



Behind the 8 Ball



Blue Beret National Cadet Special Activity Oshkosh, Wisconsin

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Cadets are in Full Swing with Flight Line and Emergency Services....



National Blue Beret is off to a great start this year. Cadets have begun their operational duties on flight line and in emergency services. A few thousand planes have landed so far, and the airshow hasn't even started yet! Needless to say, the cadets have been getting a lot of flight line experience marshalling all of the taxiing aircraft. Cadets have also begun their emergency services duties to support AirVenture. There are three main parts of emergency services mission at National Blue Beret. The first is monitoring for active ELTs throughout the airport grounds. Here at AirVenture there are typically several ELTs set of during the week from hard landings and other causes. The second part of CAP's duties is manning the north and south towers. At the towers, cadets log all landing aircraft by tail number, type, color, etc. This is in case a flight plan is not closed so we can check if the aircraft landed or to assist in an overdue aircraft search. The last emergency services duty that they have to

perform is maintaining communications by working the radios at Beret Base. Another job that cadets have at AirVenture is providing flight line security in areas such as warbirds and ultralights. This keeps the public safe by keeping them out of areas where aircraft are moving. Our operations will continue over the next week to support AirVenture.

**Matthew Chirik, C/1st Lt
Chief Cadet Public Affairs Officer**



Beret Cadets Assist Minnesota Wing Pilots Tie Down CAP Aircraft for Display



Cadets from Blue Beret assisted CAP Pilots from the North Central Region, Minnesota Wing tie down the aircraft that will be used in the CAP National Recruiting display at AirVenture. Cadets Yerger, Chirik, Adams, and Walters assisted to ensure that the aircraft was tied down. During AirVenture, members from Wisconsin Wing will be running the booth to recruit new members. What better place to recruit new members than the World's Greatest Aviation Celebration.

Matthew Chirik, C/1st Lt
Chief Cadet Public Affairs Officer

Senior Feature: Capt. Kyle Vernon



“What’s in a name?” –Juliet Capulet. If you ask Captain Kyle Vernon why his name is special to him, be ready for quite a story. In September of 1948 CAP experienced a tragedy, the first ever cadet member killed in a training accident. Walter Kyle Chapman Jr. was flying in an Air Force T-7 Jayhawk, a plane used as a training platform for pilots, when he and the pilot encountered foul weather and attempted to land by instrument flight rules. At 3:24 that day the pilot radioed control and announced he had descended through the overcast, but had lost one engine and the second engine was idling rough. All local airfields stopped operations in order to allow them to land, the pilot approached New Orleans airport and turned right on to final, the plane then crashed and burned beside the runway. Captain Vernon’s mother, a friend of Chapman’s mother promised her that she would name a first son after Walter. Captain Vernon’s stories do not just end there, with 14 years in CAP, teaching Physics, serving in the Army Reserves and living in England for three years he can entertain for hours. Last year he won the Aerospace Teacher of the year in his home wing of Texas, as well as across the Southeast region. The Captain grew up in Texas, a few houses down from the Bush family, and one day, he was riding his tricycle and ran over the toes of Jeb Bush, Governor of Florida. As a teacher, he has rendered a great gift to society by teaching in Bosnia, as well as his service to CAP as a teacher, mentor and leader. On top of his three years of service here at NBB he has been to 15 encampments and a scout for 31 years. Captain Vernon has also had his share of excitement in his life, he was involved in a plane crash when a pilot took him and a few friends for a ride in his

airplane, after a few maneuvers the hydraulic system failed and he lost all controls except for his rudder, but the rudder would only be useable until sixty knots. The pilot lined up as best he could before the rudder failed and from that point gravity was in the driver’s seat. After setting down, the plane came off the runway and was rolling towards an above ground fuel tank when a cinderblock in the middle of a field caught his landing gear and stopped the plane. Captain Vernon is a perfect example of the fact that you never know the stories a person could share unless you take the time and ask.

Kyle Adams, C/Maj
Cadet Public Affairs Officer

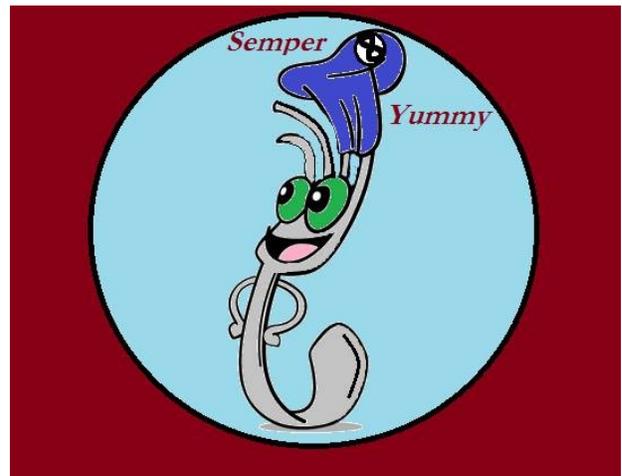


Public Affairs Patch



Flight Commander: Maj Daren Jaeger
Flight Leader: C/1st Lt Matthew Chirik
TAC: Lt Col Carolyn Franz

Food Services Patch



Flight Commander: Maj Douglas Thorpe
Flight Leader: 1st Lt Marybeth Ottesen
TAC: Lt Col Terry Boyle

Mass Arrivals at Oshkosh



Between two days of mass arrivals there were 226 aircraft that came into Whittman Airfield: 30 Piper Cherokees, 98 Beech Bonanzas, 48 Cessnas and 50 Mooneys. From the first tires touching down to the last prop shutting down was 27-30 minutes for the Cessnas, and about the same for the Bonanzas. The aircraft came in on runway 36 & 36 right; 36R being a runway they close to all traffic except for landing aircraft. After landing, the aircraft roll off the end of the runway and onto the high speed taxiway towards general aviation camping, and then they enter the grass taxiway until EAA officials direct them into the camping area. Before they arrive, the aircraft will meet at another airport approximately an hour away. The aircraft will then depart with slower aircraft taking off first, and faster aircraft delaying their launch to ensure all aircraft arrive in their time window.

***Caleb Walters, C/TSgt
Cadet Public Affairs Officer***

