



South Dakota

WING ROUNDUP



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And a River Runs Through it: A Raging Missouri River Brings the CAP Family to the South Dakota Flood Fight

*By Capt. Todd Epp
South Dakota Wing*

PIERRE, S.D.—A river runs through South Dakota, a river once wild, thought tamed, but now wild again.

For nearly sixty years, four massive dams and reservoirs in South Dakota have kept the

melt in the Montana mountains that feed the Missouri and its tributaries swelled the river. So were abnormally high rainfall amounts in

A county road near Greenwood, S.D. is nearly inundated by the Missouri River on June 11, 2011. Photo by Capt. Todd Epp.

eastern Montana. Then for good measure, North and South Dakota were experiencing several seasons of higher than normal rain and snowfall, filling to the brim once nearly empty reservoirs like Lake

once flood-prone Missouri River in its banks. Part of the federal Pick-Sloan Plan from the 1940s, the dams turned the “Muddy Mo” from an unpredictable river given to deadly floods into a predictable river providing flood control, hydropower, and recreation.

In the spring of 2011, however, Mother Nature decided to take back the Missouri River from the U.S. Army Corps of Engineers, the agency responsible for controlling the dams and releases from the reservoirs. Much higher than normal snow-



Soldiers, citizens, and others race against Mother Nature at Dakota Dunes. S.D. National Guardsmen and women, contractors, and local residents rush to complete a temporary levee before the U.S. Army Corps of Engineers releases even more water from the main stem Missouri River dams. Photo by 1st Lt. Shannon Hofer.

Sakakawea and Lake Oahe.

Then, just before Memorial Day Weekend 2011, areas of the Missouri River in South Dakota that either had not flooded in nearly 60 years—or had never flooded when the “Mighty Mo” was untamed—began to flood. Places like Pierre and Ft. Pierre, S.D., downstream to Greenwood, S.D. and near Yankton, S.D. to Dakota Dunes, S.D. were now underwater or threatened.

At the same time, the call for help went out to the South Dakota Wing of the Civil Air Patrol to assist the State of South Dakota, then the Federal Emergency Management Agency, and other local agencies to respond to the unprecedented flooding. Government officials said to be prepared for not days or weeks of missions, but perhaps *months* of missions. It was akin to what the Missouri River was doing—such a sustained mission had never happened before.

With only slightly more than 300 members, the SDWG knew it was in for a test. Aircrews



From the center, left to right, Cadets Kendra Lauer, Ben Jared, and Sam Huntington assist Yankton, S.D. area residents in sandbagging the Larson’s Landing area on the Missouri River west of Yankton on June 1, 2011. Photo by Ch Lt. Col. Gary Rae.

were to fly at least two photo sorties a day up and down the Missouri River from Pierre, SD to Sioux City, Ia.—over half of the length of the Missouri River in South Dakota. It would patrol all four dams—Oahe, Big Bend, Ft. Randall, and Gavin’s Point. And ground teams would be called upon to sandbag and provide other disaster relief in Pierre, Ft. Pierre, and Yankton, S.D. But members answered the call.

To The Levees and the Airways

“We (the Pierre Composite Squadron) helped because we were needed and because we could,” said Lt. Col. Forrest Wixon, a long time CAP member from Pierre and a mission pilot on many of the flood photo sorties. “We had seniors and cadets helping sandbag and move people out of their homes. Some were in desperate straits because they had just moved to town, had medical problems, and no relatives to help. One was a former CAP member many years ago but never dreamed that someday the CAP would be helping them move out of a flood zone.”

Lt. Col. Myra Christensen, a longtime CAP member from Pierre and a mission pilot who



Time for water amongst the water! From left to right, Cadets Sam Huntington, Zach Erickson, Ben Jared, Kendra Lauer, and Alex Lerdal take a quick water break while sandbagging at Larson’s Landing, west of Yankton, S.D. on June 1, 2011. Note the encroaching Missouri River behind them. Photo by Ch Lt. Col. Gary Rae.

also flew many photo sorties, said that sometimes help from CAP members was the difference between people losing and not losing their belongings as the waters rose in the Pierre area in late May and early June. One elderly couple had no friends or relatives to help them—except the CAP.

“I also worked with cadets who were very driven to help those in need,” Lt. Col. Christensen said. “They dedicated many long hours and helped over 27 households move to new locations.”

About 200 miles downstream from Pierre just west of Yankton, several neighborhoods were either flooded or threatened. Cadets and senior members from the Sioux Falls Composite Squadron and the Lewis and Clark Composite Squadron in Yankton made several ground sorties to Yankton to help residents sandbag.

Second Lieutenant John Wallace, the SFCS’s transportation officer, helped supervise a group of cadets in the Yankton area on one of the sorties. Though a time of loss and potential tragedy along the river, he described a scene akin to an old fashioned Midwestern barn raising.

“Ladders were set on cement blocks, funnels put in place, and some holding bags while others shoveled the sand into the funnels,” 2nd Lt. Wallace said. “On going, all day. People would

shift, change places, bagging, tying, shoveling, opening bags, and the levee continued to expand. Plastic sheets were layed on the top and down the river side and many sand filled bags placed on the sheet to hold that fast moving river back.”

But Wallace said it was not all hard work. There was plenty to eat.

“No one complained or took much of a break. Pizza, cookies, soft drinks, water were brought to all working,” he said. “The ladies bringing the foods fixed them in one or two of the homes uphill from us. Some brought a small lunch with them. We’d take a short break for the food, a quick bite, a drink, wiped pizza sauce off our fingers and faces. Then we grabbed a shovel, a sandbag, and went back to work.”

At least one cadet on the sandbagging crew found the experience fulfilling. “It was a good feeling being able to help out a community in their time of need,” said C/Maj. Kendra Lauer, an assistant public affairs officer with the SDWG. “I felt like we made a difference against the floodwaters. Everyone came together, worked hard and had outstanding teamwork.”

Aircrews Fly the River

While some CAP members sandbagged, others flew—and flew and flew and flew. In the first two weeks of June alone, the SDWG, with help from its sister wings, flew 120 hours for FEMA and took well over 3,200 photos. The photos were geotagged by latitude and longitude thanks to portable onboard geotrackers. After landing, aircrews—many that had already spent 4-6 hours in the cockpit flying the river, would then spend several more hours uploading photos into the North Central Region’s ARGUS system, adding location and object data to photos that could then be put on a track on a Google Earth map.

These geotagged, professional quality photos were vital to the flood fight, with South



Don't mess with Texas, flood waters! Upon hearing that the South Dakota Wing was in need of mission pilots while attending the North Central Region Staff College at Offutt Air Force Base, Neb. earlier that week, Maj. Nolan Teel, left, Texas Group III Commander, volunteered to fly for the SDWG. Capt. Todd Epp, right, was his classmate at NCRSC and his mission scanner and photographer for this flooding sortie on June 11, 2011. Photo by Capt. Jerry Foy.

Dakota's own chief executive, Gov. Dennis Daugaard, looking at the photos on a daily basis.

"One of the real assets in planning responses to flooding is knowing exactly what is happening on the ground," said Trevor Jones, Secretary of the South Dakota Department of Public Safety. "The aerial photos provided by the Civil Air Patrol sorties gave us daily images of where the water had spread and what structures and roadways were being impacted. Being able to compare one day's photos to the next day's photos allowed us to see the changing situation. That's invaluable in preparing a response."

South Dakota Air National Guard Capt. Steven Schultz, an F-16 fighter pilot and a mission planner for the state during the flooding, was also effusive in his praise of the SDWG's work.

With only slightly more than 300 members, the SDWG knew it was in for a test. Aircrews were to fly at least two photo sorties a day up and down the Missouri River from Pierre, SD to Sioux City, Ia.—over half of the length of the Missouri River in South Dakota.

"The crews would even land and download pictures at remote locations in order to get them to the Emergency Operations Center as quickly as possible," Capt. Schultz said. "The crews also were given immediate airborne taskings on several and produced the desired results every time. The quality of work I received was outstanding from this extremely professional group of individuals. I could not ask for a more skilled organization to work with."

The SDWG provided over hundreds of volunteer aircrew and ground support hours. Besides its photo sorties, it also provided air transportation to FEMA officials so they could survey the river and quickly arrive at flooding "hot spots" that needed their assistance or supervision.

The CAP Family Pitches In

But as a small wing, South Dakota knew it could not do it alone. Early in the mission, Capt. John Seten, incident commander and a mission pilot on several of the photo sorties, and Capt. Jerry Foy, chief aircrew scheduler and a mission

scanner/airborne photographer who also flew sorties, obtained commitments from nearly all the wings in the North Central Region—Minnesota, Kansas and Iowa all quickly volunteered to help. The Nebraska Wing flew a number of sorties, helping spell exhausted South Dakota aircrews.

Help even came from an unexpected location—Texas. Maj. Nolan Teel, Texas Group III commander, was attending the North Central Region Staff College at Offutt Air Force Base, Neb. and found out that the SDWG needed mission pilots. He delayed his trip home to Dallas, Tex. by two days, drove to Sioux Falls, S.D. and flew a photo mission from Sioux Falls to Dakota Dunes to Pierre and back to Sioux Falls—one of the longest flights of the incident's flooding sorties.

"CAP isn't about wings and regions but all of us coming together to help each other," said Maj. Teel, a former Minnesota Wing cadet. "What makes this possible are the standardized processes that we use on our missions."

Maj. Teel also noted that "volunteer service" is a core CAP value.

"This was just another way to volunteer," he said.

2011: A Year of Water Everywhere

Through the spring and summer of flooding in South Dakota (February, March and April found the SDWG flying flooding photo missions on the James and Big Sioux Rivers, the Glacial Lakes region, and other watercourses), 2nd Lt. Wallace probably best summed up the SDWG's efforts—and approach—based on his experience sandbagging near Yankton.

"We left quietly, said goodbye to a couple of people and returned to our safe homes. Safe from water leaking and water damage but safe," Wallace said. "But we were paid substantially, an inner feeling of helping others in need."

As a river runs through the heart of South Dakota, the hearts of CAP volunteers run strong during an historic time of need. ■



Editor's note: Capt. Todd Epp is the public affairs officer for the South Dakota Wing and deputy commander of the Sioux Falls Composite Squadron.



Commander's Comments



*By Col. Teresa Schimelfening
South Dakota Wing Commander*

SDWG Stretched by but Succeeds in Unprecedented Missions and Activities

Gee! Haven't we been busy CAPers since our last issue? And that is probably putting it mildly.

Let's "reCAP" what you have done; there was all the flooding, plus more flooding, a practice SAREVAL, our biannual SAREVAL from CAP-USAF, more flooding, a Cadet Emergency Services Encampment, plus a nationwide communications exercise, Constant Watch. As I am writing this our 2011 flood mission has just ended.

That is a lot of activity to put on a wing's plate, especially for one the size of South Dakota Wing. But guess what? You did it! Your wing has definitely been tested this year and you have passed muster. I cannot say **Thank You** enough for the countless hours, sweat and time away from family to the 70 plus members who went above and beyond to help your communities and state in a time of crisis and for such a long time. You have done what Civil Air Patrol is well known for across our nation; you have sacrificed your precious spare time and efforts to help others.



Torrents of water pour out of the floodgates of Gavin's Point Dam near Yankton, S.D. at 150,000 cfs on June 11, 2011, nearly double the old discharge rate. Gavin's Point is the last dam in the chain of Missouri River dams. Photo by Capt. Todd Epp.

Our 2011 flood mission started back on February 19, 2011 and just ended in mid-September. During this time, our aircrews racked up over 400 man hours; hours in support on the ground brings the man hours up to at least 1,000 hours. Our aircraft were tasked to the maximum and at one point we had only two of our six aircraft fully mission capa-

ble for a few days. During June, our busiest month for flying, we found the need to request aircrews from fellow North Central Region wings. We even had one pilot from the Texas Wing, who, after finishing Col. Mary Donley's famous Region Staff College at Offutt Air Force Base, Neb., volunteered to help us for a couple of days before returning home.

And as if being in the middle of performing an actual on-going mission was not enough, we still had to have our biannual SAREVAL. No problem. State director Greg Maier was kind enough to write the actual mission into the evaluation as our disaster relief scenarios. All objectives of the scenarios were accomplished with flying colors under the direction of incident commander Col. Mike Beason.

There was not a single negative grade on any portion of our evaluation and we earned a rating of excellent. Great job to all who participated in the evaluation and Thank You!

This year it was the S.D. Wing's turn at bat for hosting the Joint Dakota Cadet Encampment. Since we were due for a SAREVAL, it was only fitting to make the encampment's focus on emergency services. The encampment was attended by 84 cadets (staff and general attendees) from 4 different regions. It provided an excellent platform for teaching cadets and some senior staff not only emergency services but also leadership skills. Sometimes the best way to learn leadership is to learn it without knowing you are doing so.

This year's encampment turned out to be one with very few safety incidents--four to be exact. I wonder if any of it had to do with the fact that the safety officer was a medical doctor, the encampment commander a nurse and we had a few EMTs on staff. Hmm.

The encampment was a great success. You know it was a success when cadets come up to you and tell you with great excitement that they wish the encampment would last another week, they didn't want to go home, and they couldn't



A panorama of the Marion Gardens development north of Ft. Pierre, S.D. on May 27, 2011 clearly shows the threat the Missouri River poses to the area. Photo by Capt. Todd Epp.

wait for next year so they can come back as staff. Thank you to the entire encampment staff, seniors and cadets, for making the 2011 Joint Dakota Encampment a great success.

Then there was the communications exercise, Constant Watch. Most of you were probably unaware that this exercise was going on, right? This exercise was held across every CAP wing and region during July 8-12, 2011. The individuals involved in the exercise were Lt. Col. Dave Jeffries and 1st Lt. William Collister. They accomplished the mission at the same time as their involvement with encampment. The exercise was to test our HF-ALE capabilities. Although found to work in a lot of cases, we had issues with some of the equipment. But it worked. Thank you to both gentlemen for their time on this exercise. We will be doing this again soon.

With all that we accomplished these past months to include receiving the National Commander's Unit Citation for our dedication on the flood mission, we cannot rest on our laurels. We have areas that need our constant attention, such as aerospace education, recruiting and retention, and professional development.

For those former CAP members reading this magazine while sitting in one of our airport FBOs, please consider rejoining and lending a hand. We could use your help. 📧

The Worst the Missouri River Throws Brings Out Best in South Dakotans

*By Lt. Col. Myra Christensen
South Dakota Wing*

Editor's note: Lt. Col. Myra Christensen is a long time CAP member of Pierre, SD and has served or is serving in many important positions in the SDWG and in the Pierre Composite Squadron. Besides being busy as a mission pilot flying numerous flooding photo missions this spring and summer, Myra and the Pierre Composite Squadron lent a hand—literally—to their communities being flooded by a raging Missouri River. This is her perspective of being in the middle of the unprecedented flooding.

My first realization of what was about to take place in the Pierre and Ft. Pierre communities began on Wednesday, May 25, 2011. A request was sent out by a co-worker requesting help that evening for filling sandbags to protect his house in Ft. Pierre.

The group began filling sandbags after work and worked until midnight. Even at that late hour there was still a flurry of activity from people filling and leaving with sandbags. Huge lights were brought in by the city so that people could continue



For some South Dakota homeowners and businesses along the Missouri River, despite the best efforts of the Civil Air Patrol, the National Guard, the State of South Dakota, FEMA, and other state and local agencies, the flood fight was lost. Here, homes north of Ft. Pierre, S.D. succumbed to the force of the Missouri River. Photo by Capt. Jerry Foy.

working throughout the night. This flurry of activity picked up rapidly with sand fill stations being located in several different areas in Ft. Pierre and Pierre. It was utilized 24/7. Families were also having loads of sand dumped in front of their houses and filling the sandbags there.

Volunteers from across the state showed up at sandbag filling stations to assist. Cars, pickups, trailers, etc. all lined up to pick up what sandbags they could haul. I was amazed at the patience, respect, and courtesy that the people waiting for sandbags displayed to each other. They were all helping each other fill sandbags while their vehicles were in line, with some drivers staying back to move all the other vehicles forward.

It was awesome seeing people helping each other instead of fighting each other to get the sand first.

A help line was also established so that resi-

dents needing assistance could leave their name and address. Along with sandbagging, people needed assistance moving their belongings including furniture, furnace, cabinets, etc. from their residence to storage.

Initially, many of these people were in a state of semi-shock and did not know what to do or where to begin. They were all so appreciative for the help that arrived.

People showed up from across the state to help, not caring who they were helping, they just knew that it was people who needed help.

It is **awesome** to live in South Dakota! 🇺🇸



Editor's note: Lieutenant Colonel Myra Christensen is the government liaison officer for the S.D. Wing in Pierre.



This overview of a housing development north of Ft. Pierre, S.D. on May 27, 2011 shows the early stages of the downstream flooding from Oahe Dam. Photo by SM Martin Earl.



The Oahe Reservoir laps near the top of the massive earthen berm that holds back the Missouri River on May 27, 2011. A few miles downstream lay the threatened communities of Pierre and Ft. Pierre, S.D. Photo by Capt. Todd Epp.

SDWG Receives Major Awards at August National Board Meeting

*By Capt. Todd Epp
South Dakota Wing*

The South Dakota Wing of the Civil Air Patrol and one of its members received prestigious awards at the August 2011 CAP National Board Meeting in Louisville, Ky.

The S.D. Wing received the National Commander's Unit Citation award from outgoing national commander Maj. Gen. Amy Courter for its sustained work on flooding missions and disaster relief from February through the mid-September.

The S.D. Wing has flown over 100 photo and transport sorties over the Missouri River and other flooded areas of the state, as well as provided sandbagging and other disaster relief to residents in the Yankton and Pierre areas. It is the longest sustained mission in the history of the wing.

Past S.D. Wing commander Col.

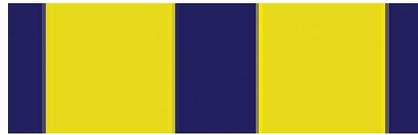


Cadet Major Kendra Lauer, center, throws a sandbag to C/2nd Lt. Ben Jared at Larson's Landing, west of Yankton, S.D. on June 1, 2011. The area was threatened then overtaken by flood waters. Photo by Ch Lt. Col. Gary Rae.

***Concerning the National Commander's
Commendation, current S.D. Wing
Commander Col. Teresa Schimelfening said,
"Congratulations to South Dakota Wing
and thank you to all who have given and are still
giving of their time and energies to support our
state in the flooding mission."***

Mike Beason also received recognition at the national CAP meeting. Col. Beason was named outstanding finance officer of the year for the national CAP organization and for the North Central Region. Prior to his present service as S.D. Wing finance officer, Col.

Beason served as wing commander from 2007 to 2010. Col. Beason, a resident of Rapid City, is also a retired colonel in the United States Air Force, where he flew F-4 Phantoms.



The ribbon is the National Commander's Unit Citation Award.

Concerning the National Commander's Commendation, current S.D. Wing Commander Col. Teresa Schimelfening said, "Congratulations to South Dakota Wing and thank you to all who have given and are still giving of their time and energies to support our state in the flooding mission."

As to Col. Beason's award, Col. Schimelfening noted, "These awards are well deserved. He has kept our wing and squadron finances humming since taking over Director of Finance for the SDWG. His expertise is so well known that the North Central Region has tried to take him from us. Nation Headquarters would love to do the same." 🇺🇸



Col. Mike Beason



While it looks like more water could not possibly come out of the spillway at Gavin's Point Dam west of Yankton, S.D. when this shot was taken on Memorial Day, May 29, 2011, the dam's flood gates opened even further later that summer. Photo by Capt. Todd Epp.

2011 Joint Dakota Encampment: The Fun Never Stops!

*By Cadet Captain David Small, III
Lookout Mountain Composite Squadron*

From July 9 to July 17, 2011, cadets from across the region attended the 2011 Joint Dakota Encampment held at Camp Rapid in Rapid City, S.D. Not only were there cadets from North and South Dakota, but there were a few from Minnesota and even Virginia. Lt. Col. Linda Buechler was the encampment commander, and C/Capt. Preston Lee was the cadet commander.

At Encampment, the cadets are divided up into flights, which are then divided into squadrons. Alpha Flight and Bravo Flight were the 319th Cadet Training Squadron, and Charlie Flight and Delta Flight were the 321st Cadet Training Squadron. Each flight had around 10 cadets, a Flight Sergeant, and a Flight Commander.

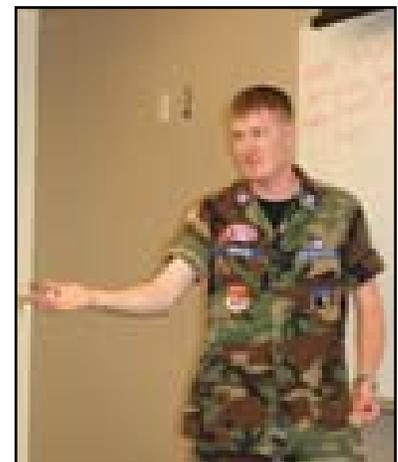


Head 'em up, move 'em out! Cadets from South Dakota, Minnesota, and North Dakota load up in a CAP van in Sioux Falls for the long trek to Camp Rapid, S.D. for encampment. Photo by Capt. Jerry Foy.



Fire bad! First Lieutenant Bill Collister and Maj. Mark Huntington portray "fire" during an encampment fire drill. Their presence meant that hallway was closed to escape. Photo by Capt. Todd Epp.

Encampment was held at an Army National Guard base in Rapid City called Camp Rapid. The cadets stayed in military-style barracks attached to a mess hall. Most of the classes were held in the next building over. However, sometimes cadets went off base. They visited a local park to conduct some training, including line searches. Thursday evening, cadets went to Camp Rapid West for outdoor training,



Do you understand the words that are coming out of my mouth? Captain Nick Gengler makes a point while teaching an encampment emergency services class. Photo by Capt. Todd Epp.



Encampment gets a new recruit. A rescue dog falls in with a cadet flight during encampment emergency services training. Photo by Capt. Todd Epp.

including a missing person search.

General attendee (GA) cadets started arriving as early as Friday, July 8, but most arrived Saturday, July 9. When the cadets got to the building, they were ushered inside, where they were lined for yet more “processing.” They went through a contraband check, where items such as cell phones, sunglasses, iPods, knives, and even a guitar were taken away from them for the duration of encampment.

After the GA were finished with the search, they put their luggage in a pile and moved on to “in processing.” The first table they went to was a general check in, where they handed in any forms or money still needed. Next, they went to a table where their ground team qualifications were checked. Once they were done there, they moved on to medical. Finally, they went to the last table where they received their t-shirts.

Following “in processing”, the cadets went to their barracks. Each flight had its own bay but the female cadets were all together in one bay in the female area. Once in the barracks, the GAs unpacked and changed into BDUs and then worked on cleaning the barracks.

The cadets had dinner and then they had a character development class. Meanwhile, the cadet staff attended the required staff training. Once it was over, the cadets came back and had flight time before going to bed.

The daily schedule stayed fairly consistent for all of encampment. The cadets would get up early, do some physical training (PT), shower, eat breakfast, attend classes, eat lunch, attend more classes, eat dinner, have some team time playing volleyball or flight time, and then go to bed.

The daily schedule stayed fairly consistent for all of encampment. The cadets would get up early, do some physical training (PT), shower, eat breakfast, attend classes, eat lunch, attend more classes, eat dinner, have some team time playing volleyball or flight time, and then go to bed. The emphasis this year was ground team training and emergency services, which fulfilled many of the requirements for ground team member (GTM) GTM3 and 2. Cadets also attended required encampment classes, including some on

aerospace education and CAP functions.

On Sunday, those cadets who wanted to went to church in the morning, while the rest stayed at Camp Rapid. After lunch, they started their ground team training. That night, they had a volleyball competition. First the flights faced each other, and then the squadrons faced each other. Alpha and Charlie beat Bravo and Delta, and then the 319th beat the 321st.

At encampment, every flight makes a “guidon.” A guidon is a flag that represents a flight. Also, every flight came up with a catch phrase which was also on the Guidon. Alpha’s was “Alpha Adrenaline,” and had a red guidon with yellow lightning bolts. Bravo’s was “Bravo Bombadier



Lt. Col. Linda Buechler, encampment commander, oversees emergency services training. Photo by Capt. Todd Epp.

[sic],” whose blue guidon had a bomb, a rat, and bomb-sights. Charlie’s was “Charlie Choppers,” whose yellow guidon had a green star on one side, and a green helicopter on the other. Delta’s was “Delta Force,” represented by a blue circle on a green field.

During encampment, TV reporters from local Rapid City TV stations KOTA and KNBN came and videoed some of the activities. They also interviewed some of the cadets, including the cadet commander, C/Capt. Lee. The video was shown on the local news later that night. Cadet Captain David Small, III, the public affairs officer, participated in a telephone interview which later aired on South Dakota Public Broadcasting Radio.

On Tuesday during supper, Tech Sergeant Dan Mathis, one of the cooks, dressed up as a clown and ran around the mess hall. Surprisingly, the military bearing of the cadets was not broken,



A boy and his dog? A cadet gets nose to nose with a rescue dog during encampment emergency services training. Photo by Capt. Todd Epp.

so they were finally ordered to go “at ease.” The clown sang several songs and “levitated” four of the cadet staff.

On Wednesday, all the cadets spent the day at Ellsworth Air Force Base. Some of the activities included touring a missile silo, visiting the museum, seeing the approach control office, and climbing into the cockpit of a B-1.

Tuesday night, the 319th went to Mount Rushmore. It was so foggy they could not even see the presidents’ faces, so they left early. Wednesday night, when the 321st went, the weather was better, so they stayed for the whole lighting ceremony.

To close out the week’s activity, on Saturday, there was a pass and review and a banquet. A pass and review is where all the cadets get into their squadrons and then march past the commanding officers. Many parents attended the pass and review. After pass and review, the banquet was held in the mess hall.

On Sunday, the cadets returned home, tired, but with a sense of pride and accomplishment.

Note: Videos and Photos from Encampment can be found on YouTube at www.YouTube.com/TheEmergencyTimes and on Facebook. 📺



Editor’s note: C/Capt. David Small, III was the cadet public affairs officer at the 2011 encampment. He is a member of the Lookout Mountain Composite Squadron in Spearfish.

A General Attendee's Perspective: It's About the Teamwork

*By C/Amn Brianna Gerads
Sioux Falls Composite Squadron*

As the encampment motto stated, "We bust ours to save yours": teamwork was the foundation of encampment. Encampment taught me that nothing can be done better than if it's done as a team. Teamwork allows different opinions and faster completion of projects.

However, teamwork wasn't the only thing I experienced at encampment.

Being a first year General Attendee (GA), encampment completely bewildered me. Between the forbidden whispers while standing in line for grub with our noses shoved in Knowledge Books and secret snoozes in class, friendships were formed. It never seemed to matter what their name was, just how they could make someone smile and have an outstanding time was the important thing. When people ask me about encampment, my first thoughts are of all the amazing people I met and the silly things we exchanged.

My highlights of encampment were physical training, volleyball and tag nights, and the food.



Strapped in good and tight, C/Amn Brianna Gerads gets to play the "victim" strapped to a backboard in her encampment emergency services class. Photo by Capt. Todd Epp.

PT was a great way to start the day and made exercising something to look forward to. In tag, the only rules were don't run and everybody is "it." Cadets would form secret unions and take out the major threats as a team and then before you knew it cadets would be attacking their very own battle buddies just to stay in.

Then there was the food. Food was what everybody spent the day dreaming about. Nobody cared if it was breakfast or dinner because each meal was delectable.

Encampment often seems like it was just a dream but in reality it was the best time of my life. I made bunches of friends who will last a lifetime. Even though I greatly enjoyed every second as a GA, I can't wait to be on staff next year (hopefully)! 🍌



You're coming with us! Instructors and students demonstrate a litter/backboard carry of C/Amn Brianna Gerads at an encampment emergency services class. Pictured left to right: Second Lt. Mike Mees, C/Amn Bradley Blansett, C/MSgt. George Skon, 2nd Lt. Vinnie Brown, and C/2nd Lt. Samuel Earl. Photo by Capt. Todd Epp.



Editor's note: C/Amn Brianna Gerads is a Cadet Airman at the Sioux Falls Composite Squadron.

Senior Member Perspective: Witnessing Hard Work and Patriotism

*By 2nd Lt. Penny BayBridge
Sioux Falls Composite Squadron*

About nine months ago, I entered the world of Civil Air Patrol. My desire was to give back to my country and to do something to support the troops. It seemed a small token.

However the rewards have been rich. The richest reward came in July at encampment. Upon first joining the CAP, you are encouraged to take online training. This training, which is simple enough to do, gives you a picture of how emergency services works. For the most part, going through the online training is a lot of theory but encampment gives you the opportunity to see how different agencies come together and work for a common goal with shared assets. In the case of Camp Rapid, it was a fun adventure but it is easy to see that if there ever was an emergency the people who came together would be ready and experienced in handling the crisis. I watched as we went from an empty building to large groups of people coming together with a common purpose and everyone doing a job.

At times I was overwhelmed with all the things going on but it was a great experience as to how people can come together and share their ideas and their assets. Working under pressure and being a little sleep deprived toughened us. All the things I had been learning in ICS 100-800 came to life. At the same time, I met some really swell people and look forward to seeing them again.

My position at the encampment was administration. It makes sense because I am a paper shuffler by trade. Lieutenant Colonel Mike Marek, the encampment's executive officer, sat at his table surrounded by his staff as we laughed and joked through our work. At least once a day I would break out in a song and told Mike, "I live in a musical." He usually rolled his eyes.

Major Nancy McKinney was a fascinating person. She kept me mesmerized with her stories of her many adventures in emergency management over the years. Nancy was even at Ground Zero in New York City. You name a crisis in this country she probably had been there and she shows no sign of slowing down.



CAP ladies' night out? No, just meeting up in the parking lot as pre-arranged for an encampment fire drill. Pictured left to right: Maj. Nancy McKenney, 2nd Lt. Penny BayBridge, a senior member from North Dakota, and Maj. Vicki Marking. Photo by Capt. Todd Epp.

Major Vicki Marking was totally dedicated to her work and never stopped. She kept checking and rechecking her figures and kept tabs on every detail. She was also a fun bunkmate.

I also watched the dedication of Lt. Col. Linda Buechler, the encampment commandant. Her months of planning came to fruition from the moment she stepped into the door and her total focus was on serving the cadets and senior members who were under her charge.

These are just a few of the people who gave so much to the success of the encampment. There were many others who also participated and gave so much. It is inspiring to be around such dedicated and patriotic Americans who don't just sit on the sidelines but want to serve their communities and their country. Encampment is now on my "to do" list every summer. I can't imagine a better way to spend my vacation. 🇺🇸



Editor's note: 2nd Lt. Penny BayBridge is the assistant public affairs officer for the Sioux Falls Composite Squadron. She was also named the Most Outstanding Senior Member at the 2011 Joint Dakota ES Encampment.

CAP Sub Chaser LuVerne Kraemer: The War Years

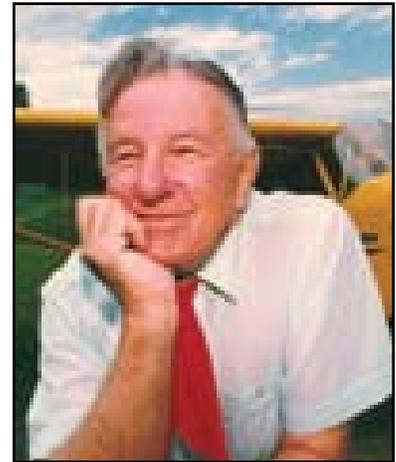
*By C/Maj. William Small
Lookout Mountain Composite Squadron*

Editor's note: This is the second article in a three-part series about South Dakota aviation pioneer and CAP sub chaser LuVerne Kraemer of Spearfish, S.D.

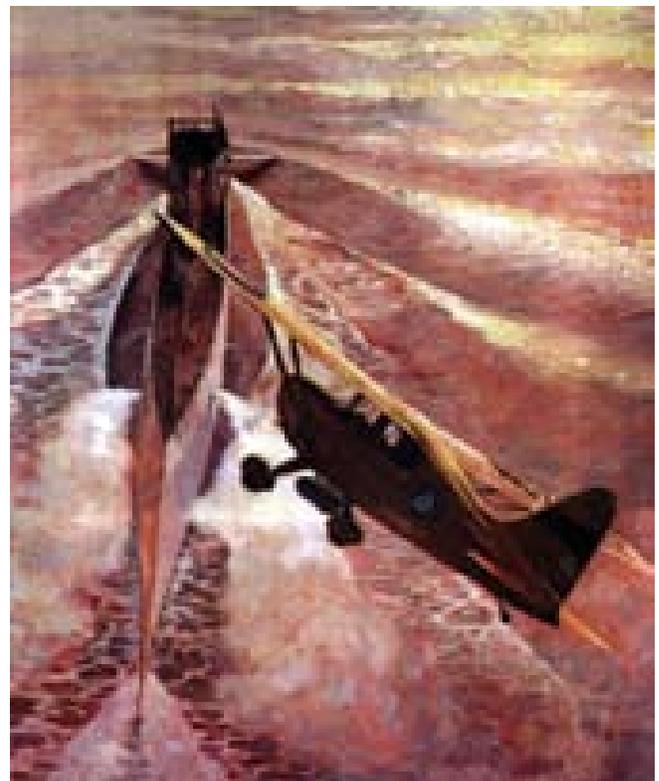
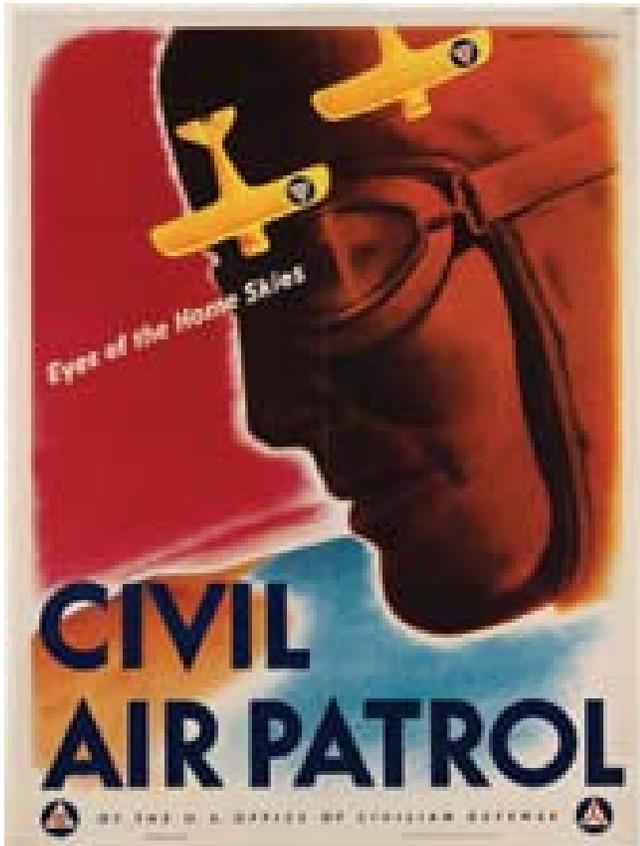
December 1, 1941, with the threat of war looming over the United States, each state set up a wing (the state level of CAP) and Civil Air Patrol was founded. One of the first members of the South Dakota wing was 24-year-old LuVerne Kraemer, an aviation enthusiast and airplane mechanic living in Spearfish.

Six days after the founding of CAP, on December 7, 1941, the Japanese attacked Pearl Harbor and

the United States went to war. Since Japan and Germany were allies, when war was declared with Japan that also meant that the United States was at war with Germany. The joint declaration of war caused



Vern Kraemer is pictured in front of a J-3 Cub.



With the rich history of the Civil Air Patrol's activities like sub chasing in World War II came a trove of CAP related insignia, artwork, patches, and paraphernalia related to the missions Vern Kraemer and his colleagues were conducting along the American coastline.

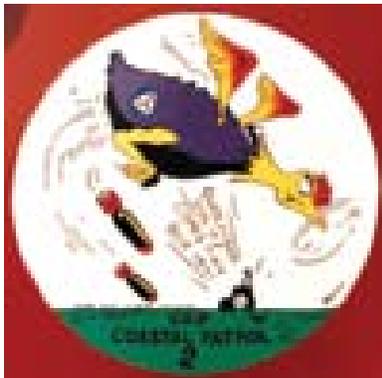
German U-boats to start patrolling off the East Coast of the United States.

At that time, there was not much protection from U-boats so they had free range to sink shipping without even having to go under water or use torpedoes. The U.S. Navy was unable to fully protect shipping against the U-boat threat, so the CAP started the coastal patrol to search for U-boats, much to the dismay of the Navy who did not want to accept help.

LuVerne Kraemer (Vern) was working for the Homestake sawmill in Spearfish when war was declared on December 8, 1941. Eager to help in the United States war effort, Vern moved to Wichita with his wife Bertha after Christmas of 1941. Vern went to work for Boeing, eventually building B-29s, and Bertha worked for Beechcraft as an inspector. While in Wichita, he tried to join the military as a mechanic (instead of a pilot since his heart was in making airplanes), but the military was not interested in any more mechanics at that time.

As a CAP member, another job Vern did while in Wichita was guarding airplanes. Thus, he worked on an assembly line during the day, and at night grabbed a gun and went to guard airplanes. Guarding airplanes was considered one of the not-so-glamorous jobs in the CAP, but someone needed to do it. If CAP did not help out then the military would have had to do it. This would have diverted men from where they were needed more to Wichita. Vern worked in Wichita for all of 1942.

While Vern was working in Wichita, Civil Air Patrol Coastal Base 1, located at Bader Field, Atlantic City, N.J., sent out a notice asking for more pilots and observers. Vern decided that he would like that more than working on an assembly line, so he signed up. This also prevented him from being drafted even though he had received a preliminary draft letter. Therefore, in April of 1943,



Vern went to work for the coastal patrol. Also in 1943, CAP became an official auxiliary of the Army Air Forces.

While in the coastal patrol, Vern was paid. Pilots were paid eight dollars a day, observers were paid seven dollars a day, and ground personnel received five dollars a day. CAP used civilian-owned planes and paid the owners for every day the plane was used. CAP did not have much monetary support though, so oil companies on the East Coast paid for their aviation fuel.

The CAP coastal patrols did more than just look for U-boats. They also would look for any survivors from sunken ships and call the Coast Guard to rescue them. Because of this, the CAP helped save a lot of lives. During the CAP time doing the coastal patrol, they spotted 173 U-boats. Some they attacked them with bombs and depth charges. The CAP attacked 57 U-Boats, hit 10 and sank two. In doing all of this CAP flew over 24 million miles.

When Vern joined the coastal patrol, Bertha also joined. It was common for wives to join after their husbands but they were not allowed to fly. Therefore, they operated radios. During their time working for Civil Air Patrol, their daughter, Linda was born in New Jersey.

While Vern was in the coastal patrol he did not see any submarines but he did carry bombs just in case. One of the reasons he did not see any

submarines was that by the time he got to the coastal patrol the U-boats threat was letting up. This was because it was a two-week trip from Germany, so by the time they got here they were running low on fuel. Even with that, the U-boats were able to create havoc and sink over 400 ships.

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While in the coastal patrol, Vern flew a 145 hp Stinson, a Waco, and a Fairchild 24. Once while escorting a tanker he had an interesting experience. He was following the tanker and then he saw the tanker above him. Luckily, he encountered no problems from this brief time of flying upside down, but it did make him more willing to trust instruments.

Another interesting experience happened to one of his friends, Rudy. Rudy was out flying while his wife was working the radios back at base. While he was out he crashed into the water, so his wife had to call the Coast Guard to rescue her own husband.

In August of 1943, the CAP coastal patrol stopped as the Navy was able to take over. Vern then went to work as a target tow pilot for on-shore anti-aircraft crews. He did this for a while until he went to Baltimore towards the end of the war to help restore the borrowed civilian aircraft. CAP wanted to return the planes to their owners in good shape.

When the war was over and CAP stopped its wartime activities, Vern quit and returned to a civilian lifestyle along with a lot of other people. He never did join CAP again.

In the next article we will look at Vern's activities after the war, including building home-made airplanes and stowing away on an airplane to Alaska. 📧



Editor's note: Cadet Major William Small is the public affairs officer for the Lookout Mountain Composite Squadron and an assistant public affairs officer with the South Dakota Wing.



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Small Gets Private Pilot License

*By C/SSgt. Nicole Schneider
Sioux Falls Composite Squadron*



Cadet Captain David Small, III stands next to the South Dakota Wing's Cessna 172 that he used for flight training. Photo by Capt. David Small, Jr.



Cadet Captain David Small, III stands with longtime Civil Air Patrol member Lt. Col. Gary Hewett, his main flight instructor. Photo by Capt. David Small, Jr.

Not many eighteen-year-olds can say they have their private pilot's license. However, Cadet Captain David Small, III from Lookout Mountain Composite Squadron in Spearfish can. His goal was to get his private pilot's license before he turned eighteen. Cadet Captain Small worked hard and accomplished this goal by passing the final test a little over a month before his birthday.

Getting the experience necessary to obtain his private pilot's license was difficult and time consuming. Occasional problems with weather slowed the process. Cadet Captain Small flew a total of 83.6 hours in a Cessna 172. He was instructed by three knowledgeable CAP pilots: Lt. Col. Gary Hewett, Lt. Col. Jerry Densmore, and 2nd Lt. Marty Larson. When flying, C/Capt. Small and his instructor took off from Rapid City Regional Airport and flew to many destinations west of the Missouri River. Landing was the most difficult aspect of operating an airplane for C/Capt. Small.

Cadet Captain Small has had some interesting experiences during the process of getting his private pilot's license. Before a solo flight, C/Capt. Small was taxiing to the runway when another plane landed and went off the runway. His father, Capt. David Small, Jr., was watching in the airport and was sure it was him. Capt. Small called 2nd Lt. Larson, who assured him that his son had not gone

off the runway but they would have to wait a while for maintenance crews to clean it up.

Another time, after his first solo, C/Capt. Small locked the airplane's keys inside it. Luckily, someone found keys to the baggage compartment. So, in front of the wing commander, among other people, C/Capt. Small had to crawl through the compartment to the cockpit to unlock the plane.

Cadet Captain Small suggests that anyone who is dedicated or has an interest in aerospace should start working toward their private pilot's license. In addition to his private pilot's license for the Cessna 172, Cadet Captain Small plans to add an instrument rating to his license. He also would like to fly a Cessna 182. Although he doesn't plan to make flying his career, C/Capt Small will use his private pilot's license to gain credibility as an engineer in the aerospace field. Cadet Captain Small has demonstrated his skills and dedication by accomplishing his goal while a member of the Civil Air Patrol. 🇺🇸



Editor's note: Cadet Staff Sergeant Nicole Schneider is a member of the Sioux Falls Composite Squadron as was the cadet assistant public affairs officer for the 2011 Joint Dakota Encampment.

Reflections—And Thank Yous--on Getting a Pilots License

*By C/Capt. David Small, III
Lookout Mountain Composite Squadron*

In 2009, I was awarded a flight scholarship from the South Dakota Wing. Over the next two years, I had the unique privilege of learning to fly. I experienced the enjoyment of flying across South Dakota at night to the frustration of planning the flight; the satisfaction of a good landing to the terror of a hard one; the freedom to be able to go any direction compared to the confinement of traffic on the ground.

The “airway” to getting my license was long and bumpy.

My main flight instructor for the whole time was Lt. Col. Gary Hewett from Rapid City. I would like to thank him the most for all the time he spent with me both in the airplane to his living room going over what I needed

to know to be an excellent and safe pilot. The hours he spent training me are so extensive that they are not easily countable. I owe him the most for getting my pilot’s license.

I also would like to thank 2nd Lt. Marty Larson for training me as well. The rides he instructed me on in his Cessna 150 really helped me with my landings. Also, he has always been available to answer any questions I have when flying solo. Additionally, I would also like to thank Lt. Col. Jerry Densmore for the part he played in me getting my license.

To all the people with whom I did not directly interact but who also made it possible, I thank you. Between the wing

commander, Colonel Teresa Schimelfening, coming out to watch me solo and allocating the funds, to the flight release officers who I called numerous times to get clearance to fly, to the mechanics who kept the plane in a flight-worthy condition, to the staff who worked on the finances and other items, the list of all the people who supported me getting my license is far-reaching.

Finally, I would like to thank Maj. “Buck” DeWeese, who introduced my family to Civil Air Patrol, encouraged me to fly, and put me in for my first flight scholarship. If it was not for him, I would not be a pilot today.

Thank you. 🇺🇸



Civil Air Patrol Cadets Attend *Dakota Thunder Air Show*

*By C/Capt. William Small
Lookout Mountain Composite Squadron*

Civil Air Patrol cadets and senior members enthusiastically participated in the 2011 Dakota Thunder Air Show at Ellsworth Air Force Base on June 4, 2011. Seven cadets from the Lookout Mountain Composite Squadron in Spearfish went in uniform to the Dakota Thunder Air Show as an aerospace education fieldtrip. During the day, the cadets saw unique airplanes on the ground

and in the air and talked to a number of Air Force personnel.

While at the air show, the Spearfish cadets met up with some CAP members from the Rapid City and Custer squadrons who were also there to enjoy the show. Wing commander Col. Teresa Schimelfening and Rapid City squadron commander Lt. Col. Gary Hewitt were present



We snuck up on a stealth bomber! Posing in front of the B-2 Spirit of Hawaii at the Dakota Thunder Air Show are, from left to right: Cadet Airman Justin Harris' brother, C/Amn Justin Harris, C/Amn Brad Blansett, C/TSgt. Steven Burns, C/SSgt. Issac Rosby, C/Capt. David Small, III, C/Maj. William Small. Photo by Capt. David Small, Jr.

to promote CAP and they talked to numerous children and adults. A CAP airplane and van were also on display.

Cadet activities ranged from talking with aircrews, touring various aircraft, CAP recruiting, and even climbing a rock wall at the U.S. Army exhibit. The cadets met C-5 and C-17 load masters, a B-2 stealth bomber pilot, a B-1 pilot who had been a CAP cadet, crew chiefs, and a Predator UAV pilot.

Cadet activities ranged from talking with aircrews, touring various aircraft, CAP recruiting, and even climbing a rock wall at the U.S. Army exhibit. The cadets met C-5 and C-17 load masters, a B-2 stealth bomber pilot, a B-1 pilot who had been a CAP cadet, crew chiefs, and a



Cadet Tech Sergeant Steven Burns climbing a rock climbing tower at the Army recruiting area of the Dakota Thunder Air Show. Photo by C/Maj. William Small.



Let's light this candle! Cadets inspect the cockpit of a C-17 transport at the Dakota Thunder Air Show. Pictured from left to right: Cadet Airman Justin Harris, C/MSgt. Benjamin Johannsen, and C/Capt. David Small, III (peeking in the back). Photo by C/Maj. William Small.

Predator UAV pilot. Several of the conversations with Air Force personnel were videotaped for possible future use in a CAP video.

Cadets also had the opportunity to go into the cockpits of some of the airplanes and even sit in the pilot seat of the C-17! While there, some cadets handed out brochures to people possibly interested in joining CAP and talked to the Air Force Academy recruiter.

Overall, the cadets enjoyed themselves and found it a fun opportunity, especially those for whom it was their first air show. 🇺🇸

Paging in Pierre Provides Leadership Training

*Cadet Major Kendra Lauer
South Dakota Wing*

Paging may not be a Civil Air Patrol activity but it can help you develop many important skills. I was able to be a senate page for the South Dakota Legislature in Pierre during the 2011 session. It was a fun two weeks where I meet many friends. As a page, I had unique opportunities to talk to the legislators and listen to the proposed bills.

Pages are high school seniors who are interested in the role of state government and public service. They work from 7:30 a.m. to 5:00 p.m. Monday through Thursday for one term, which is two weeks. After the Thursday session, pages can go back home and then come back Monday if they wish or stay the whole weekend in Pierre. Pages get paid for their work and housing arrangements are made for those needing a place to stay in Pierre.

Pages have a varied job description. As a page, I ran notes, got drinks, printed bills, obtained signatures, and passed out papers. I did almost whatever the legislators needed to assist them in their jobs. Each page gets assigned three or four senators to take care of and deliver mail to. Senate pages wore yellow oxford shirts and House pages wore blue oxford shirts. This is for the legislators



Cadet Major Kendra Lauer had an opportunity to tour the governor's mansion and meet Governor Dennis Daugaard.



Cadet Major Kendra Lauer poses with her page roommate in one of the lobbies of the South Dakota Capitol.

and staffers to indentify us.

The day starts off at 7:30 in the morning. We meet near the page office to check our schedules and find out any announcements. In the morning, there are committee meetings and the pages are assigned to special committees to sit in on and assist. After committees, there is lunch. At 1 p.m., the party caucuses meet. Each party has a meeting where they go over the session's schedule.

The House and Senate convene at 2 p.m. During the sessions we sit in specified chairs in the front of the chambers so the legislators can

wave for our help. We listen to the bills being presented and the arguments for and against them.

Pages have a varied job description. As a page, I ran notes, got drinks, printed bills, obtained signatures, and passed out papers. I did almost whatever the legislators needed to assist them in their jobs.

Then when the legislators finish up we prepare the bills and calendars for the next day. Many of the legislators have the bills and calendars online but some want a hard copy of them. So we print the next day's bills and calendars and put them in the legislators' binders.

Later at night most of the pages get together to

hang out. During my term we ice skated, went bowling, watched movies and went to different stores.

Near the final days of our terms as pages we were able to have dinner with the governor at the governor's mansion. He spoke with us and gave us advice on how to be involved in the government. We toured the mansion and took many photos.

Paging is a great opportunity to get involved in the governmental process. I learned more about teamwork, listening, and planning skills to help me in the future. I met the senator from my district and heard about the important issues they were addressing. Go to <http://legis.state.sd.us/page/index.aspx> to learn more about applying to be a page. 📄



*Editor's note: **Cadet Major Kendra Lauer** is the assistant public affairs officer for the South Dakota Wing and is a freshman at Florida State University.*



The South Dakota State Senate, where C/Maj. Kendra Lauer worked as a page in the 2011 legislative session. Photo by C/Maj. Kendra Lauer.

NCR Staff College Draws CAP Members From Across the Country

*By Maj. Richard Sprouse
Minnesota Group II*

Having the right tools in any job can mean the difference between success and failure, and this reigns true in Civil Air Patrol leadership as well.

With this in mind, CAP members from as far away as Maryland, Texas, Wisconsin, and Wyoming traveled to the North Central Region Staff College held June 5 -10 at Offutt Air Force Base near Omaha, Neb.

“The week long course has a great reputation as an excellent opportunity for senior members to learn key skills in team building as well as practical tools in leadership, so it draws CAP members from across the country,” said Col. Mary Donley, NCR Staff College director.

The curriculum consists of team building, leadership sessions, interpersonal communication skills, speech writing, time management skills, goal setting, as well as an assortment of other activities.

“Col. Donley not only gathered the best of the best for instructors, but her experience in her everyday life brought so much to the table, as well in making it fun to learn,” said Capt. Jeri Gonwa of Wisconsin Wing.

“So many great thoughts, ideas, and concepts were provided throughout the week. There was not one day that I regretted having to get up and go to class!”

The curriculum not only covered the basics, but introduced new concepts on contemporary challenges faced by all leaders.

“The presentations on leadership and Lt. Col. Greg Schulz’s (Wisconsin Wing) presentation on Classical Rhetoric were outstanding,” said Maj. Duane Filkins of the Kansas Wing.

“Far too often, soft inter-human skills are all theory and no real substance, the current ‘fad’ notions, but this wasn’t the case at the NCR Staff College. I have already started using what I’ve learned to polish some of my other work both in and out of CAP.”

Maj. Nolan Teel, a member of the Texas Wing attending NCR Staff College, agreed.



Front row: (L-R) Maj. Pat Cruze, Maj. Cheryl Carroll, Maj. David Coates, Capt. Marcel Kobberdahl, Capt. Todd Epp, Maj. John Reutemann, Capt. Jeri Gonwa. Back row: (L-R) Maj. John Hall, 1st Lt. Marvin Owen, Maj. Nolan Teel, Maj. Duane Filkins, Capt. Donald Cameron, Maj. Thomas Schaeffer. Photo courtesy of NCR Staff College.

“I can’t say enough about NCR Staff College, I really enjoyed all aspects of it. It was well worth the drive up from Texas. I plan on recommending this to other Texans!”

The Graduates of the NCR Staff College included Capt. Donald Cameron, Nebraska Wing; Maj. Cheryl Carroll, Wisconsin Wing; Maj. David Coates, Minnesota Wing; Maj. Pat Cruze, Minnesota Wing; Capt. Todd Epp, South Dakota Wing; Maj. Duane Filkins, Kansas Wing; Capt. Jeri Gonwa, Wisconsin Wing; Maj. John Hall, Nebraska Wing; Capt. Marcel Kobberdahl, Minnesota Wing; Capt. Marvin Owen, Wyoming Wing; Maj. John Reutemann, Maryland Wing (Spatz Cadet); Maj. Thomas Schaeffer, Nebraska Wing; and Maj. Nolan Teel, Texas Wing. ■



Editor’s note: Maj. Richard Sprouse taught leadership at the North Central Region Staff College and is the public affairs officer for Minnesota Group II.