



COMMANDER: LT COL BYRON MARSHALL

CIVIL AIR PATROL

PENNSYLVANIA WING – GROUP 2

MARCH 2009

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GROUP 2 NUMBERS:

- Senior Members : 194
- Cadets: 151
- Total Members: 345
- This information is as of 1 March 2009

THUNDERBIRDS AND BLUE ANGELS ANNOUNCE 2009 SCHEDULE

January 5, 2009 – The U.S. military demonstration squadrons have announced their 2009 air show seasons.

The [Thunderbirds](#), the Air Force squadron, are entering their 56th season and will perform 73 shows in 30 locations in the United States, Puerto Rico and the Far East. They perform in [F16-C Fighting Falcons](#).

The [Blue Angels](#), the U.S. Navy squadron, are entering their 63rd season, and are scheduled to perform 67 shows at 34 sites throughout the United States and Canada. In addition, the team's practices can be watched at the [Museum of Naval Aviation](#) at [NAS Pensacola](#), which includes a viewing area for visitors. They perform in the [F/A-18 Hornet](#).

Both squadrons consist of more than the pilots flying the planes. The Thunderbirds, for example, consists of 12 officers – six pilots, an operations officer, narrator/advance pilot, flight sur-

geon, executive officer, maintenance officer and a public affairs officer –and more than 120 enlisted airmen. The numbers are similar for the Blue Angels.

[Full Article](#)

The shows listed below are within 5 1/2 hours drive from the Harrisburg, PA Area

Thunderbirds show schedule

- May**
15-17 Andrews AFB, Md. (2.5 hrs)
23-24 Wantagh, NY (Jones Beach) (4 hrs)
- June**
13-14 Ocean City, Md. (4.5 hrs)
20-21 Dover AFB, Del. (3 hrs)
- August**
8-9 Vienna, Ohio (Youngstown ARB) (4.5 hrs)
19 Atlantic City, N.J. (3 hrs)

September
5-7 Cleveland, Ohio (5.5 hrs)

Blue Angels show schedule

- May**
20 & 22 USNA, Annapolis, Md. (2 hrs)
23-24 Pax River, Md. (4 hrs)



Thunderbirds (above) and Blue Angels (below) demonstration squadrons



- June**
20-21 Pittsburgh, Pa. (4 hrs)
- July**
4-5 Binghamton, N.Y. (3 hrs)

Thank you to 1stLt Dave Bridgell for submitting this article.

CORRECTION

Last month's newsletter contained an erroneous announcement regarding a Commanders' Call meeting scheduled for 18 April 2009.

However, neither Wing, nor Group have confirmed this.

We apologize for any inconvenience this may have caused.

COMMANDER'S CORNER

I want to think you for all of the hard work and time you spend in Civil Air Patrol. There are so many of you to thank for all of your

hard work. You all keep everything pushing on to keep the programs going. I hope you know that you have made a difference in others

lives. You help make leaders, you have saved lives, and

made a better tomorrow. Thank you!

We are currently working on ES training, a mini encampment and a AE day. Check the web page for updates. gp2.pawg.cap.gov. Also please

keep your email address up to date on e-services, so you don't miss any emails.

Brandon Parks, Major, CAP
Deputy Commander, Group 2

DON'T MISS THE MINI-ENCAMPMENT

Do you want to learn about the F-16 from an F-16 pilot?

Do you want to hear from a pilot that served three tours in Iraq?

Do you want to have a chance of winning a remote control helicopter?

Do you want to go to a pizza party?

Do you want to fly and do ES training?

Then, don't miss the mini encampment and Phase 1 Training with o-flights (Hosted by Group 2) on March 14th at Fort Indiantown Gap!

All CAP members are welcome!

Group 2 staff meeting and CAC meetings will also be held at the same time.

Continued on P3, Mini-Encampment

MARCH SAFETY BRIEFING – GROUND HANDLING OF AIRCRAFT

The weather is beginning to warm, and we're all getting ready for another busy year. It's easy in the hustle and bustle of planning and helping at an event to overlook vital safety aspects. Warmer weather also brings out the hikers and private pilots that keep our Emergency Services people so busy.

One thing both of these activities have in common is the possibility that CAP members might be performing ground handling tasks for aircraft. This might be the excitement and fun at an EAA Fly-In or the tense bustle of a busy air search incident.

We talk about Risk Management, and have made safety briefings part of our event preparations, but we must also remember to implement

all known safety procedures.

The picture at the right shows the importance of tying down the tail as well as the wings of an aircraft.

When he saw this photo online, [Lt Col Scott E. Lanis, CAP](#) recently posted the following [comment](#), "A good tie down is a mark of a true aviation professional. Like everything we do in CAP, we need to treat airplanes as though we owned them ourselves. A NAV III 182 is worth about 2 Ferraris -- ever see a Ferrari abused by its owner? Of course not! Feel privileged that you have an opportunity to operate some world-class equipment and treat it as such. Please don't be lax about tying down the airplane, or in anything else in aviation!"



This aircraft was flipped by a [gust of wind](#) during a storm. [Photo](#) used with permission from Doug Reeves [deltaromeo.com](#) | [vansairforce.net](#)

One scene in CAP's "[Aircraft Ground Handling Training Video](#)" illustrates the importance of setting the brake even if you only plan to be out of the aircraft for a short time. It also explains and demonstrates the correct procedures for moving a

small airplane, and the Flight Line Marshalling signals.

Please take the time to view the CAP video, and discuss the importance of proper tie downs as your unit prepares for this year's events.

Capt Barbara McCutcheon

Mini-Encampment , from P2**Goals**

The school is designed to provide cadets the opportunity to:

- (1) Apply knowledge gained in the cadet programs to practical situations.
- (2) Develop a greater understanding of CAP.
- (3) Develop leadership potential.
- (4) Enhance interpersonal skills.
- (5) Develop time-management skills.
- (6) Develop a spirit of teamwork.
- (7) Inspire a sense of discipline.
- (8) Learn how to overcome challenges and succeed.
- (9) Enhance their unit's Cadet Program.
- (10) Aid in retention and motivation.

Philosophy

The school can be the most significant and worthwhile training experience of a CAP cadet's membership. Training is what the school is all about. To achieve the overall goals, a positive attitude is essential. Each staff member has an obligation to learn as much as possible and to offer the highest quality of training to others. The staff must always remember that their first duty is to the other members and not themselves.

Cadet Lt Col Redcay, the cadet commander, has been working very hard on the planning for the activity. I am looking forward to all he has put together for the activity. All cadet staff should e-mail Cadet Lt Col Redcay at patriot@dejazzd.com for cadet staff positions.

C. Brandon Parks, Major, CAP
Deputy Commander, Group 2

For more information, please see the ad on page 6

PILOT'S LOUNGE – WHAT'S UP WITH 121.5 MHZ ELTS?

U.S. pilots should beware that satellite monitoring of 121.5 MHz emergency locator transmitters (ELTs) ends on Feb. 1. However, existing 121.5 MHz ELTs will continue to meet the FAA's regulatory requirements after that date.

Even though the satellites will no longer monitor 121.5 MHz signals, the search and rescue community will still respond when notified through other means. ELTs were originally intended to use 121.5 MHz to inform air traffic control and pilots monitoring the frequency of an emergency. It will continue to serve in that role in a limited capacity, relying on fellow pilots and ground-based radio facilities to monitor the signals.

An upgraded ELT, the 406, will be monitored by satellites and contains a 121.5 MHz ELT within it. When linked to a GPS, it provides precise coordinates to search and

rescue responders, narrowing the search area. For more information about the differences between the two ELTs, read "[Blind to the satellites](#)" from the October 2008 "AOPA Pilot."

"AOPA has worked hard to prevent a mandate to equip with 406 MHz ELTs in the United States," said Andy Cebula, AOPA executive vice president of government affairs. "The choice to switch to the 406 MHz ELT remains in the hands of pilots, who we believe are best positioned to evaluate their individual situation and decide what kind of ELT they need."

U.S. aircraft owners have the option of replacing their 121.5 ELTs with newer models that broadcast on 406 MHz. The new ELTs cost about \$900 plus installation. Because of AOPA's efforts, it's up to aircraft owners and pilots to decide whether to



Emergency Locator Transmitter

buy and install new ELTs, use handheld personal locators, or stick with their existing 121.5-based ELTs. Those who continue using the 121.5 MHz ELT should consider carrying other equipment such as personal locator beacons, cell phones, or other devices in addition to using flight plans and radar services. Pilots should take as many steps as possible to improve their chances of being located in case of an

emergency.

The decision to continue flying with 121.5 MHz ELTs or to upgrade to the 406 MHz ELT should be based upon a number of factors, including the type of flying they do, the equipment they carry, and the type of terrain they overfly.

[Full Article](#)

By AOPA Publishing staff

Thank you to 1stLt Dave Bridell for submitting this article.

LUNCH WITH HAP ARNOLD

Every commander wants to be the one to set the pace for others to follow or at least be proficient at leading their squadron. We attend the courses CAP has, put countless hours into researching and assembling, read numerous books and biographies and try to emulate other leaders who seem to have everything together.

But what is we could just have lunch with Hap Arnold? I wonder how the discussion would go and what pieces of advice he's bestow between the soup and sandwiches. I imagine it might go something like this.

"Learn your trade, Commander." I believe that would be the first and probably most important advice he would share. Every commander should become proficient in utilizing his/her staff officers. Notice I didn't hear Hap tell us to learn every job in the unit. I believe we should all have somewhat of an idea what each staff officer should be doing, but no one can be an expert in everything. Don't try. Allow your staff officers to excel and give them the ability to "take possession" of their particular program. That

very sense of ownership will help them strive to be the best in their field.

The drinks, sweetened iced tea, have just arrived and both Hap and I have decided on the soup de jour and sandwich special. He prefers the split pea while I opt for the clam chowder. Hap notices the Ruben, orders it while I stick with an old standby – turkey on wheat, lite on the mayo. Of course, Hap doesn't let an opportunity pass to chide me on keeping an eye on my waistline. I courteously share that we don't have a B-17 to use for searches and the 182 does have weight limits.

"Know your people and share in their strengths." As if as a prophecy from an ancient source, Hap shares another secret to getting the job accomplished. Take the opportunity to get to know what each of your staff officers does for a job, if he/she is married, has children and what goals for the future each wants to accomplish and how soon. I make a short note on a napkin and conceal it next to my plate.

Our server tops off the teas and let's us know the cook is busy with our orders. At one point I swear she flirts

with Hap, but who can blame her. Here sits a man who led thousands of people to accomplish miraculous things always under less than ideal conditions. If anyone has a right to a flirt from a pretty girl, it's him.

We both are enjoying each spoonful of soup when he says, "Know when to push and when not to push but always lead from the front." Again, I pull out my napkin and scratch down some thoughts on Hap's words. I ask him exactly what he means by that comment. He tells me he'll share it all after I pass the saltines. Hap takes a few minutes to relay what took leaders of his generation years to perfect. He says every leader, by knowing his/her people, can get people to accomplish great feats but that every accomplishment needs to be recognized appropriately and people need time to recuperate. He never breaks stride in his thought, even as he crushes two packs of crackers in the wrapper, opens the packs and pours them over the bowl of steaming split pea soup. "I really like this soup", he adds.

About the end of the soup, as if on a timer, our sand-



Photo from http://en.wikipedia.org/wiki/Hap_Arnold

wiches arrive. The young lady serving our meals again spends a little extra time placing Hap's plate in front of him. She smiles and inquires how he liked his soup. Always the consummate gentleman, he returns the smile and tells her it is the best he ever had, mostly because of the terrific service. In front of my very eyes, I'm watching this leader of leaders work his magic of getting someone excited about doing what they do and being proud of doing it. A true master, I note on my napkin.

The wheat bread is really fresh, the turkey sliced just right and the perfect amount of mayonnaise covers the top half of the inside of the sandwich. I look across the table to see our server anxiously waiting for Hap to sink his teeth into

Continued on P5, Lunch

Lunch. From p4

the Ruben. The look of approval sweeps across his face and a smile flashes across her face. He acknowledges her and she leaves contented to assist the other guests or our section. The pride of having done a good job shows in her step and attitude all because of Hap taking the time to acknowledge her hard work. Not missing the opportunity, more notes on the napkin.

“Knowing your own limits”, Hap adds, “That’s a real skill.” I take a minute and ponder the words I’ve just heard. The wisdom in that one simple phrase can be the Holy Grail between a leader who accomplishes great things and a leader who simply leaves a trail of wreckage at the end of the runway. Hap expounded on his thoughts and shared that every leader needs to know his strengths, weaknesses, spheres of influence and when its best to call for outside help.

About then, Hap’s cell phone rang. At first he laughed but his mood shifted suddenly as the person on the other end shared the vital message. The call ended and I knew this great lesson in leadership was over. “I hate to eat and run, but I’ve got

some people I’ve got to see today”, Hap says. I stand to shake his hand and express my deep appreciation for the time we’d spent together and the valuable lessons he’d shared with me. Somehow the term “Thank you” seems so insufficient for all I’ve gained in the last hour.

Hap grabs his jacket and makes a joke about the weather changing soon. I know this is a once in a lifetime opportunity – sharing lunch and learning from one of America’s greatest tacticians and leaders. Again, we shake hands, he turns to leave and stops and turns back to face me. “It takes time to get really, really good at being a leader. Give yourself the time you need, don’t rush things but don’t wait for opportunities to come your way. Find them and do your best at everything you do. You’ll be fine.”

He turns and leaves the diner. I sit back down and, for a minute or two, wonder if this had all been real. Imagine, lunch with Hap Arnold talking about what it takes to be a great leader. I laugh inside and tell myself that my imagination had run wild for a few minutes. The server, the girl with the pretty smile and “Kathy” on her nametag stops by with a

try full of drinks and deposits my check as she passes. I pull out my wallet to pay, pulling the check across with the other simultaneously and then it hits me. I know I had clam chowder and a turkey on wheat but on the check it plainly reads “One bowl split pea and One Ruben”. At the bottom, scrawled where I should sign my signature after “Kathy” runs the charges on my Visa I see the unbelievable – **Hap Arnold**. In the space where I should be writing a generous tip, is the simple phrase – stay strong, lead well.

Unfortunately, none of us will get this opportunity to share lunch with General Arnold but that doesn’t mean we can’t share the opportunity to learn from the great leaders who sit beside us at Group Commander’s Call or the Wing Conference. Take a few minutes to learn who they are, what their strengths are and how the wealth of knowledge they possess will make you a better leader, a better Civil Air Patrol member and, most importantly, a better American.

Author’s Note: The scenario, *Lunch with Hap Arnold*, is simply my interpretation what that great event would be like. I enjoy reading about the people who

paved the way for us and try to utilize the lessons I learn from that reading. There are several wonderful books available depicting the life, challenges and marvelous accomplishments of General Arnold. That is where I gained my insight about

LEARN YOUR TRADE.

ALLOW YOUR STAFF OFFICERS TO EXCEL AND GIVE THEM THE ABILITY TO “TAKE POSSESSION” OF THEIR PARTICULAR PROGRAM.

KNOW YOUR PEOPLE AND SHARE IN THEIR STRENGTHS.

RECOGNIZE YOUR PEOPLES’ ACCOMPLISHMENTS

KNOW YOUR OWN LIMITS.

what lunch might have been like with him. Take the time to learn and utilize the lessons you learn from those who have paved the way for all of us.

Semper Vigilans

Todd Daubenspeck, Capt, CAP Squadron Commander
Black Diamond Composite Squadron 336

MINI ENCAMPMENT AND PHASE 1 TRAINING WITH O-FLIGHTS

When (time): March 14, 2009 (0800 to 2000), Check in is from 0730 to 0755

Where: PA Wing Headquarters, Building 3-108 Fort Indiantown Gap Annville, PA 17003

Who can attend: C/AB-C/Col

How: Send e-mail to Major Parks at parks@brandonparks.com with your Name, CAP Grade and unit number.

Point of contact: Major Parks, 717-654-0052

Cost: \$10.00 cash to be turned in at the door, this will include lunch and Dinner

Uniform: BDUs

Forms: (2) CAPF60, (1) CAPF31, most be presented at check in.

Note: The Mini Encampment will have no credit towards an encampment.

Goals

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- 4) Enhance interpersonal skills.
- 5) Develop time-management skills.
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- 10) Aid in retention and motivation.

Philosophy

The school can be the most significant and worthwhile training experience of a CAP cadet's membership. Training is what the school is all about. To achieve the overall goals, a positive attitude is essential. Each staff member has an obligation to learn as much as possible and to offer the highest quality of training to others. The staff must always remember that their first duty is to the other members and not themselves.

Equipment List

CAPID Card

BDU's

Winter Gear for BDU's, plan on going outside

24 hour gear, if you have it

Orange Cover

Pen

Small Notebook

ID Card

\$10.00 Cash for weekend cost

Any Medication you are currently taking (INCLUDING INHALERS!!!)

CAPF-60, 2 copies

Civil Air Patrol issued books (blue binder)

Cadet Lt Col Redcay, the cadet commander, has been working very hard on the planning for the activity. I am looking forward to all he has put together for the activity. All cadet staff should e-mail Cadet Lt Col Reday at patriot@dejazzd.com for cadet staff positions.

C. Brandon Parks, Major, CAP
Deputy Commander, Group 2

WORLD WAR II WEEKEND

Reading Composite Squadron is looking for volunteers to help with parking and other details for the Mid Atlantic Air Museum's World War II Weekend. What began as the recreation of a WWII airfield has grown to encampments representing the European and Pacific Theatres of the War, including an extensive home front display, more than 80 period aircraft, 200 vehicles and over a thousand living

history re-enactors and entertainers.

This event draws thousands of people and the Reading Composite Squadron needs help finding them all a place to park. Duties will also include flight line perimeter watch and some aircraft escort. Everyone who arrives will be put to work, but also receive plenty of time to explore the event.

The activity begins the morning of June 6 (Friday) and goes until the afternoon of June 8 (Sunday). All help is appreciated, especially any squadrons that could work with us on Friday and/or Sunday. All three days are very busy, but Friday and Sunday are our lowest staffed days. All squadrons bringing cadets must have at least one senior member attending the event.

Squadrons will receive a portion of the donation made by the Mid Atlantic Air Museum's based on their unit's man-hours.

If you have any questions or are interested in participating in the World War II Weekend, please provide your Squadron name, Contact Name and Phone Number and e-mail address to 1Lt Maria Kantner at mtk126@aol.com or 610-777-8272 (home).

RECURRENT COMMUNICATIONS TRAINING

MONTHLY QUIZ. MARCH 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.

CHAPTER 9 – FREQUENCY UTILIZATION AND NET SCHEDULES

True or False.

- FRS/ISR Procedures.** Operations with either ISR or FRS radios should utilize normal CAP operating procedures, including callsigns. To operate either FRS or ISR without supervision, operators must have completed BCUT and possess a valid CAPF 76 Radio Operator Authorization.
- Shared Frequencies.** Both ISR and FRS radios operate on frequencies shared with other

users. In the case of ISR, these will be other federal spectrum users; with FRS, it could be almost any member of the general public. When establishing and conducting operations with these radios, operators must be alert and ready to take appropriate action if they encounter other users on the operating channel. Both ISR and FRS are "common use" channels and no user has priority over another. However, to avoid interference, moving to another channel may sometimes be the best course of action. While use of "tone codes" or "privacy codes" will reduce interference, they may not be sufficient, and an organized plan to change frequency if necessary to an alternate is recommended.

- Monitoring.** CAP's communi-

cations on these radios may be monitored, either by a federal agency or by the general public. It is important that CAP radio operators using these common resources conduct themselves professionally. Commanders and communications personnel should spot check ISR/FRS use to ensure CAP radio operators are using these radios properly.

CHAPTER 10 – CAP FREQUENCY SPECIFICATIONS

Frequencies. The following frequencies may be used for CAP VHF-FM:

a. Voice Operations:

- (1)** V1 Repeater Output and Simplex
- (2)** V2 Repeater Output and Simplex
- (3)** V3 Ground Tactical Simplex

- (4)** V4 Air-to-Ground and Air-to-Air Simplex

Note: These frequency pairings are standardized nationally and will not be altered without the prior coordination through the appropriate region and approval by the NTC.

b. Emission.

5. The following types of emissions are used for CAP radio communications. Authorized emissions are:

- (1)** 3K00J3E, single-sideband suppressed carrier (SSB). Lower Sideband (LSB) only.
- (2)** 16K00F3E, frequency modulation (AM).

ANSWERS ON PAGE 10

*Special thanks to the ARRL for their permission to reference material. www.arrl.org/

STUDENT TEAMS SHOOTING FOR TEAM AMERICA ROCKETRY CHALLENGE FINAL

Arlington, Va.—Student rocket teams are preparing their launch vehicles for qualification flights in the opening round of the world's largest rocket contest.

A total of 653 teams from 45 states and the District of Columbia have registered for the 2009 Team America Rocketry Challenge—the seventh installment of the annual competition.

The contest challenges 3- to 10-member teams to design and build model rockets by hand, then successfully launch them and return a raw-egg payload to the ground unbro-

ken. This year's contest goals are an altitude of 750 feet and a flight time of 45 seconds. The rockets must transport one egg laid horizontally to mimic the position of an astronaut.

The 100 teams with the best qualifying scores make it to the final round fly-off at Great Meadow in The Plains, Va., (near Washington, DC) on May 16. The teams registered for the contest in December and have until April 6 to submit a qualifying score.

AIA sponsors the annual contest, along with the National Association of Rocketry and several partners: NASA, the

Defense Department, The American Association of Physics Teachers, and three dozen AIA member companies.

The goal is to increase interest in science, math, and engineering education among middle and high school students to ultimately steer them to careers in aerospace. The industry faces a workforce challenge as many current employees are nearing retirement eligibility.

There is plenty at stake for the teams—the total purse is \$60,000 in scholarships and prizes. Two AIA companies provide additional prize premiums. Lockheed Martin gives

\$5,000 in scholarship funds to each of the top three teams, and Raytheon pays for the winning team to attend the International Paris Air Show in June. Some of the top teams may also be invited to take part in the NASA Student Launch Initiative, an advanced rocketry program.

Since the first TARC in 2003, about 5,000 students have taken part.

For more information, visit the Web site

www.rocketcontest.org

1stLt Dave Briddell
Aerospace Education Officer

RESPONSIBILITY, DEPENDABILITY, ACCOUNTABILITY

Three strong words, each with a distinct impact when applied to our Civil Air Patrol service to our communities, our Commonwealth and, especially, our Nation. But how do they relate to the every day, run of the mill issues that face us while we try to be the consummate professional, the person who gives freely of our most valuable resource – our time.

Responsibility goes hand in hand with integrity. Integrity is nothing more than doing what needs to be done when no one is watching and you know the task needs to be completed. Responsibility is doing the task to the best of our ability, doing each part as if that minute sliver was the vital link to the completion of a life saving mission. Like when the Group Commander put out a roster of required reports and, though your unit may have missed the actual deadline, you jump right in and make sure they get submitted. Is logistics your job? Not really, but your squadron's logistics officer has been down with the flu for a couple weeks and the report still needs to get done. Take the few minutes to talk with the commander. Let him/her know you're willing to help do the inventory, complete the forms, discuss them with the logistics officer and be the person who gets the report submitted as quickly as possible.

Dependability. Talk about the one part of an equation that drives home what Civil

Air Patrol is all about. Every day pilots take to the air, people go on about their lives and the world continues on its somewhat normal course of events. All of this happens because when disaster strikes, people know organizations like the Civil Air Patrol are here to come to their aid. People count on Civil Air Patrol coming through when the chips are down for them, regardless of how late the call comes in. Imagine being that pilot whose aircraft encountered mechanical trouble and failed to get him/her to that final destination. You've been forced to set the plane down in a less than promising location, the weather's not the greatest and the "landing didn't go very well at all" so you're not in the best shape. If only you could have made it a few miles closer to your destination, so close but not close enough. Your plane just came out of Annual and the ELT was upgraded so the battery's new and the signal should be strong. Your space blanket's wrapped around you; water bottle by your side and the daylight is still many hours away. You're really not worried though because you the Civil Air Patrol squadron in your area holds "Dependability" as one of their watchwords. They believe in its meaning and live to show others that, when the chips are down for others, they will come through. You're able to pick up the signal of your ELT loud and

clear on the radio and in a short while help will be here. Civil Air Patrol will come through for you.

Accountability is a word that really goes unused in today's society. Every day you can turn on the television and watch blatant disregard for law, order and common decency yet it seems no one is ever held to task for their actions. "I didn't know" and "I was unaware it was happening" are two common phrases that permeate the airwaves daily. They smack with loathing and laziness. They erode the thread that is holding our country together and was purchased through the sacrifices of patriots who made this country a great place to call home. How does it tie into Civil Air Patrol? How about when you're returning from a tough day of field training, you're tired, dirty and want nothing more than to get home, get clean and eat a hot meal. The van is full of dirt from your boots, the squadron Emergency Services equipment needs to be put away, there's a bag of trash in the back that seems to be taking on a life of its own and you have to get up early for school or work tomorrow. Accountability is grabbing a broom or dust brush and cleaning out the van and checking to see that the gas tank was topped off while you're at it. It's disconnecting the battery from the ELT trainer to prevent a false signal and removing the batteries from the flashlights

because they'll corrode if left inside. Throwing that stinky, horrible trash from three days worth of meals in a suitable location instead of just sitting it aside the building hoping someone else will grab it. It's that one last check with the ES Officer or the commander and making sure someone else doesn't need a hand before you leave. And last but not least, it's holding others to the same standard because it's the right thing to do. It's the right thing for Civil Air Patrol and it's the right this for America. It's accountability.

We all want to make a difference in our lives and those around us. If we didn't, we'd be sitting in front of the tube eating chips, getting fat and becoming like a lot of people we see in our every day lives. We're not like that, though. We enjoy giving of ourselves, helping others and knowing that, when the call comes, we're ready to do the best job we possibly can for those in need. That's what sets us apart from other organizations. It's why we just celebrated 67 years of service to our country and are all extremely proud to trace our heritage to the great men and women who also responded when our country called. It's why we call ourselves the Civil Air Patrol.

Semper Vigilans

Todd Daubenspeck, Capt, CAP
Squadron Commander
Black Diamond Composite
Squadron 336

YORK COMPOSITE SQUADRON 301 ANNOUBCES PROMOTIONS

February saw Cadets Jonathan Stone and Evan Hart each promoted to Cadet Airman! During our regular meeting on the 14th, LtCol Chuck Bechtel and Major Bruce Russell literally “dropped in” as they landed the CAP aircraft at THV on a

routine cross-country. They were able to take time to visit our squadron and we were honored to have LtCol Bechtel present the Mitchell Award Certificate to c/2Lt Marianne Olmeda.

Major James R. Eiben
Commanding Officer

LEBANON CADET SQUADRON PLANS ANOTHER ACTION-PACKED YEAR

Lebanon Squadron has released its schedule of planned activities. In addition to their regular meetings, they plan to participate in the following events and activities.

21 Mar First Aid and CPR Training
21 Mar CAC Meeting
21 Mar PAWG Staff Mtg
28 Mar Pack Easter Boxes for deployed troops
17-19 Apr Cadet Wing Conference & Dining-In
18-19 Apr Training Leaders of Cadets
25 Apr A-CUT Communications Class
5/9-10 CLC
16-May CAC Meeting
16-May PAWG Staff Mtg
25-May Lebanon Memorial Day
6/5-7 WWII Weekend
6/18-19 TLC
6/20-27 PAWG Cadet Leader
6/20-27 PAWG Encampment
6/20-27 PAWG Power Flight
6/20 PAWG Staff Mtg
6/27-7/5 Glider

Flight Encamp
7/11-18 NER Region Staff College
7/11-19 Hawk Mountain School
18-Jul PAWG Staff Mtg
22-Jul Chicken BBQ
15-Aug CAC Meeting
15-Aug PAWG Staff Mtg
19-Sep PAWG Staff Mtg
10/16-18 PAWG Wing Conference
21-Nov CAC Meeting
21-Nov PAWG Staff Mtg
1-Dec CAP Birthday

They are also considering several trips, including: Army Heritage Museum at Carlisle, Dover AFB Museum, FTIG Museum, Helicopter Museum, Leb Co Hist Soc, Tank Simulator, VA Mil Veh Museum, Willow Grove ARB

28 March we will again pack boxes for deployed troops. If you have a name and address, give it to Maj Parks ASAP so our export declarations and all that can be done in advance.

A-CUT RADIO OPERATOR CLASS

An A-Cut class is scheduled for April 25, 2009 at Wing HQ. Registration is at 0800 and classes will start at 0830. The class will end around 1500 to 1600.

There will be a cost for food and drink for lunch or you can bring your own. There may be a cost for materials.

This class is for cadets and seniors. It is a long class with

a lot of material.

Interested members should contact Captain Donald In-scho, Group 2 Comm Officer at

20 Vista Circle
Etters, PA 17319-9758
717-938-1041 (H)
717-932-8071 (Fax)
717-856-2032 (C)
dinscho@epix.net*

Notice that the dates for 1st Aid and CPR training and for the visit to the Flight Facility/Weather Station are TENTATIVE. We'll let you know whether or not they're valid as soon as we find out.

Since promotions and award presentations will now be done the third week of the month, parents are encouraged to attend to see their cadet rewarded for their hard work and dedication.

PARENT: Please encourage

your cadet to read the schedule and plan accordingly.

CADETS: Read the training schedule and mark your calendars accordingly. Don't always rely on info gathered at the meetings or on your parents telling you what's coming up in YOUR program.

Parents are *always* welcome and are encouraged to visit our squadron meetings.

Maj. Warren Parks
Lebanon VFW Cadet Sqdn. 307

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.

PROMOTIONS

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

York Composite Squadron: 301

Evan J. Hart promoted to C/Amn on 16 Feb 2009

Elizabeth S. Kilgore promoted to 2Lt on 8 May 2005

Brittany A. Mitzel promoted to 2Lt on 25 Sep 2008

Robert E. Snell, Jr. promoted to 2Lt on 17 Feb 2009

Jonathon R Stone promoted to C/Amn on 16 Feb 2009

Harrisburg International Composite Squadron: 306

Darren T. Dixon promoted to C/A1C on 26 Nov 2008

Jaclyn Lacy B. Gyger promoted to C/CMSgt on 11 Feb 2009

Alexander K. Miller promoted to C/2dLt on 25 Feb 2009

Luke Schrader promoted to C/A1C on 17 Dec 2008

Tomas Volk promoted to C/2dLt on 11 Feb 2009

Capital City Composite Squadron:

Brian Charles Bonner promoted to Capt on 4 Feb 2009

Alan W. Leach promoted to C/SSgt on 10 Feb 2009

James R. McCoy promoted to Capt on 4 Feb 2009

Thomas W. Stone promoted to C/SSgt on 3 Feb 2009

Lebanon VFW Cadet Squadron:

Matthew P. Eckert promoted to 2Lt on 6 Feb 2009

Black Diamond Composite Squadron:

Jacob N. DeWees promoted to C/SSgt on 12 Feb 2009

Ty A. Waizenegger promoted to C/MSgt on 12 Feb 2009

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 entered 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.

WELCOME NEW MEMBERS

During February, 2 new cadets and 3 new senior members joined squadrons in our group.

Senior members Mark E. Brown and Marshall K. Long joined the Jesse Jones Composite Squadron 304.

Cadet Timothy S. Johnston joined the Harrisburg International Composite Squadron 306.

Cadet Zachary O. Garman and senior member Regi J. Sam joined the Capital City Composite Squadron 302.

FYI, ADS AND ANNOUNCEMENTS

CAP IT Forum has been opened to all CAP members interested in Information Technology for CAP. <http://www.cap-it.us/forum> is new and doesn't always load, but hopefully it will provide a place for IT officers and other technologically inclined CAP members to share ideas and help each other solve problems.

CAP Talk is another great forum for CAP members interested in any aspect of the program. <http://captalk.net>

TLC - Training Leaders of Cadets 25 - 26 APRIL 2009 in conjunction with the Cadet Conference Saturday sign-in starts 0830, TLC class: 0900 - 1700 Sunday sign-in starts 0730, TLC class: 0800 - 1300FTIG (building and room TBD)TLC course fee: \$30 (covers materials, breakfast & lunch) To enroll: Complete F17 to cappdo@aol.com

Scanner / Observer class is scheduled for 21 Mar 2009 at Black Diamond Squadron headquarters.

Yeager class is scheduled for 28 Mar 2009 at Black Diamond Squadron headquarters.

Contact Capt. Todd Daubenspeck at

cap336cdr@yahoo.com for more information about these events.

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>

"Read to Lead" is an excellent program we can use to develop our leaders. Using the Chief of Staff of the Air Force's Reading List, leadership traits can be enhanced through learning from the experiences of others. http://level2.cap.gov/visitors/programs/read_to_lead/

Mission Pilot School 25 Apr–2 May 2009 at Willow Grove Go from Form 5 to Mission Pilot. Deadline to apply is 1 Apr 2009

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.

COMMUNICATIONS QUIZ ANSWERS

Answers to the Quiz:

REFERENCES: CAP REGULATION 100-1.
12 May 2008.

Communications-Electronics

COMMUNICATIONS

INDIVIDUAL SECTIONS IN PARENTHESIS.

1. True. (9-14.)

2. True. (9-14a.)

3. True. (9-14b.)

4. True. (10-1a.)

5. False. **(1)** 3K00J3E, single-sideband suppressed carrier (SSB). **Upper Sideband (USB) only.**

(2) 16K00F3E, frequency modulation (FM).

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.....	Capt 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

- **Mini Encampment & Phase 1 Training with O-Flights:** 14 Mar 09: FIG
- **Group 2 Staff Meeting and CAC:** 14 Mar 09: FIG
- **Scanner/Observer Class:** 21 Mar 09: Black Diamond HQ
- **Yeager Class:** 28 Mar 09: Black Diamond HQ
- **Training Leaders of Cadets:** 9 Apr 09
- **A-CUT Radio Operator Class:** 18 Apr 09: FIG
- **AE / O-Flight Day:** 25 Apr 09: FIG
- **FEMA IS 240 (Leadership and Influence):** 9 May 09: Black Diamond HQ

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

