Case
Safety Officer, Assistant	1st Lt Edwin Jones

*If you are interested in applying for any of the open staff positions, please contact Lt Col Byron Marshall, ercoupe884@msn.com

CALENDAR

- **FEMA IS 242 (Developing and Managing Volunteers):** 20 Jun 09: Black Diamond HQ
- **Training Leaders of Cadets:** 18–19 Jun 09: FITG
- **SLS:** 20–21 Jun 09: State College
- **Encampment and Cadet Leadership School:** 20–27 Jun 09: FITG
- **Powered Flight Encampment:** 28 June–5 Jul 09: Lockhaven
- **Glider Encampment:** 20–27 Jun 09: Franklin Airport
- **Region:** 11–18 Jul 09: McGuire AFB
- **Hawk Mountain Summer Ranger School:** 11–19 Jul 09: Hawk Mtn
- **AE / O-Flight Day:** 1 Aug 09: FIG
- **Group 2 Staff Meeting and CAC:** 1 Aug 09, 1300: FITG

Please send information about upcoming unit events and activities that are open to our members to Group 2 PAO, Capt. Barbara McCutcheon at gistek@ptd.net

