



# Behind the 8 Ball



## Blue Beret National Cadet Special Activity Oshkosh, Wisconsin

Volume 7  
Issue 5  
30 July 2010

### Spirit of Cooperation and Realized Benefits

Maj Gen Amy Courter, National Commander CAP and Mr Don Roland, Executive Director CAP, arrived at National Blue Beret to meet with the Tom Poberezny, President of EAA to talk about the spirit of cooperation and collaboration that exists between the two organizations and renew that long standing relationship to ensure members of both organizations realize the benefits at AirVenture and throughout the year. CAP works approximately 7000+ hours to support the event and ensure the safety of everyone attending. Poberezny commented, "Every plane that arrives at Oshkosh sees a CAP member." He went on to say, "We work together so that members each organization can enjoy the benefits."



### Maj Gen Amy S Courter Celebrates Accomplishments

Courter was on hand at NBB to make some special presentations and celebrate the accomplishments of members. She stated, "These awards represent significant achievements and it gives me great pleasure to see them succeed." She presented the following awards

- C/Col Mitch Edwards received the General Carl A Spaatz award
- C/ Lt Col Campbell received the Ira Eaker award
- C/ Capt Caleb Hendryx received the Earhart award
- Capt Willis was promoted to Maj and received the Grover E Loening and the Benjamin O. Davis award
- Capt Daren Jaeger received the Grover E Loening and the Benjamin O. Davis award



*Daren Jaeger, Capt, Public Affairs Officer, NBB '07, '08, '09, '10*

### From Solo to Oshkosh

Any cadet who has gone to a CAP glider or powered flight academy knows the feeling of accomplishment and pure excitement that is unmatched after they solo for the first time. For the Blue Beret cadets who have soloed, the ability to come and walk with fellow cadets who have also attended CAP flight academies is a great feeling. As a pilot, and returning Beret, the anticipation to see Oshkosh kick off is unmatched. To accomplish a solo in a glider or powered plane is a great experience, but being at one of the world’s largest airshows in the world, and seeing the wonders of thousands of different aircraft in flight is just an indescribable feeling. C/2d Lt James Shawn of Texas said “Soloing and then coming to Blue Beret is like fully seeing the world you are a part of.” and C/1<sup>st</sup> Lt Matt Schneider of Michigan said “Coming to Blue Beret and being around aircraft seems natural after soloing.”

**Sierra Schirtzinger, C1st Lt.**

**Photo By: Lt Bill Campbell CAP PAO**



### EAA Flight Line Supervisor

Cadets participating at National Blue Beret (NBB) often get the chance to meet extraordinary individuals. On July 23<sup>rd</sup>, the cadets met such a person, one who we consider to be a special member of the NBB team, Gary Hensen, the EAA flight line supervisor. He stopped by the compound to speak to the cadets about flight line procedures and safety, while adding his own humor. As many have seen before, our friend Gary can be very amusing. While speaking of sneaking up on cadets on the flight line who are not staying alert, Gary showed the cadets that he is available to ask assistance from at any time. As long as cadets don’t refer to him as “sir,” they won’t have to worry about being hit by his flight line Volkswagen bug. Their gear, however, will always be at risk due to Gary’s trickery. So as Gary says, “Keep your head on a swivel!” and National Blue Beret will be a safe, fun, once in a lifetime experience for us all. Just be sure not to call him Sir!

**Brendan K Finley, C/2d Lt**



### Tuskegee Airmen



The cadets of the Blue Beret had a special treat on Tuesday afternoon because three of the famous Tuskegee Airmen came by to join us for lunch. What a treat to have Dr. Weldon Taylor, a World War II Liaison pilot, Milton Williams, Jr and Beverly L. Dunjill both World War II pilots that flew P-51 Mustangs spend several hours talking to cadets. The Tuskegee Airmen were dedicated young men who enlisted to become America’s first black military pilots, at a time when there were many people who thought that African Americans lacked the skill to become a pilot. Before 1940, African Americans were barred from flying for the U.S. military. Civil rights leaders and the press exerted pressure that resulted in the formation of an all African-American pursuit squadron based in Tuskegee, Alabama, in 1941. They became known as the Tuskegee Airmen. The Tuskegee Airmen overcame segregation and prejudice to become one of the most highly respected fighter groups of World War II.

**Bill Campbell, 1<sup>st</sup> Lt, CAP PAO**



### It's So Fluffy

What started as an innocent question in a staff review board at the beginning of NBB has now turned into the India flight motto. It's so fluffy is now infamous around NBB, but the TAC officer of India flight is credited with starting it. 1<sup>st</sup> Lt Quentin Laws of Missouri wing originally heard the saying while watching the latest commercial for the new movie "Despicable Me." The short clip from the movie shows a little girl picking up a stuffed pink unicorn and shaking it in front of her as she yells "It's so fluffy!" Now after a week of NBB, most flights know India as the "fluffy" flight.



Maj Pat Temaat



### The Electronic Generation

Cell phones are the social networking preference for most cadets at NBB this year. From texting to calling home, from e-mail to checking Facebook, cell phones have just about everything a person could need in one convenient small package. Cadets at NBB though have been asked to live without this comfort for upward of two weeks with only small breaks of an hour or two twice during the activity. In previous years cadets have been allowed these phones, sometime when on compound, sometimes each night for thirty minutes to an hour; however, this year that valued time has been greatly diminished. A loss of cell phones does have its advantages though. The absence of cell phones greatly decreases distraction levels for cadets while on flight line or when handling other vital responsibilities. A lack of cell phones also forces cadets to interact more with their flight members and other cadets, rather than being distracted by the urge to talk to parents, friends, and "significant others" back home. So even though valued phone time is missed by all, the unity it brings to the Beret family could greatly outweigh the benefits of phone time each day.

Krista Harbold, C/2d Lt

### Featured Flight: Kilo



**Flight Commander:** C/ 1<sup>st</sup> Lt Janet Mccartney  
**Flight Leader:** C/1<sup>st</sup> Lt Daniel Robinson  
**TAC Officer:** Maj Daniel pace



### Featured Flight: Hotel



**Flight Commander:** C/Maj Sarah Heitzman  
**Flight Leader:** C/CMSGT Joe Sievers  
**TAC Officer:** Capt Derek Montgomery



### The Greatest Air Racer How Wittman Airport Got Its Name



Steve Wittman was arguably the greatest pylon air racer that ever lived. From 1926 until 1989 he competed in and won more air races than any other human being alive. He was born on April 5, 1904 in Byron, Wisconsin. He went to school in the Fond du Lac area and graduated from high school in 1924. Just after graduating from High School in 1924 he launched his aviation career by buying a 1924 Standard J1 with a friend and taught himself to fly. From

1925 to 1927 he operated a flying service at Fond du Lac giving rides, flying county fairs and doing a general barnstorming business. Steve competed in his first air race in 1926 in Milwaukee, finishing in second place flying a Standard J-1. This was the beginning of an air racing career that would span more than sixty years. Steve became the manager at the Oshkosh, Wisconsin airport in 1931 and held that job until 1969. The airport was renamed in 1969 in honor of Steve Wittman.



Steve's first race plane was constructed in 1931, named "Chief Oshkosh" that made its debut at the National Air Races in Cleveland that same year. In 1934 Steve decided to go big time and made some minor airframe modifications and added an inline Curtis D-12 motor capable of producing 150 hp. He not only won the 1934 National Air Races in Cleveland, Ohio but set a new record of 238.22 mph over a 100 km course. In 1937 while Steve continued to maintain a busy racing schedule came up with the idea of a flat steel landing gear that eventually he would obtain a patent for his invention and the gear would be standard equipment on most single engine Cessna's. Air racing came to a halt after the 1939 races due to the World War II efforts. After World War II, air racing resumed again, but using modified fighter planes rather than custom-built race planes. Steve obtained a surplus Bell P-63 fighter and modified it for air racing by clipping the wing tips and removing as much weight from the plane as possible and was ready to compete in the 1946 National Air Races. He finished in 8<sup>th</sup> place with of a speed of 341.225 mph. Steve continued to design, build and race planes until 1981 when he retired after winning the Cincinnati Formula V air race. His wife and friends talked him into racing one more time and in 1989 at the age of 85 he came out of retirement and competed in the Daytona Formula V races and placed third.



Steve's first race plane was constructed in 1931, named "Chief Oshkosh" that made its debut at the National Air Races in Cleveland that same year. In 1934 Steve decided to go big time and made some minor airframe modifications and added an inline Curtis D-12 motor capable of producing 150 hp. He not only won the 1934 National Air Races in Cleveland, Ohio but set a new record of 238.22 mph over a 100 km course. In 1937 while Steve continued to maintain a busy racing schedule came up with the idea of a flat steel landing gear that eventually he would obtain a patent for his invention and the gear would be standard equipment on most single engine Cessna's. Air racing came to a halt after the 1939 races due to the World War II efforts. After World War II, air racing resumed again, but using modified fighter planes rather than custom-built race planes. Steve obtained a surplus Bell P-63 fighter and modified it for air racing by clipping the wing tips and removing as much weight from the plane as possible and was ready to compete in the 1946 National Air Races. He finished in 8<sup>th</sup> place with of a speed of 341.225 mph. Steve continued to design, build and race planes until 1981 when he retired after winning the Cincinnati Formula V air race. His wife and friends talked him into racing one more time and in 1989 at the age of 85 he came out of retirement and competed in the Daytona Formula V races and placed third.

### Bill Campbell 1<sup>st</sup> Lt, CAP PAO



