



# *Behind the 8 Ball*



## *Blue Beret National Cadet Special Activity Oshkosh, Wisconsin*

*Volume 6  
Issue 2  
24 July 2009*

**We are operational!** These three words bring excitement to all BERETS. Visions of flight line marshalling, DF searches, support at the ultra-light field and providing escort duties for the Warbirds fill our minds. It is my distinct honor to say that you are continuing the long proud tradition of National Blue Beret. Col Allen Towne, the first Activity Director, would be pleased to see the legacy he has left behind. You are carrying on a 42-year long tradition that continues to make its mark on aviation and this great nation.

Our mission at AirVenture began ahead of schedule at the request of the Experimental Aircraft Association and you did not falter. You performed in true BERET fashion. Semper Flexibilis is not only our motto, but a way of life. One complete day of training was accomplished as we completed one full day of flight line operations.

Remember, you are a representative of the Civil Air Patrol and we are always in the public's eye. We must all strive to bring credit to our great organization and the National Blue Beret activity at all times. Continue the traditions that have been set and make your mark on this remarkable activity. Mission first, safety always!

**"I am a Blue Beret! Follow me!"**

**James D. Peace, Lt Col, CAP**  
*Assistant Activity Director, NBB 09*



**Cadet Staff reporting to Lt Col James Peace at final formation.**

"According to the laws of aerodynamics, the bumble bee is unable to fly. Someone forgot to tell the bumble bee."

**Anonymous**

"...the United States was not built by those who waited and rested and wished to look behind them. This country was conquered by those who moved forward, and so will space."

**President John F. Kennedy, 1962**

### Safety Always

As we all are finally adjusting to the many schedules and finding our groove, I would like to impress upon everyone the importance of safety. We all have heard many times “mission first, safety always”, but what does this *really* mean? It means that the mission and safety must balance. So, how do we do this? How do we accomplish both? The answer is a simple three-phase process of identifying, analyzing, and controlling hazards.

The first of these three phases is identification. The identification process requires that each person (cadet or senior) spends a few minutes assessing his or her surroundings and thinks about what could be harmful to people and hazardous to the operation. An example of this is the compound gates. If we have our hands on the top of the gate we may get hurt by the top roller as the gate is opened.

The second phase in the process is analyzing. What we do during this phase is evaluate the “what ifs”, or probability and severity of the hazard identified in phase one. Let’s revisit the compound gate again. If the gate guard has his/her hand on the top rail while opening the gate, what is the likelihood (probability) that (s)he will cut his/her fingers? Is it likely to occur or will it occasionally occur? Also, if it does occur how severe will the damage be? Is it catastrophic (loss of life or limb) or critical (severe injury)? During this phase of the process we evaluate and rate the “what ifs” and it is during this phase we evaluate if the benefits out-weigh the costs.

### Operational Risk Management

- 1) Identify
- 2) Analyze
- 3) Control

### Hazards

Controlling hazards is the last phase of the processes and can include many sub phases. During this phase, we ask ourselves; what can be done to eliminate, reduce, or control the hazards. Ideally eliminating the hazard completely would be the most desirable. Unfortunately we don’t often have that luxury. In a few cases we may be able to add some protective device such as a wheel cover over the top wheel on the compound gates. In other cases we may only be able to educate (warn) people about the hazard or place warning signs in the hazardous area. After all the possible control measures have been explored, we will need to go back to phase two and evaluate if the controls implemented helped reduce the risk.

*Mission first and safety always* is are simple and straight forward statements. To achieve safety always we all have to do our part and that part is the three phase process of identifying, analyzing and controlling hazards. With this in mind, I am challenging each and every one you to take a minute or two before you start your shift each day, be it either in the kitchen, on the flight line or somewhere in between, and mentally run-through this three phase process.



**Remember safety is no accident; it must be planned!**

**Eric Shappee, Lt Col  
Safety Officer**



**Many, part of the NBB Mission**

As we start operations at AirVenture, we need to consider the many different aspects of the mission and how we meet those here at NBB; aspects like the people, the training, and the jobs.



All personnel need to be trained to do the job correctly in order to ensure the safety of all participating. This training includes many extensive classes such as flight line marshalling, urban direction finding, and even radios. The commanders in charge of emergency services must also know the strengths and weaknesses of the cadets so that those cadets are placed into the areas that they excel in. Knowing how each cadet will perform means that ES teams are arranged into duty stations that compliment each other – thus maximizing overall mission efficiency.



Knowing the team is just the first part of the mission, however, we also need to know the jobs that need to be done in order to complete the mission. These jobs are many and keep the schedule excruciatingly busy in many cases. The Blue Beret is taught to embrace the mission and to execute all their tasks with professionalism.

One of the most tasking of these jobs is marshalling the aircraft. Without Blue Berets, thousands of aircraft would be scattered like electrons all over the airport. This job requires patience and the need for problem solving if a problem should arrive.

Emergency services are also extremely important. We have members at the north and south tower so that we are able to account for aircraft. This helps the EAA with accountability if a plane has landed and the pilot does not check in. We also have people that go and find ELTs when they go off. It's not uncommon for an aircraft to land hard at AirVenture. However too many signals can make finding a distress all almost impossible..



Then, there are our very talented people in charge of communication. Communications is the heart of all our missions. From beginning to end they are responsible for mission success.



Not only do they relay information from team to team, their shack gives us the ability to scan for ELT signatures that are within miles of the airfield. Having such an extensive communications network means that we are the best at our mission.

**Patricia "Patti" Noonan, C/CMSgt**

**Featured Flight: Hotel**



**Flight Commander:**

C/Capt Kyle Zobel

**Flight Leader:**

C/1T Lt Joseph Zerilli

**TAC Officer:**

Capt Montgomery

**Featured Flight: Lima**



**Flight Commander:**

C/Capt Joshua Pravel

**Flight Leader:**

C/Capt Matthew Norman

**TAC Officer:**

Capt Scott Glenn



### **A Different Kind of Leadership**

In his opening speech he introduces himself as Gendron or Robot. Yes, this would be our cadet commander for the 2009 year of National Blue Beret. Even though this may seem a little bit unprofessional for a cadet commander to introduce himself this way, he feels this is a better way for him to become better connected to his "beret family". "Professional courtesies can sometimes create barriers in this process". This family develops because of the loyalty and the respect that we have for each other and this family bond is very strong. Many cadets even stay in touch years later with their fellow berets. When you ask him, he'll tell you he first came to NBB three years ago for the beret and to have a good time. Another reason was that he came because he was inspired by another cadet, a chief at his home squadron that he looked up to and wanted to follow in his foot steps.



When Gendron came here in '06 he met a cadet by the name of Jacob "Jake" Rueth, who would become his flight commander for his first year at NBB. Rueth had a lot to teach Gendron and his beret buddies. He learned a different kind of leadership that he felt was more compassionate than other styles he had encountered at wing summer encampments; a style that offered mutual respect and an opportunity to become friends. A leader capable of this unique display of leadership is someone who is truly respected.

Jake died that winter and we lost a part of our family. Many berets and other cadets came to his funeral. It can be said that you can tell how much someone was respected and loved by the people that come to their funeral. Well, to put it simply, Jake is loved, respected and missed. Many people will remember his great leadership and friendship and Gendron is one of the people that is trying to follow in his ways.

This year Gendron is bringing NBB to the best that it can be. He is helping the Berets find a balance between the professionalism that we need to make everything run smoothly and the fun that we have while we are here. There are a few changes he made this year. The most shocking; he de-emphasized the rank and grade structure, which he felt inhibited friendships and teamwork. "CAP cadets get caught up in rank and grade, and forget that out on the flight line, all you have is the person to your left and your right". He speaks from experience when he says this too. As a C/2Lt, Gendron is faced with convincing captains, majors, and colonels that he is worthy enough to follow, as well as the senior staff. "When you take the rank off, what have you got that makes people respect you?"

Another point that he stresses is to rely on your beret buddies. This is a great concept, but still one that many people self motivated cadets struggle to follow. "All the more reason to challenge them like this – let's open their eyes!" Part of any CAP activity involves a leadership challenge. Gendron hopes that his leadership will not only bring another great success to the legacy of NBB, but will also carry on the traditions and lessons taught to him by prior berets like Rueth. Asked what was most important about the Beret creed, he mentioned, "My country, my mission, **my comrades**, my duty."

**Patricia "Patti" Noonan, C/CMSgt**

### **Emergency Service at NBB**

As we, CAP cadets, prepare for the EAA AirVenture to start, we have been learning about our primary missions during the air show. One of the most important services we provide during the air show, Emergency Services, was taught to us in a series of classes taught by experienced Senior Members.

Our second class taught the vital skills of reading a map and compass work. We all learned the difference between magnetic north, true north, and grid north. Everyone who took the class should be able to orient a map now.

The last class was probably the most important to anyone involved in Search and Rescue. We learned how to use an ELPER properly in an airport environment, something which is very difficult.



Now we are ready to combine all of our newly learned skills and apply them by searching for ELT's.

**Parker Sorensay, C/2d Lt**



In our first class, we learned how to properly pack a 24 hour pack, and how to use each item. This class provided a basic starting place for anyone who had not been involved in ES and was a great review

for those who had.

