



Behind the 8 Ball

Blue Beret National Cadet Special Activity Oshkosh, Wisconsin



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Commanders Opening Article

Welcome to National Blue Beret 2009. I am happy to see more than 149 cadets and 44 seniors attending this year. We have been training for two days already and today we began our per-operational period on flight line. For the staff, we've been in Oshkosh for a week. I am very impressed with the motivation and volunteerism shown so far during the activity. We are not fully operational yet but a lot of good work and training has already been done. I know the EAA has already tasked us several times and much training has been accomplished. Beginning Friday, we will test that training in the operational environment. So far, everyone has had a good attitude toward training and that has made things run very smooth. Over the coming days, however, we may face many challenges.



NBB Commanders Welcome meeting

Chester B. Sullenberger is the pilot who landed the passenger jet on the Hudson River in January 2009. Had he known the flight would encounter a flock of geese and lose both engines, he probably would have stayed at home that day. Who looks for a challenge like that? If you think about it, among other things, CAP members routinely volunteer to face challenges when participating in missions for America. Facing Challenges, though sometimes unpleasant, opens the door for new opportunities. By staying poised and keeping a positive attitude under pressure, we grow. Overcoming challenges develops resiliency and maturity.

When a reporter questioned Chester about landing US Air Flight 1549, Sullenberger brought up his past experiences. "One way of looking at this might be that, for 42 years, I've been making small, regular deposits in this bank of experience: education and training. And on January 15th the balance was sufficient so that I could make a very large withdrawal." CAP members are often asked to complete training. When you are asked to take the next course, ask yourself, are you making your deposits? Will you have the funds needed to make that withdrawal when the time comes? Remember, our motto is "**Always Vigilant.**"

In challenging times, it can be difficult to keep the faith, but often a bright future waits on the other side of the obstacle. The mental strength we gain working at the peak of our abilities and when challenged can be an invaluable asset to push forward into new ventures and successes. In the coming days, you will work some long hours and do many interesting things. The friends you make here will last a lifetime. The memories of your experiences will not be soon forgotten.

Regina Aye, Col.
NBB Activity Director 2009

Statistics

Total attending – 193
Total Cadets – 149
Total Senior Officers – 44
Region Staff – 3
National Staff - 1

Wings most represented:

- Kansas – 24
- Texas – 13
- Wisconsin – 10
- Florida – 9
- Georgia – 9

Number of Wings – 44

Furthest Distance Traveled:

- Puerto Rico – 2

Barbara Willis, Capt

Top Ten Safety Items for Flight Line at National Blue Beret

Every flight line in the world is dangerous, here are the top ten things that YOU can do to keep you and your team safe.



There is no flight line in the world like the one during the Experimental Aircraft Association's annual fly-in called, "Air Venture." Unlike other active flight lines, this one is unique in not only the amount of aircraft that Civil Air Patrol National Blue Berets handle with flight line marshalling, but the hazards that we encounter that make this event very special for all those working! Every single person attending has taken a specially developed course that explains the specific hazards of working on the flight line here at Air Venture 2009. "We don't get a second chance to make a first impression with the Experimental Aircraft Association," said Lt. Col James Peace. The National Blue Beret Activity Director, Col Aye was overheard saying [everyone] needs to keep their heads on a swivel.

The top ten things people working and attending National Blue Beret can do to keep them and their fellow flight members safe are:

10. **Location Awareness** - Never go into the "dead zone!" This is an area that is controlled by Federal Aviation Administration. It is an area added to the end of the runway that is for emergencies just after take off where aircraft may land safely.
9. **Situational Awareness (SA)** - Be aware of your surroundings. There are many spinning hazards that can slice through the cones marking the travel lanes.
8. **Environmental Awareness – SUN.** You are not here to get a tan, wear your sunscreen and stay safe. You will be spending enough time outside that even with sunscreen; you'll go home with a nice tan.
7. **Environmental Awareness - WIND** can blow up dust and cause vision problem; be weary of strong winds that can kick up dust and get in your eyes
6. **Environmental Awareness - WEATHER** - The FAA will cease flight operations for THUNDERSTORMS and the NBB Staff will pick-up the flight line marshallers.
5. **Stay Cool....**Heat can kill. On the pavement, the black top can reflect the heat and cause heat injuries quicker.
4. **Professionalism and Confidence** all the time. This will help ease the stress felt and in the long run keep you safer.
3. **Listen to the experience of** the returning berets: they're the ones who will help keep you safe and make this an enjoyable time.
2. **NO distractions** on the flight line. Leave the ALL portable electronic devices back at the barracks... there are numerous hazards out there and you should always be looking to see is headed your way. This includes: Cell phones, iPods, hand held games, hand held GPS, etc.
1. **HYDRATE** – Drink water and Gatorade (if available). Take advantage of anyone that is brining you water (i.e. Operation "Thirst", TAC Officer, etc)

This is by no means an all inclusive list and is only a small amount of the hazards that can affect your time here. Keeping all hazards to a minimum level and still accomplish the mission of Blue Beret is vital to the safety of everyone! Remember from the Operational Risk Management training, "Is the benefit of the task [outcome], worth the risk required to accomplish it?"

Let's have a SAFE event. That will make it fun and memorable for everyone.

Rick Besaw, SSgt



WOW my big 21st birthday!

Some may feel that turning twenty one is not a big deal, but we in CIVIL AIR PATROL know otherwise. It is when those of us who have been a cadet have to cross over to the Senior Side! Yes, it is a hard transition, but when you have people you consider family it only makes it a whole lot easier.



This year I had the privilege to celebrate this big birthday with my fellow Berets. To my surprise Capt Cotto Gee (my mom) and the rest of the kitchen crew had a surprise birthday cake for me. It was really nice to have a cake and have them sing Happy Birthday to me, without me even expecting it. The feeling was great to be able to share such a wonderful and important day with the whole cadre. I would like to thank every one for making my day a little more special than it might have been at home in Puerto Rico.

Diamond Frances Kelley Gee, 1st Lt

Congratulations

Diamond Gee was promoted to 1st Lt.

Daniel Franz was promoted to 1st Lt.

Thank you

A big thank you goes out to India and Foxtrot flight for jumping right in to help make the emergency services section ready for business. "Their help was greatly appreciated."

Tim Hansen, Col



National Director of Cadet Programs attends National Blue Beret

Lt. Col. Joe Curry knows everything about National Cadet Special Activities (NCSA's). In fact, he organizes the staff for all of them. He started Civil Air Patrol more than 20 years ago as a cadet.



Lt Col Joe Curry

He is a Spaatz recipient and is now a Lt. Col. at Civil Air Patrol National Headquarters.

I asked Lt. Col. Curry a few questions about NBB and the EAA and about CAP in general. When I asked him about how NBB impacts CAP as a whole, he chuckled a little and commented that the question was not that intelligent, because NCSA's are not a major role player in CAP. He went on to say that the NCSA's are a great recruiting event, and a good motivator for cadets and seniors, but as per CAP's three main missions, they did not have that major of a role.

“NBB is a WIN – WIN situation for both CAP and the EAA.”

***Lt.Col. Joe Curry, Lt. Col, CAP
CAP National Cadet Programs Director***

I then asked him about how NBB compares to other activities. He smiled and replied that I had now asked an intelligent question. He told me that NBB was unique. There is simply no other activity like it. The National Emergency Services Academy (NESA) would be the closest approximation to NBB, except for the fact that NESA cadets and seniors do not actually get real life practice at missions. NESA is simply a "school house" whereas NBB was not only a school house, but a place where cadets and seniors could work together to complete real life missions. In fact, many NESA attendees go from NESA to NBB to get that practice.

We do these real life missions to help the EAA, which is another factor that makes NBB unique. No other NCSA has a relationship with another volunteer organization like NBB. We provide a very large workforce for the EAA, the largest impacting help coming from our ES personnel. As a "thank you" from the EAA, all of the participating NBB members get free wrist bands, and unlimited access to the full air-show. Therefore, it is a WIN – WIN situation for both CAP and the EAA.

The main points to remember from the interview I had with Lt Col Curry was first, NBB is very unique. There is no other NCSA or activity where you can watch the worlds largest air-show, keep everyone in it safe, get your finds and missions in, learn everything up to GTM 2 in ES, and have so much fun for next to nothing anywhere else in CAP.

Cyrus Gardner, C/Maj, C/PAO

