



South Dakota

WING ROUNDUP

CIVIL AIR PATROL • FALL 2007 • UNITED STATES AIR FORCE AUXILIARY

*National CAP Website Features
South Dakota Wing Photo*





Commander
Col Mike Beason

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Commander's Comments

By Col. Mike Beason, South Dakota Wing Commander

CAP Year in Review for 2007

It's been another GREAT year for SD Wing of the Civil Air Patrol. We had successful inspections from the U.S. Air Force in both our search and rescue mission and in our counter-drug mission. Our flying remained strong and our membership is holding its own.

Flying hours: We flew 1444 hours in our SD aircraft this year, or an average of 262 hours per aircraft. This put us tied for THIRD place nationwide in terms of flying hours per aircraft. Because of this and our good safety record, we received a second new "glass cockpit" Cessna 182 last December. And we were recognized in our region by being given an additional aircraft. Unfortunately, due to the national drawdown of aircraft, our national headquarters decided one of our older aircraft needed to go on the sale block. So by mid-

summer we were back to our traditional five aircraft in the state. In addition to flying our SD aircraft, our pilots in Sioux Falls flew 21 hours on a Nebraska Wing aircraft to help them with flying hours. With these additional hours, our hours were only slightly down this year from last year, with about 40 hours less flown during the year.

Our aircrews flew a variety of missions for CAP, the USAF, the state of South Dakota, and our own personal proficiency. I have listed some of the primary missions below. Thanks to all aircrew members who put in countless hours supporting these missions.

MISSIONS

- Low Level Routes Surveys: Sioux Falls flew 25 hours surveying the Air National Guard's low level jet routes

Continued on page 15 . . .



National CAP Website Features South Dakota Wing Photo

The National US Civil Air Patrol website, www.cap.gov, now features a photograph of the CAP aircraft over Mount Rushmore, taken on a special mission sortie by South Dakota Wing.

“The photo mission came about when we kept seeing pictures of CAP aircraft over the Statue of Liberty,” said Col. Mike Beason, South Dakota wing commander. “I felt we needed a CAP photo of a plane near another nationally recognized monument. I set the stage for the photo by talking to our national staff while at the summer National Board meeting. They agreed this was a photo they’d like to see. Our national Executive

Director was enthused and said he’d approve a flight request for this purpose.”

“When I saw the original shot, I thought it was every bit as stirring as the Statue of Liberty shot we did here in New York two years ago,” said Col. Rick Greenhut, national director of marketing for CAP. “It speaks volumes when a CAP aircraft is photographed in close proximity to a national monument. It reminds people (CAP members and non-members alike) in a dramatic way about what we do for our nation as volunteers.”

The photo was taken by a South Dakota Wing member who is a professional photog-

rapher, Capt. Rick Goeringer. Goeringer is squadron commander of Lookout Mountain Composite Squadron in Spearfish, SD. Beason, a former USAF fighter pilot, flew the photo aircraft while Capt. “Buck” DeWeese, also an airline pilot, flew the target aircraft.

The photo appears on the CAP.GOV website, according to Greenhut, because “it reminds all who see it that CAP volunteers serve our nation and represent the values of America. You can be sure that I printed a copy for myself, and it hangs next to the Statue of Liberty shot in my office.”



EAFB **Fire**

Col. Mike Beason, Commander South Dakota Wing

SOUTH DAKOTA—The South Dakota Wing encountered an unusual experience July 9 when officials from Ellsworth Air Force Base called on the wing commander, Col. Mike Beason, for help. “I received a call from the director of the base battle staff,” Beason recalled. “They asked if we could launch an immediate photo flight to take pictures of a fire on the base. I knew they were in the middle of an exercise and assumed this was to be part of their exercise, something we’ve been coordinating for several months. “But then they told me this was a real fire.” Beason coordinated with his director of operations, Capt. Eric Hineman, and a flight was

launched within an hour. By this time the grass fire had been burning about three hours, spreading over 2,000 acres of grassland, and was nearly extinguished. The South Dakota Wing crew -- Hineman and Lt. Col. Gary Hewett and Capt. Jason Depew of the Rushmore Composite Squadron -- responded quickly and had photos to the Air Force within three hours of the initial call. “This mission demonstrated to the local Air Force officials the rapid response capability of CAP,” Hewett said. Ellsworth officials appreciated the photos and used them to contact land owners off base the following day to explain their intentions for dealing with fire loss. The new Ellsworth Wing co

mmander, Col. Scott Vander Hamm, expressed his gratitude just four days later when speaking at the North Central Region encampment’s award banquet. “The capability of CAP to assist us with this recent fire will help us immensely in detailing the damage to individual landowners. We have given the photos to our civil engineers and legal officers to determine damage to owners,” Vander Hamm told the cadets and senior members at the banquet. Beason thought the mission marked the first time Ellsworth officials had used CAP in anything other than a search capacity. “This will cement our relationships for a long time and aid in obtaining future missions from them,” he said.

Fires - On Alert

*Lt. Col. Mike Marek
Public Affairs Officer, North Central Region*

SOUTH DAKOTA—The South Dakota Wing provided important fire-spotting capabilities in the early stages of a Black Hills forest fire that killed one person, injured two firefighters and destroyed 33 houses. After lightning sparked the Alabaugh Canyon fire July 7, South Dakota Wing members made frequent fire observation flights in the early stages of the fire under the organization's memo-

randum of understanding with the state until the size of the blaze prompted the U. S. Forest Service agencies to bring in its own aircraft. The wing essentially acted as an Air Attack platform for state fire officials to direct the aerial attack on the fire, using helicopters and single-engine air tankers, said Col. Mike Beason, wing commander.

“The state appreciates the availability of CAP,” Beason said. “They had us on imme-

diately alert status since July 1st so they could get airborne rapidly when a fire would break out.”

The South Dakota Wing has made over two dozen flights since early May, logging many hours in the fire-detection role.

“Primarily, the state has had us fly fire-spotting sorties,” Beason said, “especially after lightning storms, but also during the Fourth of July fireworks season.”



Low Level Route Surveys Completed

Article by Shawn Anderson, SFCS Public Affairs Officer

As the Auxiliary of the United States Air Force, our duties often go beyond search and rescue missions. We also aid in the prevention of collisions by conducting surveys of the low altitude routes that USAF aircraft use on training missions.

With the “Low and Slow” advantage of CAP aircraft, we are uniquely suited to search for dangerous items on the routes. On the safety side, we look for new antennas, tall buildings, power lines, etc.

There is a community relations aspect to this also, as

we watch for various types of farms that low flying jets might disturb. While scaring a cow may not seem like a big deal to most of us, it is to the livestock producer. A frightened, running cow can lose weight very quickly, and livestock are sold based on price per pound. A quick fly-over can result in a huge financial loss for a farmer, especially on a very large feed lot. Other animals, such as turkeys and minks, are known to injure themselves badly when scared by an aircraft.

Safety is priority one of

course and a number of hazards were found and identified.

The Low Level Route Survey included 24.9 hours of flight and a total of 122.6 man hours including the planning phase. 12 CAP members were involved in the mission which flew a combined 3,486 miles. All this was done at a cost of only \$2,350.07 for the entire mission.

By way of comparison, it would cost the USAF around \$3,600 or more to put an F-16 in the air for just one hour! (Factoring in ground support and everything else needed for an F-16 flight.)

The Story Behind “Taps”

It all began in 1862 during the Civil War, when Union Army Captain Robert Ellicombe was with his men near Harrison’s Landing in Virginia. The Confederate Army was on the other side of the narrow strip of land. During the night, Captain Ellicombe heard the moan of a soldier who lay mortally wounded on the field. Not knowing if it was a Union or Confederate soldier, the captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach through the gunfire, the captain reached the stricken soldier and began pulling him toward his encampment. When the captain finally reached his own lines, he discovered it was

actually a Confederate soldier, but the soldier was dead.

The captain lit a lantern. Suddenly, he caught his breath and went numb with shock. In the dim light, he saw the face of the soldier. It was his son. The boy had been studying music in the South when the war broke out. Without telling his father, he enlisted in the Confederate Army.

The following morning, heartbroken, the father asked permission of his superiors to give his son a full military burial despite his enemy status. His request was partially granted. The captain had asked if he could have a group of Army band members play a funeral dirge for the son at the funeral. That request was turned down since the

soldier was a Confederate.

Out of respect for the father, they did say they could give him only one musician. The captain chose a bugler. He asked the bugler to play a series of musical notes he had found on a piece of paper in the pocket of his dead son’s uniform. This wish was granted. This music was the haunting melody we now know as “Taps” that is used at all military funerals.

In case you are interested, these are the words to “TAPS”:

*Day is done, Gone the
sun, From the lakes, From
the hills, From the sky.
All is well. Safely rest.
God is nigh.*

“Your Call!”

This is the transcript of the ACTUAL radio conversation of a US naval ship with Canadian authorities off the coast of Newfoundland in October 1995. Radio conversation released by the Chief of Naval Operations 10-10-95.

Canadians: Please divert your course 15 degrees the South to avoid a collision.

Americans: Recommend you divert your course 15 degrees the North to avoid a collision.

Canadians: Negative. You will have to divert your course 15 degrees to the South to avoid a collision.

Americans: This is the Captain of a US Navy ship. I say again, divert YOUR course.

Canadians: No. I say again, you divert YOUR course.

Americans: This is the Aircraft Carrier USS Lincoln, the 2nd largest ship in the United States' Atlantic Fleet. We are accompanied by three destroyers, three cruisers and numerous support vessels. I demand that you change your course 15 degrees north; I say again, that's one five degrees north, or counter-measures will be undertaken to ensure the safety of this ship!

Canadians: This is a lighthouse. Your call!

Drug Demand Reduction

*By Lt. Col. Linda Buechler
DDR Administrator*

Hi everyone. This will hopefully be a monthly article for reminders and information that I can disseminate to all. First things first, I need some information as follows:

1. Current Squadron senior member who is designated as Drug Demand Reduction Officer - name, phone number and address.

2. Current Squadron cadet member who is designated as Drug Demand Reduction C/Officer - name, phone number and address.

3. What activities have you done over the last year from October, 2006, to September 31, 2007, that have involved Drug Demand Reduction information, ie: Red Ribbon Week, community activities, squadron activities, etc.

DRUG DEMAND WEEK
- October 23 - 31, 2007

This year's theme is "Better Things To Do Than Drugs". This was CAP's original weeks theme and then the US Air Force selected it as the official Air Force Red Ribbon week theme for 2007.

Check out the web site: <http://www.cps.k12il.us/SafeSchools/Red>

Ribbonweek/redribbonweek.html for Red Ribbon week ideas for use at the squadron, schools, etc.

On the CAP HQ web site - Drug Demand Reduction site - you will find information regarding how Red Ribbon Week started.

The origins of Red Ribbon Week date back more than 22 years to a local effort in Imperial Valley, Calif., to honor the memory of former resident Enrique Camarena, a U.S. Drug Enforcement Administration agent slain in March 1985 in Mexico. Members of "Camarena Clubs" began wearing red ribbons in the slain agent's memory. In 1988 the U.S. Congress proclaimed the final week of October as "Red Ribbon Week for a Drug-Free America."

Also, remember that I have an extra display board now for squadron use only as well as fold out display boards for such things as Alcohol, Tobacco, Marijuana, etc.; pamphlets, cd's and vcr tapes on drug awareness; and the Fatal Vision Goggle program. Let me know when you want to use them.



An Aerial view of the very large crowd, two stages and the Wild Water West Water Park at Life Light 2007.

Life Light 2007

Written by 2nd Lt. Shawn Anderson

(Sioux Falls, South Dakota) The U.S. Civil Air Patrol's Sioux Falls Composite Squadron of the South Dakota Wing, assisted local authorities during the 10th annual LifeLight Christian Music Festival. The missions were requested by Minnehaha County Sheriff Mike Milstead. Squadron Commander Lieutenant Colonel Rick Larson was contacted with a request for aerial reconnais-

sance and photo support.

South Dakota CAP Wing Commander Colonel Mike Beason and Operations Officer

Lt. Col. Chuck Trumble were contacted for approval and coordination with CAP's National Operations Center at Maxwell

(Right) Lt. John Seten (SFCS CAP), MCSO Deputy Sheriff Derek Kuchenreuther, and Lt. Col. Rick Larson, SFCS Squadron Commander.





(Left) Capt. Lauren Greenhoff (SFCS CAP), Minnehaha County Sheriffs Office (MCSO) Capt. James Hoekman and Lt. Col. Rick Larson, SFCS Squadron Commander.

AFB, AL. Wing Emergency Services Officer Lt. John Seten coordinated flight teams and prepared for the missions.

Three flights were launched from the Sioux Falls Squadron HQ at Joe Foss Field, using the SDCAP's new Cessna 182 "glass cockpit" technologically advanced aircraft. Each mission consisted of traffic over-watch and photographic documentation of the event, which has grown to attract an estimated 263,000 attendees during its three day run. Two CAP aircrew and a Minnehaha County Deputy comprised the team for the 2 hour flights.

Those participating as aircrew for the missions included Lt. Col. Rick Larson, Capt. Lauren Greenhoff, Lt. John Seten, Lt. Walt Marty, and Lt.

John Daniels. Lt. Lori Anderson served as mission base assistant. Minnehaha County Sheriff's Office crew included Capt. James Hoekman, Deputy Derek Kuchenreuther and Sergeant Pete Jaros.

"This is a perfect example of the partnership between local authorities and CAP, coming together to serve public safety" said Lt. Col. Larson. "We are quite pleased with how the whole mission came together...everyone worked as a team to get the job done!"

South Dakota CAP has 9 Squadrons and approximately 330 members, with 5 aircraft assigned.

SDCAP online: www.sdcap.us
Sioux Falls CAP online: www.sfcap.us

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JUST INTERESTING TIDBITS . . .

Reasons why the English language is hard to learn.

1. The bandage was wound around the wound.
2. The farm was used to produce produce.
3. The dump was so full the operators had to refuse more refuse.
4. We had to polish the Polish furniture.
5. He could lead if he got the lead out.
6. The soldier had to desert his dessert in the desert.
7. Since there is no time like the present, he thought it was a good time to present the present.
8. A bass was painted on the head of the bass drum.
9. When shot at, the dove dove into the bushes.

Guess the moral of this is to be sure you know and confirm that what you hear another person say is what the other person really said or meant.

CAP Year in Review for 2007

Continued from page 1 . . .

- last summer. They split the mission this year with Minnesota Wing, resulting in fewer hours for SD. This mission normally requires a slower aircraft than an F-16 or B-1, so our CAP aircraft work well for these missions.
- SARs: South Dakota had 6 actual SAR missions this year. Most of these were based on satellite ELT hits from AFRCC. CAP flew only 14 hours during these missions this year. Most also had ground teams on the ground to find and silence the ELTs.
 - SAR training: We had 8 SAR/HLS (Homeland Security) training missions around the state during the year. In addition to the flight and ground team training, we also did joint training with sheriff departments and dog handling teams. We flew 203 hours of time during these missions.
 - CD training: We had two Counter-Drug training missions this year in Aberdeen, flying 23 hours. Aircrews primarily flew photo sorties to train on our SDIS (Satellite Digital Imaging Equipment) gear. We also flew sheriff department, police department and state police personnel on these missions to show them our capabilities.
 - Fire missions: With the high danger for fires in South Dakota this year, we were asked to be on call 24/7 for flights with the state fire personnel. We flew 69 hours on these missions, doing fire spotting, fire observation, and transporting fire personnel to various fires. For the first time, we were also used by state fire personnel in an Air Attack role where a state “fire boss” controlled fire-fighting air tankers from the air. And we were asked to “sit alert” at the airport daily during peak fire season early in July. One other thing we did associated with fires is to participate in the state’s annual fire training exercise in Custer State Park. During this training our aircrews practiced photo work over fires and assisted in training for an airborne fire boss.
 - Disaster missions: We were asked by the state several times this year to fly in support of local disasters. We flew several flights to photograph and document damages resulting from flooding in Aberdeen and elsewhere. In all, we flew 12 hours in support of these missions.
 - SDSU missions: An ongoing mission we’ve done for about 8 years is flying animal tracking flights for SDSU wildlife studies. These flights are paid for from state funds, to include grants from various federal and state agencies. The types of animals being tracked now include lions, grouse, fox, turkey, elk, and pine martens. We flew 248 hours for the state in this mission last year.
 - Support to Local Governments: We flew several exercises in support of local governments this year, primarily participating in county-wide exercises. During our SAR evaluation, we simultaneously provided ground teams to a joint exercise north of Pierre in a joint Hughes, Stanley, and Sully county exercise. We also flew a search sortie in Rapid City supporting a Pennington County/National Guard/Rapid City terrorist exercise at a local high school. And we provided support to the river cleanup in Yankton. These exercises show local officials what we can do for them. As a result of the Pennington County exercise, the Rapid City police department is looking at how they can integrate us into some of their missions.
 - ROTC flights: Another mission we do that is connected with SDSU is flying orien-

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CAP Year in Review for 2007

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tation flights for Air Force ROTC cadets at SDSU. Col. George Colombe flies most of these and logged 10 hours last year.

- Cadet flights: Our CAP cadets also get orientation flights. In the past year we flew 61 cadets for 50 hours of orientation flights. We also gave 4 cadet glider flights this year in Hot Springs and 24 pilot flights towards their glider ratings.
- Cadet flight training: We had five cadets receive flight training this year, up significantly from previous years. They totaled 95 hours of training in our aircraft. None have received their private license yet, but three continue to work towards it.

EVENTS

- Encampment: The annual encampment for cadets was held in Rapid City again this year. Billed as the region encampment, forty-four cadets and 15 officer members from SD Wing attended this leadership encampment for a 10 day period. A total of 161 members attended the encampment. It was lead by Maj. Randy Borton of Rapid City. A New Mexico cadet (formerly from ND), C/Maj. Christine Flatt, was the cadet commandant.
- Wing Conference: Over

one hundred CAP members converged in Lead, SD in April for the annual wing conference. The one day conference was held in the conference center there and consisted of meetings, training, awards and a banquet. John Salvador, Director of Missions at National Headquarters attended. The guest speaker for the banquet was Brian Jansen, SDSU researcher for the lion tracking we do.

- Hot Springs, VA 100th Anniversary parade: Eight members from Custer and Philip participated in the parade in Hot Springs as they celebrated their anniversary. Philip brought their popular CAP airplane float to advertise CAP in the parade.
- Fourth of July parade: Three cadets and one officer from Philip marched in the Rapid City parade celebrating the 4th.
- Drill Team Competition: For the second time in recent history, a drill team composed of cadet members from across the state competed at the national level in the drill competition. Traveling to Wright Patterson AF Base this year, the team competed well against teams from across the nation.
- Wreaths Across America:

This national level project drew several squadrons to participate this year. Custer and Sioux Falls placed wreaths on graves of veterans in cemeteries around South Dakota.

SPAATZ AWARD

- For the second time in 16 years, a South Dakota cadet has achieved the highest honor in the cadet program. Cadet Colonel Francesca Fogarty passed her Spaatz test in June to become only the ninth cadet in SD history to earn this award. She passed the test on her first attempt, a rare event, to become the second female cadet in SD to earn her Spaatz. The award consists of a very demanding 4 part test that most do not pass the first time around. Cadet Fogarty has been a CAP member since May 2003 and worked hard to achieve this distinction. She has attended cadet encampments in Iowa, Minnesota, and South Dakota. This award is normally presented to the cadet member by a state governor, congressman or general officer. Her award was presented to her on September 6th in Sioux Falls by Brigadier Generals Holman and Mielke, members of the South Dakota National Guard.

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Brig. Gen. David Holman, Chief of Staff, SD Air National Guard; C/Col. Francesca Fogarty; Col. Mary F. Donley, Vice Commander South Dakota Wing, and Brig. Gen. (Ret) Ron Mielke, SD Assistant Adjutant General for Air (Ret) and SFCS CAP Member.

SFCS Cadet Receives Spaatz Award

*Article by 2nd Lt. Shawn Anderson
Public Affairs Officer, Sioux Falls Composite Squadron*

The Sioux Falls Composite Squadron of the South Dakota Wing, (Col. Mike Beason, Wing Commander) of the U.S. Civil Air Patrol, is pleased to announce that Cadet Colonel Francesca Fogarty has received the General Spaatz Award. C/Col. Fogarty is only the ninth recipient of this award in South Dakota Wing history.

The Spaatz Award is the highest achievement for a Cadet in Civil Air Patrol. It is named for General Carl Spaatz, the first Chief of Staff of the United States Air Force. Cadets qualify for this award after an aver-

age of five years or progress through sixteen achievements in the CAP Cadet Program. The final step includes a rigorous four-part exam consisting of a challenging physical fitness test, and essay exam testing their moral reasoning, a comprehensive written exam on leadership, and a comprehensive written exam on aerospace education. Since the creation of the award in 1964, just over 1,500 Cadets nationwide. Only 9 Cadets in South Dakota have received the Spaatz Award in that time.

C/Col. Fogarty also received

the SFCS Award of Cadet of Year. She has distinguished herself numerous times with her outstanding dedication and professionalism as the Squadrons Cadet Commander, working side by side with SFCS Deputy Commander for Cadets, 2nd Lt. Dan Thibault. She is at all times a shining example of what a Civil Air Patrol Member, whether Cadet or Officer, should be. The Sioux Falls Composite Squadron, Commanded by Lt. Col. Rick Larson, is proud and honored to count C/Col. Fogarty among its members.

The 365 critical days of CAP

By Captain Eric Hineman, SDWG Safety Officer

Many of us have heard the term “101 critical days of summer” it is the period from Memorial Day to Labor Day where statistically the most accidents occur. How many of us have ever thought about the other 264 days of the year?

We as CAP members have a distinct privilege; we have the opportunity to serve our country in a capacity that few Americans ever will. As they say, with more privilege comes more responsibility, which holds very true to us in CAP. We have to be available to go at a moments notice to respond to any tasking that is given to us.

One thing many of you may be asking is; what can we do to make sure we are always available? Truthfully, there is nothing we can do to always be available. We all are susceptible to becoming ill, using medications, stress, fatigue, and emotion. It is up to you to be able to say, “I’m not safe to go do this mission.”

Now that we have identified

what we are susceptible to as CAP members let us think about each one of those items. First illness, this can be something as simple as allergies or something more severe like bronchitis. Bottom line if you are ill at all now is not the time to try to be a hero. You have to decide if you are healthy enough to go on this mission.

Stress can come from many different sources. It might be an assignment at school or work. It could also come from the mission you have just been called upon to help with. You have to be able to decide if there is too much stress in your life at that time.

Have you ever felt tired in the middle of a mission? What about when you get that phone call at 0200 hours, are you fatigued at that point? Fatigue is an interesting character. Fatigue can suddenly sneak up on you in many ways. You might feel fine while you are driving down the road to the scene of an accident. Once you complete your

mission, and are returning to mission base how many times have you “hit the brick wall”, and fought to stay awake the rest of the way? You have to decide when you are fatigued.

Have you ever felt strongly about something? So strongly that it took up all of your energy and it was all you could think about. This should be a warning sign that your emotion is taking over. If your emotion is getting in the way of your mission, you can be a hindrance to the mission. You have to be able to decide when to much is too much.

Now take what you have just learned and apply it to not only what you do in CAP, but also what you do in your day-to-day life. If you take nothing else from this article, remember this. Regardless if you are the Incident Commander, a member of the aircrew, or part of the all-essential ground team; you are the one who makes the decision if you are safe to go out and perform the mission.

Crazy Horse Composite Squadron Activities

By Maj. Vicky Marking

Crazy Horse Composite Squadron has been quite active in the last month for orientation flights. A Wing aircraft was also put to use after the Hermosa flood disaster. Lt. Col. B.T. Marking and Senior Member Sharon Moad, both of Custer, flew over the small town of Hermosa where 3 families lost their homes. They took aerial photographs of the affected area for F.E.M.A. and the American Red Cross.

The squadron color guard posted the colors at various clubs and public events. The most recent event was the posting of the colors by C/MSgt. Victoria Cachro, C/TSgt. Angelica Cachro, and C/SSgt. Randy Moad at the local Rotary Club conference, held at the Crazy Horse Memorial in the main building on September



14, 2007.

The Crazy Horse Color Guard was also a part of the Hot Springs Veteran's Affairs 100th year Anniversary Parade on

September 15. They proudly carried the American flag throughout the city of Hot Springs and the VA Hospital area. Local members of the squadron followed the Color Guard giving out recruiting pamphlets.

The CAP's entry in the parade was made much better with the help of Major Lee Vaughn and Captain Marsha Sumpter. They brought their Piper Club replica from Philip and it was a big hit.

Civil Air Patrol members proudly added their names to a flag that was for anyone to sign that attended and participated in the anniversary. It will be hung in the VA museum along with all the other museum items they have.





There was another CAP cadet in the parade but she was not in uniform. C/TSgt. Angelica Cachro rode in a convertible as Miss South Dakota Junior National Teenager.

On September 13, C/MSgt. Victoria Cachro received the prestigious Non-Commissioned Cadet of the Year from the Veterans of Foreign Affairs. Mr. Dick Deiter of Custer made the presentation. This is given in recognition of her excellence in school academics, extra curricular school activities, church activities, her civic involvement, and her performance in the Civil Air Patrol.

On September 29, Maj. Marking and SM Moad were guest speakers in Hot Springs at a Home School Association special gathering. The topic of discussion to go with the theme of the month was disaster preparedness.

The talk included

the services provided by the Civil Air Patrol in a disaster. The opportunity was also seized to do some recruiting to the 20 or so students and parents present. Brochures were given out along with pencils and the promise to return with some Red Ribbons. The tri-fold information board was a big hit as students looked for people they knew in the photographs of local CAP events.

PROMOTIONS:

Sharon Moad to 2nd Lt. – Just 6 months as a member, she already earned the first step in her accomplishments in CAP. Her duties in the squadron are: Finance Officer, squadron Public Affairs Officer, and DDR Officer.

NEW MEMBERS:

SM Nicholas Horning
SM Duane Martinz
Cadet Thomas Mossman ★



Pierre Disaster Exercise

Written by Lt. Col. Myra Christensen

On Oct 4, 2007 from 6-9 pm CDT an airport disaster exercise took place. The scenario for the exercise was that Airliner “Froggy” crashed off of the end of runway 7 while on final approach to land. Triage was identified in last years exercise as one the weaknesses that was observed, so the main objective of this years disaster exercise was to expand on performing “trriage”. In preparation, a Triage class was held prior to the exercise for all the first responders, and a moulage class was held for those interested in preparing the victims.

The actual scene included a small amount of fire, along with old vans etc to simulate parts of an aircraft with victims.

Several agencies were involved in this exercise: Airport management, Pierre Police Dept., AMR (American Medical Response Ambulance service), Red Cross, Pierre Fire Dept., Ft. Pierre Fire Dept., Onida Fire Dept. (simulated), Onida Ambulance (simulated), Hughes/Stanley County emergency management, Civil Air Patrol, Pierre City Commissioners, St. Mary’s Hospital, Pierre Coroner (simulated). There were approximately 80 members participating in addition to



the 45-50 victims.

Those from Civil Air Patrol participating in the exercise:

Lt. Col. Myra Christensen and SM Jacqueline Biloff attended the moulage class and assisted with preparing the victims.

Commander Capt. Thomas Murphy assisted with transportation for the exercise when called upon by the IC.

SM Mike Leidholt, a law enforcement officer, acted as an evaluator for the Law Enforcement.

Aircrew for the aerial photography of the exercise included Lt. Col. Myra Christensen as pilot, SM Gary Dettman as observer and photographer, and SM Jacqueline Biloff as scanner.

Man is the only animal that laughs and weeps; for he is the only animal that is struck with the difference between what things are and what they ought to be –

~ William Hazlitt