

The Primary Missions of Civil Air Patrol

**Emergency Services  
Cadet Programs  
Aerospace Education**



"Serving the US, WV and the Mid-Ohio Valley for over 60 Years"

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[www.pkbcap.com](http://www.pkbcap.com)

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## **The News Letter For Those Who Serve The Mid-Ohio Valley**

### **Is a senior member sitting on a rank forever...any sort of a problem?**

The answer to this question is "No". It's a unit member's choice. No one has been denied Professional Development, they simply do not want to do it or see no use for it as seen from the perspective of what they want to do.

Just as teachers in a public school "open doors" that students chose not to enter. Thus, there are Civil Air Patrol (CAP) officers that remain at 1st Lt or Captain because they feel that what they are doing (squadron logistics officer, Cadet person, local COMMO) is where their focus is, not attending Squadron Leadership School (SLS), or Corporate Learning Course (CLC) or Region Staff College (RSC). If a member is doing their job competently and happily, why bring up Professional Development?

I have heard many arguments about this. I think Capt is a better holding point than 1st Lt, although 1st Lt for life is far better than 2d Lt for life, since the 1st Lt has at least obtained some level of skill training. Capt shows the member has some knowledge of CAP and how to work in the system (excluding insta-Capt's). Also, to many non-CAP, non-military types, either flavor of Lt is still in training and hasn't proven themselves as a leader yet.

If a 1st Lt for life is actively contributing to the unit, great. I have no problem with that. I do understand that not everyone can get weekends off to attend a SLS. I do not really think Air Force Institute for Advanced Distributed Learning (AFIADL) 13 correspondence course should be a stumbling block, since the course is fairly easy and study guides (unofficial) are readily available.

CAP grades are designed to show some sort of progress (or status thereof) in the Professional Development program. Thus, when you see a Major with wings, it's a pilot who can be sought out for aviation expertise or a Lt Col with many ribbons that show this person knows CAP, its policies and its missions.

### **This Issue Senior Profile**

None Submitted.

I also see the 1st Lt that works for the squadron, steers clear of CAP politics, and is a functional officer in the Squadron as the foundation of CAP. A person committed to the service of the UNIT than to personal messages.

CAP is a unique 'quasi-military' organization. Rank is not competitive, nor does it guarantee a leadership position.

Sure, CAP oak leaves and 5 bucks will get you a cup of coffee, but if anything it demonstrates that you cared enough to learn the program, and no one can take that from you.

In the process of getting our Garber or Wilson, some of us will complete Air Command and Staff College (ACSC) and even Air War College (AWC): and in CAP or out, that's an accomplishment in itself in any venue.

In CAP, if you pay your (monetary) dues, take an on line course and maintain a pulse for six months, and bippity-boppity boo, you're a lieutenant. So if somewhere along the line, a CAP member decides he or she it not going to play anymore because heaven-forbid we ask them to learn something new, then so be it, I see it as just the normal ebbs and flows and attrition of the organization.

Remember that courses like ICS 300/400 are not intended for your rank-in-file member, but for those in Emergency Services (ES) Leadership positions who will likely interface with their counterparts in other organizations who actually do ES for a living (and who incidentally had to take those very same courses). If a person is too offended to step up and take a couple of weekend courses, they probably don't need to be in control of dispatching aircraft, vehicles and people in a concerted effort to save lives.

And yes, even doctors go back to school attending workshops and seminars that keep them up-to-date on the latest medical breakthroughs and techniques. Most do so with the same zeal and enthusiasm that they had during their eight years in college, two years in internship, and a couple of more in residency to get where they are.

True professionals *never* stop 'paying their dues' (and I'm not talking about money.)

We are all volunteers in CAP, but a *committed volunteer* who takes on responsibility needs to continually improve his or her skill-set in the face of a changing environment and not gripe about it, otherwise we become quintessential bumbling amateurs.

Understand that sometimes a member's record can get overlooked or the review is delayed. So as a member you should keep a tab on your own progress.

Even if not for the rank, take advantage of the professional education opportunities in CAP, and add value to yourself, both as a CAP member, and personally.

**\*This article represents the opinion of the author and not the Civil Air Patrol.**

# FYI

## Aircrew



We put 17.6 hours on N9378X it in March. Can we make it 20 hrs or more in April?

CAP continues to have a significant number of avoidable aircraft ground handling incidents. In order to provide the highest level of safety and to raise awareness of what is needed to minimize these incidents, CAP will now require all members who regularly come in contact with aircraft or supervise air operations to view a 13 minute aircraft ground handling training video and take a short test. Training for members who are currently qualified in the specialties listed in paragraph 3 below must be completed by 30 Sep 09.

Trainees will be expected to complete this training as part of the advanced training qualification training ES specialties listed. This will allow these serving as supervised complete this task, but personnel to review these possible. This training is available on eServices under the CAP Utilities CAP Multimedia application. Members who complete the training online will have it automatically recorded in Operations Qualifications. A downloadable version is also available on eServices so units can conduct the training during squadron meetings. Commanders, safety officers, operations officers, and emergency services officers who hold these duty positions in eServices will automatically receive permissions so they are able to record group training in Operations Qualifications just like they can do for other required training. Unit reports for completion of this training are also available in Operations Qualifications.



## Regulation Spotlight

CAP REGULATION 62-1

4 JUNE 2008

Safety

### CIVIL AIR PATROL SAFETY RESPONSIBILITIES AND PROCEDURES

This regulation establishes the requirements for an effective safety program within the Civil Air Patrol (CAP). This regulation guides CAP components in implementing effective safety programs.

[http://members.gocivilairpatrol.com/media/cms/R062\\_001\\_85D0CB3FE48A5.pdf](http://members.gocivilairpatrol.com/media/cms/R062_001_85D0CB3FE48A5.pdf)



## Commanders Corner

### Thought to Ponder?

If you were arrested for being an **ACTIVE** CAP member, would there be enough evidence to convict you?

# Cadet Corner

## Back In The Air!

Congratulation to C/Lt.Col Jared Gragan for receiving the 2009 Aerospace Leadership Scholarship by The Spaatz Association, Inc. The scholarship is intended to be used primarily to bring a cadet from solo to his/her private pilot's license. A limited amount of the scholarship may also be used to attend a CAP leadership activity, or to serve in a leadership position at a suitable CAP activity. The scholarship must be used within one year of awarding and while the winner is still an active cadet in good standing.



*The photo to the left is then C/Maj. Gragan having his shirt tail cut by LtCol Harmon. The traditional removal of a new pilot's shirt tail is a sign of the instructor's new confidence in his student.*

*In the days of tandem trainers, the instructor would tug at the student's shirt tail whenever he was getting himself into trouble. After the first solo, the new pilot is competent in the air does not need such a safety device.*



Civil Air Patrol Cadets from the Parkersburg Composite Squadron are shown on the rear boarding ramp of an Ex Air Force One aircraft. Cadets enjoyed the day at The US Air Force Museum, Wright Patterson Field, Dayton, OH. Presidential aircraft are parked in an especially dedicated hangar to the rear of the museum proper. A group of cadets will take the trip every two years or so. Most of the aircraft and space activity vehicles are rearranged every two years, and so makes an interesting trip for those who

have made the trip before. A number of CAP Squadrons within the area have had cadets visit the museum. The museum will provide a days walking for the fittest. The museum also affords those interested to watch Air Force and Navy Jets on "The Big Screen" for a small charge. A gift shop and large cafeteria are available for eats and gifts. Accompanying the cadets were LtCol Loew and 1Lt Gragan, both members of The Parkersburg Squadron located at Gill Robb Wilson Field, Parkersburg.

## This Issue Cadet Profile

**Name:** Nick Malone

**Rank:** C/1<sup>st</sup>. Lt.

**SQD Position:** Cadet Executive Officer

**Bio:** This Summer I plan on entering the West Virginia Army National Guard and becoming a 68 Whiskey: Combat Medic. After boot camp and AIT I plan on attending WVU to get a degree in Political Science. I look forward to continuing my cadet career while in the Army National Guard. I owe my successes in CAP and beyond to my parents and Mr. and Mrs. Gragan, Lt. Col's Lowe, Pollen, and last but not least Harmon and a great many others. To these people I will be evermore grateful. Their guidance and leadership will forever be a bright spot in the forefront of my mind.

**Favorite Quote:** "I am not a hero; I am only a regular man, presented with the opportunity to do something significant, and had the God given ability to do it."

# UP Coming Events

April 17-19	Wing-Wide SAREX at Petersburg W99
May 16-17	Graded SAR at Clarksburg
June	WV/Delaware Joint SAREX at Petersburg (overnight camping available)
July 11- 18	Cadet Summer Encampment.
August	Cadet Glider Encampment at Petersburg (weeklong glider flying course w/camping at the airport. There may be some costs involved. New activity dependent upon interest and availability of instructors.)
August 22-23	SAR Management Course at the Mine Academy in Beckley

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## Test Schedule

### Tests for Tuesday, April 21, 2009

#### Leadership

Chapter 1- Cadet Ebert  
Chapter 2- Cadet Lowther, Wetzel  
Chapter 3- Cadet Delancy, Lowther  
Chapter 4- Cadet Benson (membership must be renewed prior to testing)  
Chapter 6- Cadet Huck  
Chapter 8- Cadet Grant, D. Bennett

#### Aerospace

Module 1- Cadets Mitchell, Hill, Wetzel  
Module 2- Cadet Stone  
Module 3- Cadet Smith  
Module 6- Cadets S. Bennett, R Childers  
Journey of Flight 1 – Cadet Grant

#### Milestone Tests

Wright Brothers- Cadet Roberts  
Earhart- Cadet Malone

Cadet Childers must complete a speech/essay requirement for the Armstrong Achievement. See 1Lt K. Gragan for instructions.

The following Cadets need to pass the fitness test for their current achievement: D. Bennett, S. Bennett, Benson, Childers, DeLancey, Grant (also need SDA), Hill, Huck, Lowther, Moellendick, Roberts, Smith, Stone

Questions, comments, or want to write an article and have it posted on this newsletter? Just send an email to [svez@ suddenlink.net](mailto:svez@ suddenlink.net).

Missed and issue? Go to [www.pkbcap.com](http://www.pkbcap.com) and press calendar.

## Safety Corner

Perhaps the biggest cause of flood-related deaths and injuries is lack of public understanding of the severity and danger involved in floods and flash floods. The following tips can help protect you during flood events:

Many people are killed while trying to drive or walk on roads and bridges that are covered by water. Even though the water might look only inches deep, it could be much deeper and with very strong currents. It only takes two feet of water to carry away many cars; six inches of swiftly moving (6 mph) water will sweep a person off his feet.

Trucks, two-wheel as well as four-wheel drive, and sports utility vehicles also are susceptible to being swept away by high water. Such vehicles often give motorists a false sense of security, believing the vehicles are safe under any conditions. (Large tires add to the vehicle's buoyancy, causing it to lose traction that much sooner.) This belief results in deaths or emergency rescues of motorists in vehicles either stuck in or swept away by flood waters.

If you are approaching a flooded roadway, turn around and take an alternate route. Even though vehicles in front of you have passed through the high water, you may not be as lucky.

If your car stalls, abandon it immediately and climb to higher ground. Many deaths have resulted from attempts to move stalled vehicles.

If you live in a low-lying area or near a creek, pay close attention to water levels during heavy rain events. Water levels rise rapidly during flash floods, often surprising victims. Heavy rainfall upstream can cause a river or stream to rise quickly, even if it is not raining near you. Be prepared to move quickly to higher ground if water levels begin rising. Quickly responding to an evacuation order can save your life.

## Applications are now being accepted for the 2009 National Emergency Services Academy

(NESA) to be held at Camp Atterbury in Edinburgh, Indiana from the 27th of June until the 11th of July 2009. There are courses for all members interested in emergency services, and this is a great opportunity for both new members as well as experienced members to come train with hundreds of their peers from across the country.

Apply online at:

<http://www.mmsend3.com/ls.cfm?r=166014483&sid=6009022&m=676011&u=CivilAir&s=https://ntc.cap.af.mil/ops/nesa/> or download an offline application form from:

[http://www.mmsend3.com/ls.cfm?r=166014483&sid=6009023&m=676011&u=CivilAir&s=http://nesa.cap.gov/Documents/2009\\_NESA\\_Offline\\_Application\\_Form\\_-\\_Fillable.dot](http://www.mmsend3.com/ls.cfm?r=166014483&sid=6009023&m=676011&u=CivilAir&s=http://nesa.cap.gov/Documents/2009_NESA_Offline_Application_Form_-_Fillable.dot). Slots will be filled on a first come first served basis through the 17th of May 2009 or until slots are filled, whichever comes first. Personnel are encouraged to apply soon to get into the course or courses they desire. Some courses fill up faster than others and there are a few that are nearly full already. The following fifteen courses will be offered this year at NESA:

### National Ground Search And Rescue School (NGSAR)

NGSAR Basic Course – 28 June to 4 July 2009

NGSAR Basic Course – 5 to 11 July 2009

NGSAR Advanced Course – 28 June to 4 July 2009

NGSAR Advanced Course – 5 to 11 July 2009

NGSAR First Responder Course – 4 to 11 July 2009

NGSAR Ground Team Leader Course – 4 to 11 July 2009

### Incident Command System School (ICSS)

ICSS Basic Course – 28 June to 4 July 2009 – Includes ICS-300 Training

ICSS Advanced Course – 5 to 11 July 2009 – Includes ICS-400 Training

ICSS Mission Communications Course – 28 June to 4 July 2009 – New in 2009

### Mission Aircrew School

MAS Basic Course (Mission Scanner & Airborne Photographer) – 28 June to 4 July 2009

MAS Intermediate Course (Mission Pilot or Observer Track) – 27 June to 4 July 2009

MAS Intermediate Course (Mission Pilot or Observer Track) – 4 to 11 July 2009

MAS Advanced Course (Mission Pilot or Observer Track) – 4 to 11 July 2009

MAS ARCHER Course – 28 June to 4 July 2009

MAS ARCHER Course – 5 to 11 July 2009

Additional pre-requisites and information about NESA and the above courses can be found at:

<http://www.mmsend3.com/ls.cfm?r=166014483&sid=6009024&m=676011&u=CivilAir&s=http://nesa.cap.gov/>.

The fee to attend NESA is \$175 per course which includes, meals, lodging on site, printed training materials and aircraft and ground vehicle sortie costs on site. Participants are responsible for their own transportation to and from NESA, though many personnel are able to travel in corporate vehicles and aircraft as they are needed on site for training. We also know in these tough financial times that some people will have difficulty attending activities like this without assistance. The NESA Alumni Association has several scholarships available for members in need of financial assistance. Scholarship applications must be received by the 15th of March 2009 to be considered, and members can download a scholarship application at:

[http://www.mmsend3.com/ls.cfm?r=166014483&sid=6009025&m=676011&u=CivilAir&s=http://nesa.cap.gov/Documents/2009\\_NESAAA\\_Scholarship\\_Application\\_Form\\_-\\_Fillable.dot](http://www.mmsend3.com/ls.cfm?r=166014483&sid=6009025&m=676011&u=CivilAir&s=http://nesa.cap.gov/Documents/2009_NESAAA_Scholarship_Application_Form_-_Fillable.dot).

Staff members are also still needed. Staff members are typically prior attendees who are qualified in the area they want to support. We also bring on a few junior staff members each year to work under the supervision of other experienced staff. If you've got the experience and are willing to give some of your time to commit to training fellow members, go ahead and apply. Staff members are required to pay a \$45 fee to cover the costs of basic supplies on site. Meals, lodging on site, and training materials are included. Staff activity dates vary by assignment.

If you have any additional questions please direct them to the NESA staff at [NESA@capnhq.gov](mailto:NESA@capnhq.gov) or call 1-888-211-1812 extension 323.

We look forward to seeing you at the 2009 NESA!

