



PENNSYLVANIA WING — GROUP 2

JANUARY 2009

CIVIL AIR PATROL AND LYCOMING ENGINES COME FACE TO FACE

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GROUP 2 NUMBERS:

- Senior Members : 185
- Cadets: 151
- Total Members: 336
- This information is as of 31 December 2009

On Monday, November 17th, 2008, as light snow was falling from the skies, nine cadets and seven senior members from the Hegins, Pa. based Black Diamond Composite Squadron 336 of the Civil Air Patrol, 31st Pennsylvania Wing, pulled up in front of the Lycoming Aircraft Engine Plant in Williamsport, Pa.

What happened next was a historic first step when the group from 336 entered the Lycoming Plant, as this was the first time anyone from Civil Air Patrol has visited the facility. After signing in with receptionists Joy Gephart and Debbie Trimble they visited Lycoming's onsite museum, where they were introduced to Lycoming's storied history. The CAP Members were then introduced to Lycoming's Vice President of Operations, Don Wagner, who talked with the cadets about their future aspirations, which might include careers in aviation. He also talked about Lycoming's past, present, and future in the aviation industry.

This was followed by a great tour of the entire plant, led by tour guides Ron Crain, Plant Committeeman; Jack Caprio, Senior Web Content Specialist and Marketing Person; and Dennis Coulbourn, Field Service Engineer. The members from 336 saw every-



Members of Squadron 336 toured the Lycoming Engine Plant. They are, kneeling, from left to right: Joe Dietrich, 1st Sgt. Ty Waizenegger, Cadet Commander Jake Dewees, Tom Dewees, Dakota Deaven, Betty Ann Deaven, Richard Snedden, Nathan Keefer. Standing, from left to right: Steve Bixler PAO, Dave Long, Tristen Miller, Phillip Long, Evan Rajchel, Dave Rajchel, Squadron Commander Captain Todd Daubenspeck, Bob Moyer AEO

thing from how the parts of an engine are produced, to the actual assembly of engines, including the testing and packaging of the final product in preparation for shipment to the consumer.

After the tour, everyone again gathered in the museum for photos, a question and answer session, and to give thanks to everyone at Lycoming for graciously hosting this historic event. The people at Lycoming thanked the squadron members for attending and invited them to return at anytime.

Lycoming is the largest supplier of piston driven aircraft engines in the world, with

over 70% of all general aviation aircraft in the world being powered by Lycoming engines. They also supply engines to several helicopter manufacturers.

2Lt. Steve Bixler, Public Affairs Officer at Squadron 336, said "With the exception of a few special duty aircraft, most of the aircraft in the CAP Fleet are Cessnas, powered by Lycoming Engines, so this visit was special for both Lycoming and the Members of 336. We really learned a lot about how aircraft engines are manufactured, and also how Lycoming has come to

Continued on P2,
Lycoming Engines

Lycoming Engines, Continued from P1
 be the best at what they do.” Squadron Commander, Capt. Todd Daubenspeck, added, “When I called Lycoming to see about visiting them, I was really surprised to find out that no other squadron had ever visited. I think they were as excited to have us visit as we were to go. The professional ties between the two organizations goes back many years, but today’s visit brings us together on a much more personal level. I hope



Don Wagner, Vice President of Lycoming, spoke with the cadets before the tour.

today was just the first of many visits by CAP Squadrons to this great facility.”

For more information on Lycoming Engines, you can log on to:

www.lycoming.textron.com

For more information on The Black Diamond Composite Squadron, you can log on to: www.bdcs336cap.com

While at Lycoming, the group from 336 was informed by Lycoming’s Jack Caprio that the Piper Aviation Museum is located just 20 miles up the road in Lock Haven, Pa. While at lunch, a quick phone call to the museum got them scheduled for an afternoon tour. Upon arrival at the museum, they were greeted by the museum staff, Andie Bennett, Tour Guide Russ Nelson, and the resident cat, Muffin. (Thanks to Stacy Young for



Tour guides that Squadron 336 around the Lycoming plant: from left: Dennis Coulbourn, Field Service Engineer, Ron Crain, Plant Committee Man, Jack Caprio, Marketing and Senior Web Content.

providing the names.) During the next 90 minutes, they learned all about the evolution of the Piper Airplane Co., ending with a walk through the hanger, which contains about seven or eight vintage Piper Planes, including the only PT1 Trainer Plane Piper ever built. (The Department of Defense cancelled the contract before they ever went into production.)

For more information on the museum, you can log on to:

www.pipermuseum.com
 So if you are looking for a field trip for your squadron to enhance your Aerospace Education Program, these are two great establishments to

WITH THE EXCEPTION OF A FEW SPECIAL DUTY AIRCRAFT, MOST OF THE AIRCRAFT IN THE CAP FLEET ARE CESSNAS, POWERED BY LYCOMING ENGINES

visit that can be seen in the same day. And while you are there, tell them the members of 336 say Hi.

2Lt. Steve Bixler
 PAO BDCS 336 CAP

JANUARY SAFETY BRIEFING—COLD WEATHER SAFETY

Exposure to cold can cause injury or serious illness such as frostbite or hypothermia. The likelihood of injury or illness depends on factors such as physical activity, clothing, wind, humidity, working and living conditions, and a person's age and state of health. Follow these tips to stay safe in cold weather:

- Dress appropriately before going outdoors. The air temperature does not have to be below freezing for someone to experience cold emergencies such as hypothermia and frostbite. Wind speed can create dangerously cold condi-

tions even when the temperature is not that low.

- If possible, avoid being outside in the coldest part of the day, or for extended periods of time in extreme cold weather.
- Dress in layers so you can adjust to changing conditions. Avoid overdressing or overexertion that can lead to heat illness.
- Most of your body heat is lost through your head so wear a hat, preferably one that covers your ears.
- Mittens provide more

warmth to your hands than gloves.

- Wear waterproof, insulated boots to help avoid hypothermia or frostbite by keeping your feet warm and dry and to maintain your footing in ice and snow.
- Take frequent breaks and stay hydrated.
- Get out of wet clothes immediately and warm the core body temperature with a blanket or warm fluids like hot cider or soup. Avoid drinking caffeine or alcohol if you expect you or someone

you are trying to help has hypothermia or frostbite.

- Recognize the symptoms of hypothermia that can be a serious medical condition: confusion, dizziness, exhaustion and severe shivering. Seek medical attention immediately if you have these symptoms.
- Recognize frostbite warning signs: gray, white or yellow skin discoloration, numbness, waxy feeling skin. Seek medical attention immediately if you have these symptoms.

American Red Cross
[Cold Weather Article](#)

COMMANDER'S CORNER

I want to thank all of the members for all of your hard work and putting so much of your time into Civil Air Patrol. I especially want to thank all of the squadron commanders. They not only have to do their job, but fill all of the other jobs in the squadron that are open. They give a lot of time with very little in return. They have to make sure that all the reports are turned into group and wing each month, deal with any problems that come up, and make sure the program is running smoothly.

I want to thank Lt Roth, the Group 2 Emergency Services

Officer. We are usually on the phone working on something every week, sometimes everyday.

I want to thank Lt Col Bechtel, the Group 2 Standardization and Evaluation Officer. He has done a great job making sure that O-flight numbers have been coming up and getting people checked out. He has doubled the number of both.

I want to thank Lt Case, the Group 2 Safety Officer. He has worked a number of hours trying to make sure the squadrons turn in their safety reports, so that they will still

get money from wing.

I want to thank Capt McCutcheon, the Group 2 Public Affairs Officer. She has worked so hard putting the Group 2 newsletter together and lets me know when I need to update the web page.

I want to thank Maj Wilson, the Group 2 Finance Officer. She always makes sure all the reports are in on time and lets us know how much money we have.

I want to thank Capt Inscho, the Group 2 Communication Officer. If you need comm at an activity or need communi-

cation train, he is always willing to step up.

I especially want to thank Lt Col Marshall, the Group 2 Commander. It seems like he is always at work and still makes time to run the Group. It seems there is always a problem or challenge to overcome and he always steps up.

I want to thank the rest of the Group 2 Staff Team for all of their hard work and I am looking forward to working with all of you in the future.

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

PILOT'S LOUNGE

Introducing a new feature!

The Pilot's Lounge is for articles by, about, or of interest to our flying members. Please feel free to contribute.

To kick this off, I'm presenting an oldie, but goodie.

After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor.

Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions

recorded (marked with an S) by maintenance engineers.

By the way, Qantas is the only major airline that has never had an accident.

Enjoy!

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on backorder.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

And the best one for last...

P. Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

SO WHERE DO WE GO FROM HERE?

As we enter 2009, let's take a minute to reflect on what has transpired in the past year, both good and not so good. A lot of great things happened in 2008. That is a fact. Membership in our Group remained pretty steady but didn't really grow. Some units gained momentum in their capabilities while others found themselves on the verge of needing either CPR or the coup de grace. One Squadron acquired the first new van in probably ten years – that is a great sign, when you really think of it. The narrow band transition has finally come to fruition after years of speculation. The Group Communications Officer, Capt. Don Inscho, has been working diligently to get everyone operator qualified and prepared for the latest commo change – e-commo training. The trend towards online, distance-style training has demonstrated its merits and is being used to the fullest. We have all tried gallantly to achieve our own goals but have we achieved CAP's goals for the organization? I truthfully don't believe we have. Instead of dwelling on the past, pointing fingers and someone's feelings inevitably getting hurt, how about we look at some ways to make 2009 CAP's Year of Excellence in Pennsylvania.

I, like most of you, have sat through numerous meetings and walked away less than enthusiastic about the way the previous 2 hours of my life was spent. Every time I ask myself if this is really the way to do business. Every time I can honestly say, the answer I come up with is "No". As commanders, we have a responsibility to make every minute the

all-volunteer force of CAP spends worthwhile. I'm not saying it has to be a barrel of monkeys load of fun, but it needs to be worthwhile, meaningful and fulfill the sense of belonging to a GREAT organization our members want and deserve. So how do we accomplish that?

First and foremost, communicate. This past year every unit seemed to be going in a different direction. How can that be if we're all training in Emergency Services, Aerospace Education and the Cadet Programs and most of the training has already been standardized? Easy. We, as commanders, failed to communicate effectively. Was it done on purpose? Not in the slightest, but it happened anyway. Lesson learned, let's move on.

Is every unit in Group 2 proficient in all three of the primary missions of CAP? I'll bet not, judging from the calls I get and some of the discussion over a Coke or coffee. Again, lesson learned, let's try harder. How about we all pool our resources, combine forces and make Group 2 the model for the rest of the Wing to follow. Can we do it? Sure, we can do whatever we put our hearts, minds and the determination we all possess making this a reality instead of just an idea. Transportation might be an issue in some cases, but that can be overcome, also. We need to share the assets we have and not act like they are our personally owned vehicles. Unless your name is on the title, the van you have belongs to CAP and is for everyone's use.

Planning is probably the most important aspect in becoming

the finest in our business. Let's be honest commanders, have you planned out all of Fiscal Year 2009's training? Has your Yearly training Guidance been discussed with your staff and a copy forwarded to the Group 2 Commander for review and approval? Within your yearly guidance, have goals for each of CAP's program been established as milestones for your members to strive to accomplish? If not, it's probably only because no one has made this a requirement and you might not know how to assemble and distribute that plan. Its only human nature to want to be successful at the things we do. If you don't know how to get things together, there is help available, so don't feel alone. And let's be realistic, planning training for an entire year is truly the only way to get your budget inline with your fundraising.

The Group Deputy Commander, Major Parks, has tried valiantly to come up with training for multiple units of the Group over the past year. Great idea, but the DGC cannot accomplish this on his own. That's not because Major Parks isn't capable of planning and coordinating training, but because of all the pieces that go into training come from the squadrons in the far reaches of the Group. To train in a single entity mindset, utilize the resources we collectively possess and accomplish great things we come full circle back to point #1 – communication. We all need to discuss dates and events far enough in advance that we are able to reasonable support training evolutions and hold the training we need in priority order. That can

only happen when we attend Group Commander's Call and bring our own squadron's training guidance and schedules with us.

By applying some simple principles of communication, coordination and planning, we can all benefit from the talents and assets each squadron has. The people who benefit in turn is our members and in the long run, Mom and Dad America – our "employers". As we collectively hone our skills though well planned, enthusiastically run and meaningful training, we will see an increase in both

HOW ABOUT WE ALL
POOL OUR RE-
SOURCES, COMBINE
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retention and new members. Its no secret that people talk about the good and the bad in their lives but they only invite someone to join in the good.

From everyone at 336, we wish everyone a prosperous and very safe new year. We have some great training, all indoor, scheduled for the first few months of the year that will prepare us for the better months when we can capitalize on getting outdoors and flying. If you'd like to join us, feel free. We just need to know in advance who and how many are coming.

Capt Todd Daubenspeck
Commander, Squadron 336

MINI ENCAMPMENT AND PHASE 1 TRAINING

When (time): TBA

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 breakfast, lunch and Dinner

Uniform: BDUs

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

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

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.

Equipment List

CAPID Card



2007 Mini Encampment Photos



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, to be paid at the door

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 Redcay at pa-triot@dejazzd.com for cadet staff positions.

C. Brandon Parks, Major, CAP Deputy Commander, Group 2
parks@brandonparks.com

TRIP TO UDVAR-HAZY AIR AND SPACE MUSEUM PLANNED

York Composite Squadron 301 is planning a trip to the Smithsonian Udvar-Hazy Air & Space Museum at Dulles Airport on Saturday, 31 Jan 2009

All Group 2 squadrons are invited to join them for a day of fellowship and Aerospace Education. The invitation is for Seniors, Cadets and family members.

Since it is out-of-state, each squadron will have to submit a Form 99-C to Wing for permission.

Coordinator for the event is Maj. Jim Eiben.

Admission is free, parking is \$8.00 per vehicle. All food is the responsibility of the



Udvar-Hazy photo from Squadron 304 trip

attendee, either purchased or brought.

Jim Eiben, Major, CAP
Commanding Officer
York Composite Squadron 301

RECURRENT COMMUNICATIONS TRAINING

MONTHLY QUIZ. JANUARY 2009.

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

True or False.

8-4. Aircraft Operations.

1. Aircraft operating on CAP VHF-FM will normally use the air-to-ground simplex frequency (V4) for communications with ground stations. If V4 is not usable in a particular area, then simplex operation on the repeater output frequencies ("talkaround") may be used, preferably using repeater output frequencies not being used in the area. Be aware that this operation may cause interference to repeater users in other areas. Due to the potential for interference, repeaters will not be used by aircraft except when communications on the simplex frequencies is not viable. Airborne use of 100.0 Hz on repeater input frequencies is prohibited. Airborne VHF/FM transmissions are limited to a MAXIMUM of 10 watts.

CHAPTER 9 – FREQUENCY UTILIZATION AND NET SCHEDULES

2. **Frequency Utilization.** Maximum frequency use will be made of all free frequency time on a first-come, non-interference basis. Alternate frequency assignments will be used only on a non-interference basis when propagation or interference precludes use of the assigned primary frequency. Net schedules are not permitted for alternate frequency assignments without coordination with the NTC.

3. **Four Megahertz Frequency Assignments.** Each CAP region is assigned a primary and an alternate frequency normally used in support of all communications requirements with the region. Primary and alternate frequency assignments are based on a checkerboard plan under which the least possible inter-region interference is experienced. National Communications System Shared Resources SHARES

stations from government agencies may occasionally be heard using these frequencies to contact CAP stations participating in the SHARES program.

9-4. National Calling Frequencies. The frequencies AD and AE are designated as the national calling frequencies and will be used in accordance with the following guidelines:

4. No scheduled nets will be conducted on these frequencies unless approved by the FCC.

5. SHARES stations from government agencies may occasionally be heard using these frequencies to contact CAP stations participating in the SHARES program.

ANSWERS ON PAGE 9

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*

SCANNER—OBSERVER CLASS

Black Diamond Squadron will be hosting a Scanner/Observer class on 17 Jan 2009. Scanners and Observers are a vital part of CAP's Emergency Ser-

vices.

Members interested in participating are asked to contact [Capt. Daubenspeck](mailto:Capt.Daubenspeck) at CAP336CDR@yahoo.com.

POWERED FLIGHT ENCAMPMENT SCHEDULE ANNOUNCED

TO ALL PAWING CADETS:

If you are interested in participating in the 2009 Power Flight Encampment from June 20, 2009 through June 27, 2009 PLEASE read the [Cadet Questionnaire](#), [Checklist](#), and [Application](#) information available on the Group 2 website.

Interviews will be conducted at PAWING Headquarters January 17, 2009.

Interviews will also be conducted at the Venango Re-

gional Airport (Franklin Airport) in Venango County for those cadets who do not wish to travel to PAWING Headquarters, January 17, 2009.

Application deadline is listed as December 31, 2008. The 2009 PFE deadline has been extended to January 7, 2009

If you have any questions please feel to contact me.

Maj. Richard Baker
PAWG 2009 PFE Commander
starsrus55@hotmail.com
814-677-3548 (H)

ATTENTION ALL LIEUTENANTS! AFIADL (ECI-13) STUDY GROUP PLANNED

Black Diamond Squadron will be hosting a study group for the AFIADL (ECI-13) class on 24 Jan 2009.

You must have your AFIADL materials to attend. If you haven't already requested them, please contact [Capt Annette Carlson](mailto:Capt.AnnetteCarlson), Wing PDO, at cap_pdo@aol.com this week.

We have found that going over this type of material as a group aids in understanding the material, provides for better comprehension, and is a lot more fun than going it alone.

Members interested in participating are asked to contact [Capt. Daubenspeck](mailto:Capt.Daubenspeck) at CAP336CDR@yahoo.com.

WEBMASTER'S GUIDE—MANAGING IMAGES

Almost every website will use images. These can range from simple graphics and logos to full scrapbooks or slide shows of your unit's activities. Adding images can turn a dull site into something eye-catching and interesting.

There are three basic ways to obtain images.

1. You can download some from websites that permit downloading. Remember to ask permission from the site's webmaster unless the site specifically says the images are free to use.
2. You can scan images from prints. In this case, use the largest copy of the image and/or the highest pixel per inch setting to create the highest quality scan.
3. You can take pictures with a digital camera and/or request digital versions of film you have developed.

No matter how good a photographer you are, you will eventually run into a photograph that needs to be cropped or have some sort of effect applied. Cropping is when you cut away the outer edges of a picture to leave just the main subject. Effects are used to manipulate images. This could be as simple as increasing brightness of a dark image or applying other tools to change parts of the image.

There are several applications available to handle these tasks. Most are rather expensive, and many of the free ones only handle one or two tasks. Fortunately there are a few free applications that will do most of the basic photo editing tasks. One of these, [IrfanView](#), allows easy cropping with adjustable guides, as well as many effects tools. These effects tools can be applied to the entire image, or to a selected

section. This means that, if you have someone's face that you don't want recognized, you can create a selection window and blur it without changing any other part of the picture.

IrfanView also allows resizing both larger and smaller, with some fairly sophisticated refining options. These are not particularly important when an image is reduced, but are essential to enlarging images. Straight enlarging simply increases the number of pixels containing the color at a particular point, which can make the image look blocky. Refining algorithms recalculate pixel colors based on the colors surrounding each new pixel to create a more blended look.

The only thing IrfanView doesn't do that a webmaster might wish, is pixel-by-pixel editing. Fortunately, MS-Paint is an excellent, easy to use image editor for this activity.

Image File Formats

There are many image file formats. The most common formats used on basic websites are gif, jpg, tiff, and bmp. Tiff and bmp require large file sizes to store images, but offer a lot of flexibility and image stability. Gif and jpg can handle the same images in much smaller files. Jpg is usually used for photos and photo-like images, while gif is more often used for clip art and animation.

Clip Art vs Pictures

Clip Art is usually small files, often sketched or made using an image editor, like MS Paint. They are wonderful for logos and emphasizing points. Pictures are either photographs or drawings and are usually larger and more intricate than clip art. In most cases, clip art and pictures are handled the same way.

Capt. Barbara McCutcheon
Webmaster, Squadron 304



IrfanView makes it easy to crop an image so it will fit the space available without needing to be reduced to where it's almost unreadable. The screen image at left is a Hawk Mountain photo opened in IrfanView.

If you simply reduce it to fit, the photo becomes almost unreadable, like the image at right.

Cropping an image allows you to fit it into the space available without losing detail, as with the image below.



Cropping also helps eliminate items near the edges that detract from the image.



WELCOME NEW MEMBERS

During December, two new cadets joined squadrons in our group.

Cadet Ethan B Haldman joined the Jesse Jones Composite Squadron 304

Cadet Daniel Zmitrovich joined the Harrisburg Int'l Composite Squadron 306

Group 2 extends a warm welcome to our new members.

WEST POINT FRESHMAN EARNS TOP CAP AWARD

Dec. 30, 2008 former Cadet/Col. Tommy Carr from CAP Sq. 307, Lebanon, Pa. officially received his title of Pennsylvania's Civil Air Patrol Cadet of 2007 while home for Christmas vacation from the U.S. Military Academy at West Point where he is currently a freshman and is on West Point's rifle team. The presentation was made at Biddle Hall at Ft. Indiantown Gap, Annville, Pa.

Lt. Col. Robert Meinert, executive director of the PA Wing, presented Carr with the Edwin G. Holl Wing Cadet of the Year plaque and a \$1,000 scholarship. He also received a pro-



Lt. Col. Robert Meinert, Carr and State Rep. RoseMarie Swanger

clamation from state Rep. RoseMarie Swanger.

Friends and family and dignitaries were gathered there to congratulate Carr. Carr made the front page of the Lebanon Daily News on New Year's Day 2009.

Lt. Bea Gernert

Photos by Lt. Wilson Ballester

LEBANON SQUADRON 307 RETIRES FLAGS

November 22, 2008 Lebanon, PA VFW Civil Air Patrol Squadron 307 held a formal flag retirement at the Lickdale, Pa. American Legion Post 910. They retired the flags that were gathered from the gravesite of veterans buried in Lebanon County.

Even though it was a bitter cold and snowy day, the squadron performed the ceremony to

show respect and honor for the flag of the United States of America.



Lebanon Squadron Color Guard at Flag Retirement Ceremony

PROMOTIONS

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

Harrisburg International Composite Squadron:

Jaclyn Lacy B Gyger promoted to C/SMSGT on 20 Dec 2008

Kevin R Meinert promoted to C/1stLt on 2 Dec 2008

Capital City Composite Squadron:

Gabriel N Goldsborough promoted to C/Capt on 2 Dec 2008

Christopher R Jennings promoted to 2Lt on 9 Dec 2008

John D Kauffman promoted to 2Lt on 12 Dec 2008

Lebanon VFW Cadet Squadron

Brycen T Loeper promoted to C/Amn on 10 Dec 2008

Black Diamond Composite Squadron:

Ty A Waizenegger promoted to C/TSgt on 15 Dec 2008

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.

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.



Damaged American Flags are retired with respect.

Lt. Bea Gernert

Photos by Lt. Wilson Ballester

LEBANON SQUADRON HELPS PACK CHRISTMAS BOXES

Dec. 6, 2008 Civil Air Patrol Sq. 307 drove to Lancaster, Pa. Catholic High School where they assisted the Military Mothers and Friends pack over 300 Christmas boxes to send state-side and overseas to our deployed military service men and women. The boxes contained personal items, candy, soup, pretzels and homemade cookies as well as other items too numerous to mention.



Squadron Members help pack boxes to go to military service men and women.

Two of our former CAP cadets had boxes shipped to them. Senior members and cadets signed the boxes and also enclosed notes to the former cadets wishing them a safe Merry Christmas and to let them know we are all praying for them.

Lt. Bea Gernert

Photos by Lt. Wilson Ballester



A large variety of items were available to pack.

LESSONS FROM GEESE

Editor's Note: I have a little space available this month, so I thought I'd share something that I first read many years ago.

FACT 1: As each goose flaps its wings it creates an "uplift" for the birds that follow. By flying in a "V" formation, the whole flock adds 71% greater flying range than if each bird flew alone.

LESSON: People who share a common direction and sense of community can get where they are going quicker and easier because they are traveling on the thrust of one another.

FACT 2: When a goose falls out of formation, it suddenly feels the drag and resistance of flying alone. It quickly moves back into formation to take advantage of the lifting power of the bird immediately in front of it.

LESSON: If we have as much sense as a goose we stay in formation with those headed where we want to go. We are willing to accept their help and give our help to others.

FACT 3: When the lead goose tires, it rotates back into formation and another goose flies to the point position.

LESSON: It pays to take turns doing the hard tasks and sharing leadership. As with geese, people are interdependent on each other's skills, capabilities and unique arrangements of gifts, talents or resources.

FACT 4: The geese flying in formation honk to encourage those up front to keep up their speed.

LESSON: We need to make sure our honking is encouraging. In groups where there is encouragement, the production is much greater. The power of encouragement (to stand by one's heart or core values and encourage the heart and core of others) is the quality of honking we seek.

FACT 5: When a goose gets sick, wounded or shot down, two geese drop out of formation and follow it to help and protect it. They stay with it until it dies or is able to fly again. Then, they

YORK SQUADRON 301 PARTICIPATES IN "WREATHS ACROSS AMERICA"

Members of 301 CAP, 102 CAP, 1502 CAP, 109 CAP and 018 CAP participated in the laying of over 2100 wreaths on the graves of our fallen heroes at Fort Indiantown Gap Cemetery. The activity for the York Squadron was led by 1Lt Gail Bollinger, who coordinated the effort and organized our trip.

We lined the entrance to the ceremonies on both sides as dignitaries and guests were introduced to the gathering to commemorate the fact that freedom is not free. After formal placement of significant wreaths at the flag, we marched to the area where we helped distribute and lay the wreaths. The day was clear and cold, but well worth the experience and memory. This is the



York Squadron participates in the Wreaths Across America at F.I.G.

second year York has participated, and we saw more participation by Civil Air Patrol as well as other civilian organizations. Hopefully, more will take part in the years to come. Civil Air Patrol was then treated to a lunch and activities by the staff at the PA Wing Headquarters on the FITG base. We thank them for the pleasant surprise and warm (literally!) hospitality.

Jim Eiben, Major, CAP
Commanding Officer

York Composite Squadron 301

launch out with another formation or catch up with the flock.

LESSON: If we have as much sense as geese, we will stand by each other in difficult times as well as when we are strong.

Online Editor's Note: "Lessons from Geese" was transcribed from a speech given by Angeles Arrien at the 1991 Organizational Development Network and

was based on the work of Milton Olson. It circulated to Outward Bound staff throughout the United States. We share it here with the alumni community hoping that we can all learn these lessons.

[Lessons From Geese](#)

Please feel free to submit items of this sort that you think others in our group might enjoy. They will be published as space permits

COMMUNICATIONS QUIZ ANSWERS

REFERENCES:
CAP REGULATION 100-3.
12 MAY 2008.

Communications-Electronics

RADIOTELEPHONE OPERATIONS

INDIVIDUAL SECTIONS IN PARENTHESIS.

1. True. (8-4)
2. True. (9-2)
3. True. (9-3)
4. False. No scheduled nets will be conducted on these frequencies unless approved by the **NTC**. (9-4c)
5. True. (9-4d)

CIVIL AIR PATROL

GROUP 2 STAFF

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 Maj Brandon Parks at parks@brandonparks.com

CALENDAR

- **Powered Flight Encampment Applications Due:** 07 Jan 09: FIG
- **Encampment / CLS Staff Applications Due:** 12 Jan 09: FIG
- **Group 2 CAC meeting and Pizza Party:** 16–17 Jan 09: Maj. Brandon Parks
- **PAWG Summer Activities Interviews:** 17 Jan 09: FIG
- **Scanner/Observer Class:** 17 Jan 09: Black Diamond HQ
- **Mini-Encampment and Phase 1 Training:** TBA: FIG
- **AFIADL (ECI 13) Class:** 24 Jan 09: Black Diamond HQ
- **Battle of the Bulge:** 27 Jan–1 Feb 09
- **Udvar-Hazy Air and Space Museum Trip:** 31 Jan 09: Maj. Jim Eiben, York Sqdn 301

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

