



# Behind the 8 Ball



## Blue Beret National Cadet Special Activity Oshkosh, Wisconsin

Volume 10  
Issue 3  
27 July 2013

### From the Cadet Deputy Commander



In the seven years that I have been a Civil Air Patrol cadet, I have achieved the rank of cadet colonel, participated in the International Air Cadet Exchange and have attended National Blue Beret three times. Cadets have asked me why I keep coming back to Blue Beret instead of going to other National Cadet Special Activities. The simple answer is the airshow, but, it is so much more than just that. The atmosphere at Blue Beret is that of one big family. Once a cadet attends Blue Beret, he or she becomes a member of a small group of cadets with something special in common.

In the beginning, participating cadets are strangers. They are placed into flights, begin working together and watching each others' backs. By the end of AirVenture, each flight is working smoothly as a team. We have to; it can be dangerous on the flight line with aircraft coming in and out one after another. We spend our free time together over the course of the two and a half weeks we are in Oshkosh. This time spent bonding with one another leads to lasting friendships. Since 2009, the number of friends I have made at National Blue Beret, and consider family, has increased ten-fold. The most important keys to having a good experience at Blue Beret are 1) Get to know your flight members and discover the things you have in common. 2) Help each other out, we all have strengths and weaknesses. 3) Live by the Blue Beret Creed and the Cadet Honor Code. Finally, above all, 4) HAVE FUN!

*Nathan Runck, C/Col  
Cadet Deputy Commander*

### Our Friend, Gary Hensen

The Beret basics met a real EAA AirVenture legend one evening after dinner. They used to call him "Flight Line Gary" because he buzzed up and down runway 9/27 at Oshkosh in an orange Volkswagen convertible while making sure that everybody was doing their jobs and safe. Now he is also involved in air traffic operations.



For the past ten years Gary has enjoyed greeting the staff and cadets at NBB and reminding them of their duties and responsibilities on the flight line. While this is a very serious topic, Gary makes his points by using a lot of humor. "I know you like three letter words like sir, ma'am, and yes," he said to the new cadets. "But I will give you a four letter word, 'Gary.' You can call me Gary."

During his talk Gary spoke mostly about safety. "I want to make sure that everybody is safe. That is the main ingredient," he emphasized. Finally, Gary told the cadets, "I am a comedian, I am your friend, and I can be your worst nightmare," he joked while wrapping up his talk. Gary Hensen loves the cadets of NBB and they are fortunate to have him as a friend.

*Dennis Maloney, Capt  
PAO*

## Berets are Well Fed



Captain Douglas Thorpe is the Food Service Section Chief at National Blue Beret. He is the person who is in charge of coming up with meals to keep our cadets and staff well-fed and happy during the two weeks we are at AirVenture.

Capt Thorpe is assisted by an experienced staff composed of Lt Col Terry Boyle, Capt Joshua Leslie and 2d Lt Rachel Thomas. In addition, C/2d Lt Christoph Tucker has volunteered to help with some of the duties in the kitchen.

Capt Thorpe comes from a long background in the hospitality field where he specializes in opening new hotels and restaurants. He is presently completing his senior year in the Arizona State University dietetics program.



Meal planning for this activity comes from the Index of Armed Forces Recipes Service manual which helps Capt Thorpe meet all of the nutritional requirements for attendees. For example, Capt Thorpe pays close attention to the calcium content of the meals, "Because some of our cadets are still in the growing process."

All of the meals served at the DFAC (dining facility) meet Medical Services Nutrition Standards. Capt Thorpe is using these guidelines to make sure that all cadets receive at least 3000 calories per day in order to deal with the demands of participating in the activities of NBB. Capt Thorpe spends a lot of time instructing the cadet flights assigned to the DFAC each day. Thorpe said, "I really enjoy working with cadets because I was one myself. They are the one reason why I returned to CAP."



C/MSgt Russell Page is assigned to Kilo Flight and this is his first time at NBB. So far, he has been very impressed with the meals that have been offered. "I came here expecting it to be like a typical CAP activity, but the food here has been way better," said Page. He continued, "My favorite meal was the shepherd's pie because it reminded me of home and my school where they serve it a lot."

**Dennis Maloney, Capt  
PAO**



### **Record Setting Flier Speaks to Cadets**

Cadets attending National Blue Beret get to meet some interesting personalities in the fields of aviation and aerospace. Early in the week the cadets enjoyed hearing from Carrolann Garratt, an author and record-setting flier, who is also a former Civil Air Patrol search and rescue pilot.



Captain Garratt has made three around-the-world record attempts as fund raising projects for ALS research in memory of her mother, who died from the disease in 2002. According to the ALS Association website, Amyotrophic lateral sclerosis (ALS), often referred to as "Lou Gehrig's Disease," is a progressive neurodegenerative disease that affects nerve cells in the brain and the spinal cord.

Capt Garratt concentrated on telling about her 8 day, 12 hour flight which resulted in a new record for Class C1C category aircraft. She shared details of the planning and preparation that went into the trip. Garratt also traced the route of the flight which took her and her partner in a westward direction from Orlando, Florida and back in her small single-engine Mooney aircraft.

Since her first flight attempt in 2005, Carrolann Garratt has raised almost \$390,000 for her organization "Dash for a Cure".

*Dennis Maloney, Capt  
PAO*

### **Flight Line Marshaling**



Flight Line Marshaling (FLM) is one of the most challenging duties at NBB. Ensuring this operation is successful boils down to keeping the flow of traffic on the taxi way running smoothly. Captain Kemp makes this process less confusing by teaching a class and sharing key information such as, "the inside lane always goes with the active runway." Several factors make flight line marshaling a hazardous duty position including moving aircraft, heat, storms, debris, pilot error and fatigue.

Instead of just teaching FLM inside the classroom, Capt Kemp went a step further and took his class outside where golf carts represent airplanes, and drivers challenged cadets to think quickly and react appropriately.



Drivers used hand written signs to let the cadets know in which area the "plane" wished to park, and the cadets had to direct them to the proper area using orange batons and recently learned signals. Cadets also gained experience with how to handle situations such as a plane going the wrong way, traveling in the wrong lane, and moving too quickly.



*James Eimers, C/Capt  
PAO*

## Members Hone ES Skills

Emergency Services is one of the main missions at National Blue Beret. On Wednesday and Thursday cadets rotated through four ES training stations and Capt Kemp's flight line marshaling class.

At station one, cadets learned about communications at NBB. Lt Col Dutka taught a refresher class on radio operations then focused on the specific radio skills unique to Oshkosh.



The second station was devoted to the procedures concerning aircraft handling and parking. Col Hansen covered tie down procedures and the different knots used to secure aircraft safely. He also taught cadets safe fueling procedures and how to recognize various grades of fuel based on color.

Station three covered map reading and UDF (Urban Direction Finding) skills. First, the cadets listened to a briefing on UDF team functions and gear. Senior trainers also covered the necessity of UDF teams at AirVenture. Lt Col Leonard then gave cadets an overview of map reading and how to locate specific items on grid charts. They also learned how to use these charts to narrow down their searches. Cadets also practiced how to shoot a bearing and determine an azimuth with a compass and plot where they intersect on the grid. The last part of the lesson covered the layout of Wittman Regional Airport so that members would be familiar with the area that they would be working in for the rest of the activity.



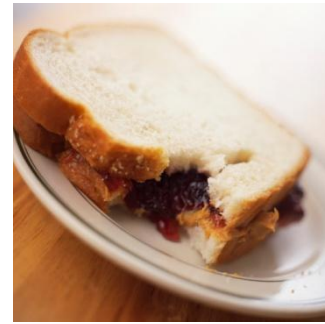
At the final station, Lt Col Leonard taught cadets about hands-on searches and how to find an ELT using an L-Per (direction finding device). The class split up into small teams that competed against one another to see who could find the practice ELT first. This made the training interesting and enjoyable.

*James Eimers, C/Capt  
PAO*

**Did you know?**

Blue Beret typically consumes 40 pounds of scrambled eggs for breakfast, 60 pounds of meat and vegetables for dinner, 40 to 45 pounds of salad for dinner, and 15 pounds of peanut butter each day.

*Douglas Thorpe, Capt  
Food Service Section Chief*



**Hotel Flight**

Flight Commander: C/Capt Grimes

Flight Leader: C/2d Lt Stauer

TAC Officer: Major Seng

Hotel Flight chose a hydra for its patch because hydras are hard to make fun of. They have a great team chemistry and have a good sense of humor. Together, the members of Hotel Flight can speak English, French, Spanish, Russian, German, and Polish. It took Hotel Flight one minute to solve the Green Glass Door Riddle.

**From the Safety Officer**

Weather is always a challenge at National Blue Beret. Attendees sometimes experience temperatures near 100 degrees and other times the temperature can be much lower. Saturday surprised us all with a low temperature of 51 degrees and a 10 mph breeze. While we briefed about the dangers of sunburn and heat injuries at the beginning of the activity, flights had to pull out sweatshirts and field jackets due to the damp, cooler weather. Berets certainly need to heed the often heard advice of "keep your head on a swivel" and watch for weather hazards as well as aircraft! Despite the cooler temperatures, flight line operations went very smoothly with the last arrival of the day coming in right at 7:59pm. Good job, everyone!

*J. Anthony Plattsmier, 2d Lt  
Safety Officer*