OBJECTIVE
The objective of this lesson is for cadets to understand the importance of excellence in all we do.

ATTENTION STEP
Have you ever heard the phrase, “Good Enough for Government Work?” What do you think it means?

MOTIVATION STEP
On May 25, 1979, American Airlines Flight 191, a McDonnell Douglas DC-10-10, lost control and crashed near O'Hare International Airport in Des Plaines, Illinois. The cause for the crash was found to be improper maintenance which led to the loss of an engine. The crash killed all 271 passengers and crew on board, as well as two people on the ground. It remains the deadliest single-aircraft accident in United States history, and was also the deadliest aviation disaster until the September 11 attacks in 2001. Many people died because someone did not do their job well.

OVERVIEW
During this character development session, we will:
• Read the case study.
• Discuss the facts, assumptions, challenges and solutions (FACS) of the case
• Answer and discuss your responses to questions that relate to the case study, or the larger issues of the core values.
• Record what you’ve learned.

BODY
The case study is located on the next page. See Part 1 for instructions on how to lead a case study.

SUMMARY
Review the case study using FACS. Pointing out that the things we do in CAP are important and we cannot afford to take short cuts and risk safety.

REMTIVATION
Close by saying that CAP expects its members to live up to the core values. Peter Drucker, the famous author of many books on leadership and management puts it this way, “Management is doing things right, leadership is doing the right things.

CLOSING
By the work one knows the workmen.

- Jean De La Fontaine (1621 - 1695)

2 Timothy 2:15 “Do your best to present yourself to God as one approved, a workman who does not need to be ashamed and who correctly handles the word of truth.”

- NIV
CASE STUDY

Cadet Airman Steve Parr (age 13) from the Wilbanks Composite Squadron was participating in a SAREX held by his wing. He had been assigned to the aircraft parking area and had been carefully instructed in his flight line duties. Capt. George Patterson, the Flight Line Supervisor for this SAREX, had periodically checked on work that Cadet Parr was performing and was quite impressed with the job he was doing. He saw that Parr took his work seriously and did everything vigilantly, just as he had been taught. When it came time to stop for the day Capt. Patterson instructed Cadet Parr to check the aircraft to make sure the chocks were in place and that all six of the aircraft were tied down properly.

Cadet Parr was half way through checking the tie downs when Cadet Technical Sergeant Jose Melendez (Age 15) came up to him and told him that the bus was loaded and ready to take everyone to supper and that Parr was holding everyone up. Cadet Parr explained that he had not finished checking the tie downs. Cadet Melendez took a couple of steps back, looked down the flight line and said he could see that every aircraft had a tie down and that the job Parr had done was “Good enough for Government Work” and to get on the bus. As they were leaving, Capt. Patterson called out asking if all of the aircraft were secure. Cadet Melendez yelled back to the senior member that Cadet Parr had checked all of the aircraft and that everything was “OK”.

After supper, Cadet Parr saw low dark clouds in the sky and that the wind was gusty and blowing much harder than earlier. He wondered if he should do or say anything about the aircraft on the flight line.

SOLO PILOT
1. Have you ever received conflicting orders from different leaders?
2. What bad things could happen in this situation?
3. Have you ever participated in a SAREX and what happened?

PILOT
1. Was Cadet Parr disobeying Capt Patterson’s orders when he got on the bus? Why or why not?
2. What does “good enough” mean?

TEST PILOT
1. If Cadet Parr came to you after supper with his concerns how would you advise him?