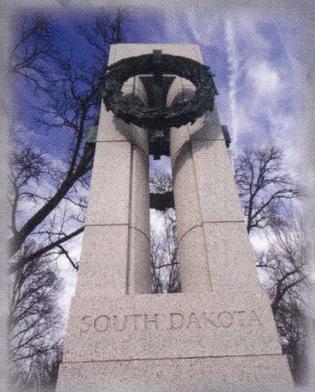




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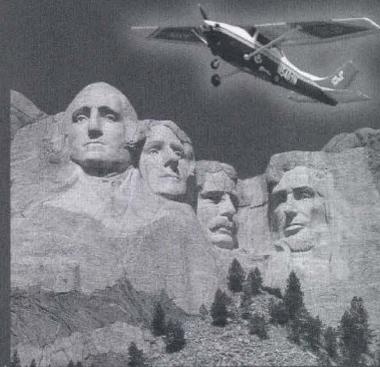
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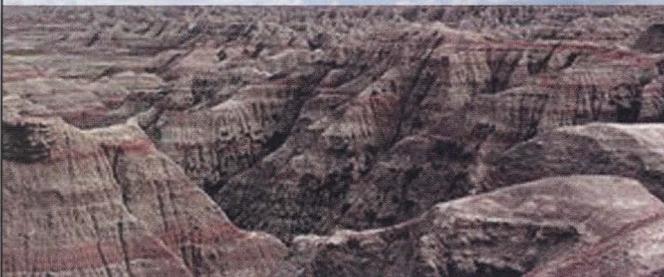
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South Dakota's Very Own Sub Chaser, Vern Kraemer

Part 1, Learning to Fly

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

Editor's Note: This is the first of three articles about the life of South Dakotan LuVerne Kraemer, a member of Civil Air Patrol in World War II. This first article looks at his childhood, how Clyde Ice taught him to fly, and joining the CAP. The second article will examine the WWII years, what he did with CAP, and other occupations he has had. The series will conclude with a brief look at Mr. Kraemer's aviation activities since WWII, including building his own airplanes and having his own private landing strip. C/Capt. William Small sat down with Vern and his wife Norma earlier this year for an extensive series of interviews, making sure this important aspect of CAP and SDWG history is preserved.

Vern Kraemer now lives in the Black Hills near Nemo, South Dakota, on land his father bought from the Forest Service in 1932. He still loves airplanes. Mr. Kraemer's wife, Norma, also is a pilot and an aviation enthusiast. They both have built airplanes.

When you go to their house you notice their love of aviation - from their own landing strip and hangar, to aviation-related pictures on the walls, models hanging around, and even to airplane soap in the bathroom. They are more than happy to talk to people and want people to preserve the history of aviation.



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

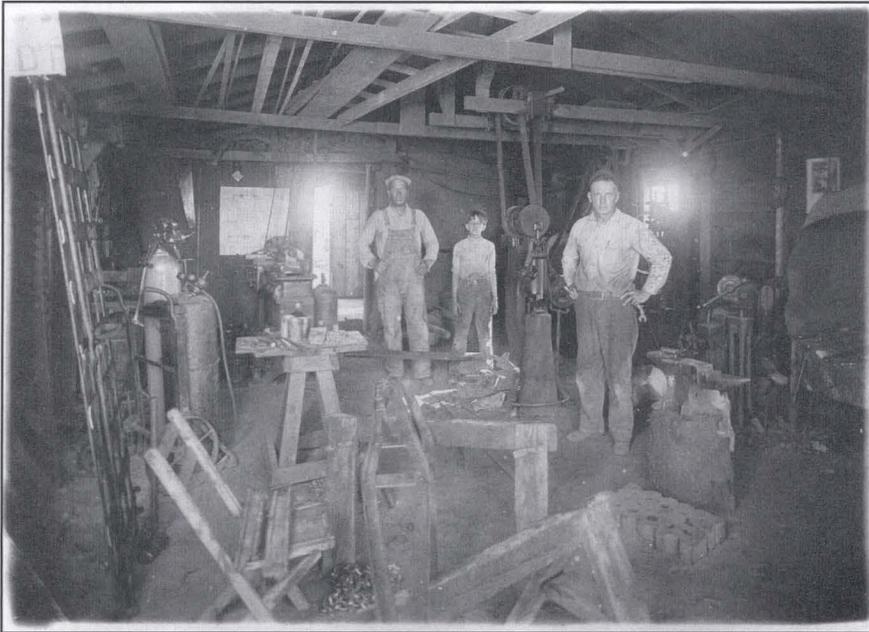


Vern Kraemer's wife Norma is pictured in front of a J-3 Cub.

LuVerne Kraemer was born on June 1, 1917, in Parker, South Dakota. (As he got older he decided to go by Vern because he thought LuVerne is more of a girl's name.) He was a middle child, having both an older and a younger sister. His father, Adolph Kraemer, was a blacksmith and a taxidermist. Vern's dad moved to Wood, South Dakota when Vern was young to set up a blacksmith shop because Wood was supposed to be an up and coming town at the end of a rail line.

In 1932, Vern's family moved to the Black Hills, close to present-day Nemo.

According to Vern's wife Norma, "The Depression, grasshoppers and the dust storms of the 1930's made Wood almost uninhabitable.



Vern Kraemer, age 11, at his father's blacksmith shop. Left to right: Vern's father, Vern, and the local sheriff."

Since Vern's dad was a blacksmith, it was fairly easy to pick up and move on because they did not have large land holdings."

After moving, Adolph Kraemer did not set up a new blacksmith shop since he was close to retirement. Instead, he did some ranching and farming and set up a store, the Steamboat Rock Filling Station, which sold gas and other items. Paulina Kraemer, Vern's mother, primarily ran the store.

When the Kraemer's moved to Nemo in the 1930's, it was a good-sized town. One of its main industries at that time was a Homestake Mine sawmill. Nemo even once hosted the Harlem Globetrotters in its gymnasium. The town shrunk considerably when the Homestake Mine shut down its sawmill. Vern graduated with the last class of the Nemo high school. With the smaller population, the school went down to only eight grades the next year.

From as early as Vern can remember, he has been interested in aviation. This interest was not shared by his family. When he was approximately five years old, he saw

his first airplane. This would either have been a Standard or a Curtiss Jenny because those were the planes barnstorming around the state at that time. His father would not take him to see the plane.

In August of 1927, when Vern was 10, Charles Lindbergh landed in Sioux Falls with the Spirit of Saint Louis as part of a national tour. This was only three months after Lindbergh had made his famous trans-atlantic flight. Again, Vern's father would not take him to see the plane.

Vern's first airplane ride was in 1931 at the Wood airport in a Ford Tri Motor flown by

Once they got on the runway, Ice told Vern to open the throttle. He did this and the plane went off the left side of the runway and through the weeds.



South Dakota aviation pioneer and Vern Kraemer's flying instructor, Clyde Ice, is pictured in front of a Rapid Airlines Ford Tri-Motor.

Clyde Ice. Clyde Ice was a famous aviation pioneer in Spearfish, South Dakota. Clyde started in Rapid City and went around to all the little towns "barnstorming," giving a ride to anyone who would pay.

Mr. Kraemer's first job was running a blacksmith shop in Lismore, Minnesota, in 1936. He had gone there with his Uncle Otto to help set up the shop. Once the shop was running, Vern ran it while Otto went around combining. For a few seasons, Vern also helped with the combining.

After a couple years of blacksmithing and combining, Vern got a job with the Homestake Timber Department in Moskee, Wyoming. After that sawmill closed, he moved to the sawmill at Spearfish, South Dakota. This allowed him to go to the Spearfish airport, where he apprenticed as a mechanic and eventually earned his pilot's license.

Clyde Ice was Vern Kraemer's flight instructor. He flew out of the Spearfish airport. (The airport was later renamed Clyde Ice Field). One day, Ice said it was time to learn to take off. Once they got on the runway, Ice told Vern to open the throttle. He did this and the plane went off the left side of the runway and through the weeds. Clyde then took the controls and turned it right back onto the runway. Vern says he has never had a problem with takeoff after that.

Vern Kraemer officially earned his pilot's license in 1940 after a couple months of training. He was 23 years old. As noted, his dad was not interested in aviation, but once Vern got his license he gave his dad and mom their first airplane ride. Vern said his dad never wanted to take a bus again! Vern enjoyed many aspects of flying. On at least one occasion he delivered butter to his mom by parachute.

Mr. Kraemer first found out about Civil Air Patrol in Spearfish close to when it was founded on December 1, 1941. Everyone in the United States knew that war was coming and when it started, all civil aviation would be shut down. This caused a lot of civilian pilots to get together to form an organization that would allow them to continue flying.

During the war, if you were not a member of CAP, you had to take the wings off your airplane.



Vern and Norma Kraemer are photographed at the 2007 South Dakota Wing Conference in Lead where Norma says Vern was made a colonel and received an award for his service.

The Aircraft Owners and Pilots Association (AOPA) helped start CAP. People knew that if they did not join CAP they could not fly. Vern specifically became familiar with it because Ice was the Group Commander of Western South Dakota. Thus, everyone at the Spearfish airport knew about CAP. (There is still a CAP squadron at the Spearfish airport today.) Vern joined CAP within the first six days of its existence. He remembers being a member when the Japanese bombed Pearl Harbor on December 7, 1941.

Mr. Kraemer's war experiences with CAP and other activities during the war will be shared in the next article of this series. 🇺🇸



C/Capt. William Small is the public affairs officer for the Lookout Mountain Composite Squadron and an assistant public affairs officer with the South Dakota Wing.



Commander's Comments

Greetings!

Gee, what to talk about? How about some important issues that your help is needed on? What is coming down the pike for us, or rather, airways?

For the past two years or so, your National Board has been working to get our Congressional members to sign on as co-sponsors on the House and Senate Bills for the Congressional Gold Medal for CAP members who served at the start of World War II in the Coastal Patrol, Courier Service and Civil Air Patrol--our sub chasers. At the last two Winter National Board meetings, our first day was dedicated to meeting with each of our state Congressional members on various issues important to Civil Air Patrol.

The Congressional Gold Medal is by far in my opinion the most important of any issue that we addressed--including funding. Even though without the necessary funding to keep CAP in operation through government support, by historical tradition, our membership most likely will continue to dig deep into our pockets as did those members whom we seek to recognize.

Our original members performed a great service to our country, with a number of them paying



*By Col. Teresa Schimelfening
South Dakota Wing Commander*

the ultimate price with their lives, even though they were volunteers. The Congressional Gold Medal is a small token of our gratitude to these members in comparison to what some of these members gave up. Every week we lose one of these members, it is important that we be able to recognize those members still living while we are able to do so.

So what am I asking you to do? Senator Tim Johnson, who is also a CAP member of the Congressional Squadron, was one of the first co-sponsors of the Congressional Gold Medal Bill. We have yet to have Senator John Thune and Congresswoman Kristi Noem to sign on as sponsors.

Our original members performed a great service to our country, with a number of them paying the ultimate price with their lives, even though they were volunteers. The Congressional Gold Medal is a small token of our gratitude to these members in comparison to what some of these members gave up.

I am asking that each of you, including cadets and parents, contact these two individuals and ask that they co-sponsor the appropriate bill. The House bill is HR 719 and Senate bill is S 418. It would not

hurt one bit that you ask family and friends here in South Dakota and other states to do the same with their Congressional members.

The second issue is for your help in supporting a CAP leave law in South Dakota. This issue has been brought up in the last couple of years with

very little support. There are many wings working on such laws with their states and some that already have them in place.

What does such a law do for you and for SDWG? For you, a CAP leave law would protect you from losing your job should you be called on to assist in a mission, just as the current state law that protects our National Guard and Reserve members.

For the SDWG, it will help to provide us with a larger base of members who are able to respond to emergencies rather than just the few 30 or so who are able to do so currently. This law would go far beyond those who work for the state. It also applies to those in the private sector.

Would this bill help you in being able to respond to emergencies? Yes. If so, let your commander know. This issue is one we need to get working on now so that by the time our state legislators are back in for the next session, a CAP leave law can be on their plates. Look for more to come out on this soon.



New business: we have a few important activities on the near horizon.

One is our 2011 Search and Rescue Evaluation (SAREVAL), a second is our 2011 Joint Dakota Encampment and the other is our upcoming Staff Assistance Visit (SAV) this time next year.

For those who are new to CAP, a SAREVAL is given to each wing every two years by CAP-USAF. It tests whether a wing is capable of providing emergency services. We are evaluated not only on our flying and ground team skills but also our mission base skills, how we work with each other as a team, and how we work with other agencies. If we fail, we could lose our SAR mission status until we are again capable of performing this mission correctly.

Our SAREVAL this year will be in Rapid City at the Rushmore Squadron, on the heels of our 2011 Joint Dakota ES Encampment. A number of senior officers and cadets will be pulled from the encampment to participate in the SAREVAL. Please keep this date in mind.

Our 2011 Joint Dakota Encampment is scheduled for July 9-16, 2011. This year's encampment is focused on Emergency Services. Our encampment commander is Lt. Col. Linda Buechler with Col. Mary Donley as her Deputy Commander. The encampment will be held at Camp Rapid. It is promising to be a very interesting activity with members from at least four different regions planning on attending.

If you are a cadet with plans to attend encampment year and have not yet submitted your application, please do so by June 2011 to make sure we have room available for you. Senior officers, there are still openings for staff positions. If you are interested, please contact Lt. Col. Buechler and ask her where you are needed.

Finally, coming up in the spring of 2012 is the SDWG's next SAV (SAV) from CAP-USAF. What is a SAV? Every four years each wing goes through a Compliance Inspection (CI) (The SDWG's is due in Spring 2013), where each wing staff position is evaluated to see if it is in compliance with our regulations and policies, just like the Subordinate Unit Inspections (SUI). The only difference is we are being evaluated by CAP-USAF and other senior level CAP officers.

Now is the time for each wing staff member to start preparing for the SAV.

Why am I putting this out to the entire wing though if this is wing level activity? Without the help and cooperation at the squadron level wing staff cannot have all their ducks in order. The SAV and then the CI requires cooperation and team work of the entire wing, not just the staff officers. So we need to get cracking now so we have a minimum cleanup after the SAV and a smooth flight for our CI.

See you all out there and thank you for all you do for CAP, your communities, state and country. 🇺🇸

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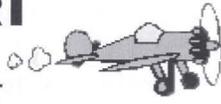
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“We Stand on the Shoulders of Giants”

*By Capt. Todd Epp
South Dakota Wing*

Editor’s note: This is the text of a speech given by Capt. Todd Epp, deputy commander of the Sioux Falls Composite Squadron and Public Affairs Officer for the South Dakota Wing who emceed the 2011 SDWG Conference held April 30, 2011 at the Cedar Shore Resort near Oacoma, SD.

Comrades, we stand on the shoulders of giants.

Giants from the pantheon of our Civil Air Patrol history like Fiorello LaGuardia. John F. Curry. Gill Robb Wilson. And Mary Feik, who sits before us tonight. People who have now taken on mythical status in our storied organization.

But you and I also stand on the shoulders of other giants. Some you don’t know, some you should know, and some you do or did know.

I’m talking now about some of our own South Dakota giants.

A giant like LuVerne Kraemer of Nemo, South Dakota, born in 1917. The great South Dakota aviator Clyde Ice taught him how to fly. Vern was one of the first members of the CAP-- in the nation. Vern was



Members at the unofficial “head table” during awards dinner during the South Dakota Wing Conference held April 30, 2011 at the Cedar Shore Resort in Oacoma, S.D. Pictured clockwise, starting at the bottom left: SM Vincent Brown, Capt. Tom Murphy, Lt. Col. Greg Maier (USAF Ret.), Col. Mary Donley, Col. Teresa Schimelfening, 1st Lt. Jim Schimelfening, and Capt. Todd Epp. Photo by Capt. Jerry Foy.



Colonel Mary Feik, the featured speaker at the 2011 South Dakota Wing Conference, talks with cadets during one of the conference’s breakout sessions. Photo by Capt. Jerry Foy.

a sub chaser, looking for German U-boats along the coasts. Cadet Captain William Small from Spearfish is capturing this giant’s many stories for upcoming issues of the *South Dakota Wing Roundup*. Cadet Small is literally learning at the knee of a giant.

You and I lost a giant from our midst last summer. While not a giant in stature, Lt. Col. Richard Forman of Sioux Falls was a giant in intellect, kindness, and dedication to CAP. Dr. Forman taught mathematics for over 50 years at Augustana College, influencing generations of young people. He spent over 35 years in the CAP, rising to Lt. Col. and was active in aerospace education.

Back in the day, Dr. Forman could pinpoint land his airplane on the intersection of country roads. We now have his extensive collection of aviation books and CAP materials—including the

infamous "Smurf Suit" at the Sioux Falls squadron. This giant now lives on in our hearts.

Another giant is right here in the room with us. Col. Mary Donley has been a CAP member for over 44 years. She was the first woman wing commander in South Dakota. She teaches nearly every important CAP class from the squadron through the region level. She is also a giant with a big heart and a big sense of humor. She is a giant we should cherish—and emulate.

But what makes a giant you ask? How can you and I be a giant too?

Certainly large accomplishments like Mayor LaGuardia's or Maj. Gen. Curry's or Col. Feik's do. Or Vern Kraemer risking his life in a single engine aircraft over the open sea in wartime helps qualify you.

But more commonly, the path of the giant is one we take in a series of important but decisive steps.

They are giant steps I see every day from many of you.

- Like 2nd Lt. Karla West from Sioux Falls, spending hours in small logistics room sorting hundreds of uniform items. Not because she was asked but because it needed to be done.
- Like Cadet 2nd Lt. Levi Adema of Aberdeen, leading his flight of general attendees at encampment with toughness and compassion. Cadet Adema ran himself ragged during the day then did not sleep for the entirety of encampment. He did such things as finishing up the flight guidon and doing the cadets' laundry late into the wee hours. He selflessly did this so his cadets go could go out and achieve.
- Like Col. Teresa Schimelfening, who knows the myriad of CAP regulations backwards and forwards. She works tirelessly in making sure our wing not only functions well but is also a regional and national leader in the use and teaching of new technologies like ARGUS and the GIIEP system.

But what makes a giant you ask? How can you and I be a giant too?

- Like Capt. Joe Oye of Sioux Falls, literally flying all day and planning all night to make sure our spring flooding missions went well.
- And finally, giant steps like Cadet Airman Juliet Ross of Sioux Falls struggling to finish the Warrior Run at encampment but not giving up because a hundred cadets and senior members lined the street and cheered her on for the last quarter mile.

These are the steps that make you and me giants.

Are you on the giant's path? When asked to volunteer for an event or mission do you do everything you can to participate? That's what giants do.

Senior Members, are you mentoring a Cadet in your squadron? That's what giants do. Are you serious about your safety qualifications, emergency services ratings and professional development? That's what giants do.

These are the steps you and I can take on the giant's path. Take them. Our CAP giants are not myths. They were and they are people just like you and me who just decided to take the walk on the giant's path--one step, one achievement, one mission at a time.

Yes comrades, we stand on the shoulders of giants. But never forget that we all stand together, shoulder to shoulder, on the path of the giant, in service to our communities, our state, and our nation. 🇺🇸



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

CAP Tidbits: Did You Know...

*By SM Penny BayBridge
Sioux Falls Composite Squadron*

Civil Air Patrol owns and operates a fleet of over 550 single-engine aircraft, predominantly Cessna 172 Skyhawk and Cessna 182 Skylane aircraft.

When The Weather Gets Bad The SDWG Goes Big

*By Capt. Todd Epp
South Dakota Wing*

When South Dakota's early spring weather turns back to winter, it sometimes grounds the South Dakota Wing of the Civil Air Patrol's single engine Cessna 172s and 182s. That presents a problem when the State of South Dakota has tasked the SDWG with important aerial photography missions of ongoing flooding in eastern South Dakota.

But when the weather turned bad on Wednesday, March 23, 2011 with snow and low clouds preventing VFR (visual flight rules) flying, the SDWG was not put out of business. The State of South Dakota, owner of several twin engine Beechcraft King Airs, requested the CAP's photo expertise even if CAP aircraft were grounded—and the Redfield, S.D. area was flooding.

The State requested CAP Captains Joe Oye and Scott Giles, both mission pilots and airborne photographers, to fly in the King Air and take photos of critical flooding in the Huron and Redfield areas. They are members of the Sioux Falls Composite Squadron.

Adding to the cooperative nature of the mission, Captains Oye and Giles were joined by State pilot Ray Ondell, who piloted the King Air, and South



Civil Air Patrol Capt. Joe Oye and State of South Dakota pilot Roy Ondell load up for a special aerial photography flooding mission in the State's King Air on March 23, 2011. Photo by Capt. Todd Epp.

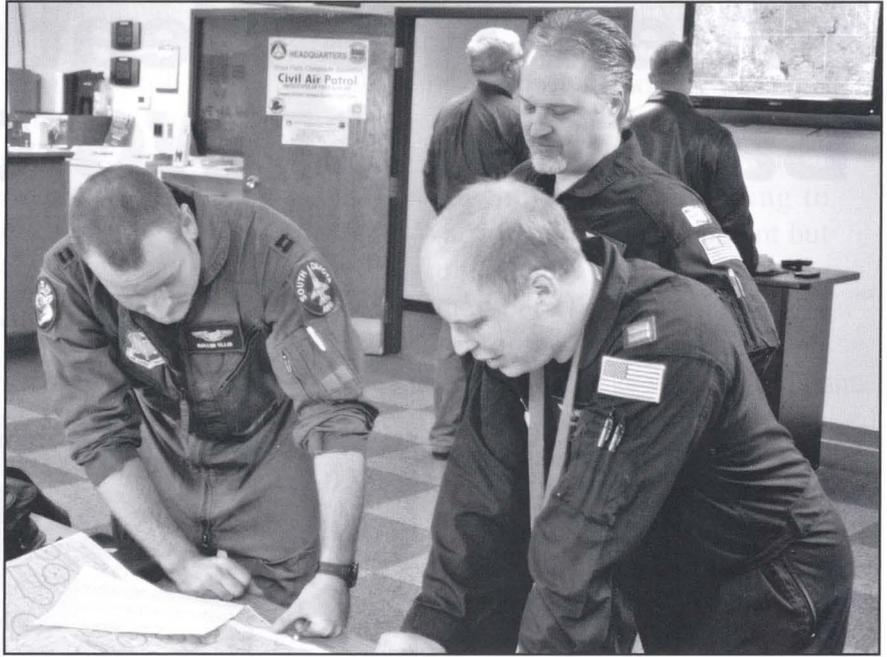
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Dakota Air National Guard F-16 pilots, Captains Steve Schultz and Kollin Ellis. Captains Schultz and Ellis were activated to assist with the state's flooding and will work with the SDWG in planning subsequent flooding missions. They also worked out of the SFCS headquarters, located on the tarmac at Joe Foss Field in Sioux Falls. Foss Field is also the home of their F-16 squadron, the 175th Fighter Squadron, the "Fighting Lobos."

"This type of close cooperation speaks highly of the SDWG and the CAP," said Captain Jerry

Foy, SFCS commander. “We are honored to help our state and our colleagues in the SDANG in this important mission. It is also satisfying to know that we can all work together to solve problems like bad weather and complete our mission.”

According to WMIRs, the SDWG flew 24 flood related sorties from February through May 2011. This was about half as many sorties as flown for flooding compared to 2010. While the National Weather Service early predicted the worst flooding in the state since 1969, parts of the state were spared by a fortuitous February thaw that reduced flows in March and April. 🇺🇸



SDWG-State Cooperation: South Dakota Air National Guard Capt. Kollin Ellis and Civil Air Patrol Captains Scott Giles and Joe Oye go over an aeronautical chart while planning a special flood photo mission in the State of South Dakota’s King Air on March 23, 2011. Capt. Giles took photos of flooding while Capt. Oye acted as his observer. Photo by Capt. Todd Epp.



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



The State of South Dakota’s King Air--not the Civil Air Patrol’s usual photo platform--was pressed into service for flooding photography because of inclement weather on March 23, 2011. Photo by Capt. Todd Epp.

“Work Hard/Play Hard”

*By 2nd Lt. Karla West
Sioux Falls Composite Squadron*

For my first several months at the Sioux Falls Composite Squadron (SFCS), the most popular thing I heard was not juicy bits of gossip or rumors run wild, as tends to happen in many other groups of teenagers.

Instead, I heard, in great detail, how badly several of the cadets wanted to get a color guard team going again; the only problem, they explained, was that they needed a senior member to supervise—be a babysitter, as they called it. The squadron had a team in the past and then one thing after another happened and it fell apart.

Elaborate stories began to pour out of each of them about how much it meant to have a color guard and what fun they use to have; so, I caved, saying I would help them get it back. One moment I was just a new member of the squadron, learning the ropes and such, and the next I was in

charge of the color guard (something I knew nothing about).

That first Saturday morning of practice rolled around and I showed up [on time] and began to wait for the others. By 9:20 a.m., not one cadet had shown up and all I could think of was after less than a year in CAP, and less than a week with my first assignment, I had already failed.

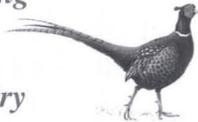
Eventually, however, the crew started rolling in one by one with a typical teenage excuse for being late. I gave them my standard lecture on time management—one my children know well—and explained that my forgiveness is best earned with respect and Starbucks coffee.

That first day, we spent the majority of the meeting getting to know each other and determining what we wanted from the color guard. The words honor, pride, and respect came up most fre-



Sioux Falls Mayor Mike Huether poses with members of the Sioux Falls Composite Squadron Cadet Color Guard after they posted the colors at the National Guard Association meeting. Members from left to right: C/2nd Lt. Elizabeth Foy, C/CMSgt. Seth Huntington, Mayor Huether, C/CMSgt. Eric Menholt, C/TSgt. Brandon West, and C/CMSgt. Sam Huntington.

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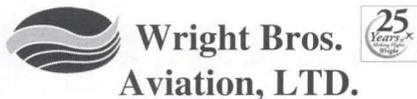
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quently. Several hours later, I began to understand what a connection these cadets felt to not only CAP, but also to the color guard.

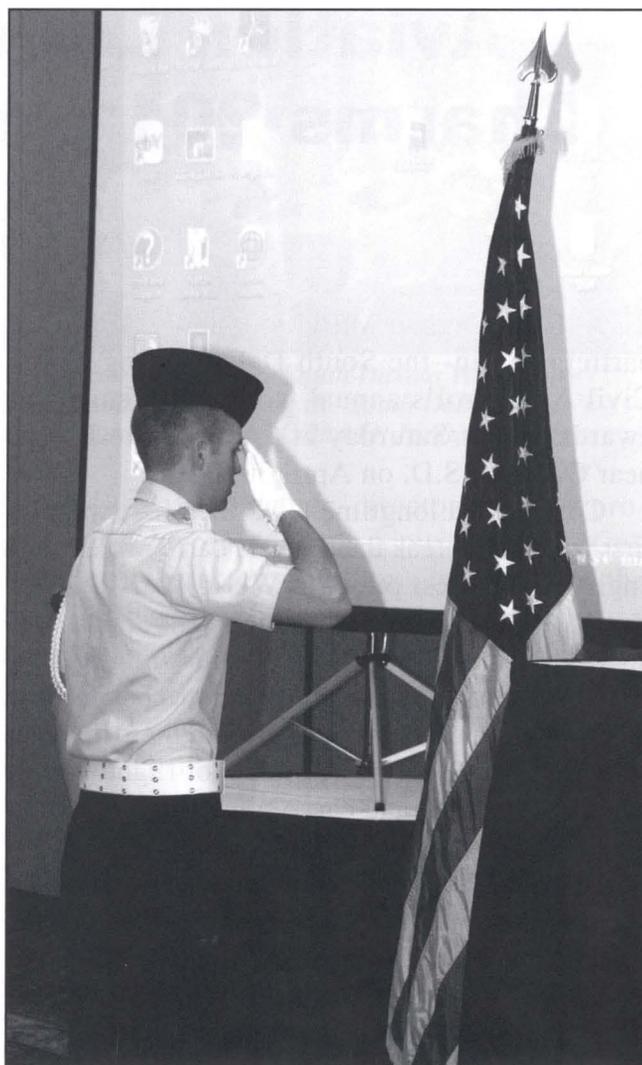
With the group formed and committed to representing the Guard with honor, they felt a need to have equipment to reflect their determination as well. Cadet CMSgt. Eric Menholt, the color

Seeing how much it meant to them to receive new equipment, I tried to make it special and a little bit fun as well; I spent the night before digging out all the left over Christmas paper I could find and wrapped every glove, belt, flag, and stand.

guard commander, set out on a mission to dig up some extra funds and to see if the squadron would provide the money to purchase new equipment. The idea behind the new equipment was that they were so proud of themselves they wanted gear that would look as sharp and intense as they felt.

With permission from squadron commander Capt. Jerry Foy and the family of the late SFCS member Lt.

Col. Richard Forman, we used a part of the generous donation that Dr. Forman's family had made to our squadron. Weeks went by and the cadets had many hours of practice put in, along with a few



Sioux Falls Composite Squadron Cadet Color Guard commander C/CMSgt. Eric Menholt salutes the Stars and Stripes after posting it during the 2011 National Guard Association meeting.



impatient moments, while waiting for the new equipment.

Seeing how much it meant to them to receive new equipment, I tried to make it special and a little bit fun as well; I spent the night

Continued on page 19 . . .

Members of the Sioux Falls Composite Squadron's Cadet Color Guard Squad present the colors at the 2011 National Guard Association meeting in April 2011. Members from left to right: C/TSgt. Brandon West, C/CMSgt. Eric Menholt, C/CMSgt. Seth Huntington, and C/2nd Lt. Elizabeth Foy. Photo by 2nd Lt. Karla West.

Aviation Legend Mary Feik Charms 2011 Wing Conference

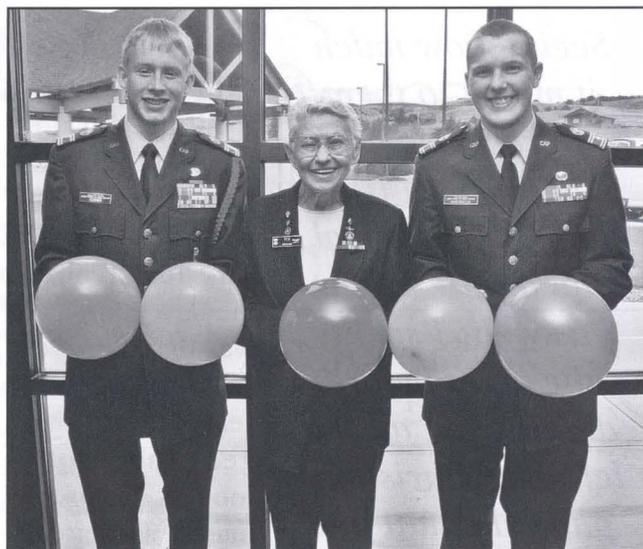
*By Capt. Todd Epp
South Dakota Wing*

Aviation legend Mary Feik addressed—and participated in—the South Dakota Wing of the Civil Air Patrol’s annual wing conference and awards dinner Saturday at Cedar Shore Resort near Oacoma, S.D. on April 30, 2011.

Col. Feik, a longtime CAP member, was the first woman to break the all male barrier of aircraft engineers and test pilots in World War II. After graduating early from both high school and college, she went to work as a civilian in the Army Air Corps, training male pilots and mechanics how to fly and fix nearly every aircraft in the American arsenal. She has over 6,000 hours of flight time in bombers, fighters, and cargo transports, including nearly 550 hours alone as a P-51 pilot.

After her test flight and engineering career, she worked at the Smithsonian Institute’s Air and Space Museum restoration center, restoring countless historic aircraft that are now on display at the museum.

One of the CAP’s cadet awards is named after



Feik in honor of her many accomplishments in and out of aviation. Feik has a great affinity for cadets and actively participated in the cadet activities and programming at the conference. She also presented a PowerPoint presentation of photos and historic news clippings of her accomplishments, the planes she flew and helped design, and the many aviation giants she met.



Colonel Mary Feik personally presents Cadet Capt. William Small with his Feik award during the South Dakota Wing Conference awards dinner, held April 30, 2011 at the Cedar Shore Resort near Oacoma, S.D. C/Capt. Small was also named the wing’s Cadet of the Year. Photo by C/2nd Lt. Jordan Flesner.

Col. Feik, a longtime CAP member, was the first woman to break the all male barrier of aircraft engineers and test pilots in World War II.

Senior members also had meetings on new live streaming video technology for aerial missions, finance, recruiting and retention, professional development, and aircraft maintenance.

The culmination of the conference was Saturday evening’s award banquet. Sioux Falls Composite



From stripes to dots! Cadet Chief Master Sergeant Jacob Thom of the Sioux Falls Composite Squadron is promoted to cadet second lieutenant by his squadron commander, Capt. Jerry Foy, and wing commander, Col. Teresa Schimelfening during the opening session of the South Dakota Wing Conference. Photo by Capt. Todd Epp.

Squadron commander Capt. Jerry Foy of Sioux Falls was named **Outstanding Senior Member of the Year**. Cadet Capt. William Small of the Lookout Mountain Composite Squadron in Spearfish was named **Outstanding Cadet of the Year**.

The Big Sioux River Composite Squadron in Brookings, commanded by Capt. Nick

Gengler, was named the **Squadron of Merit**.

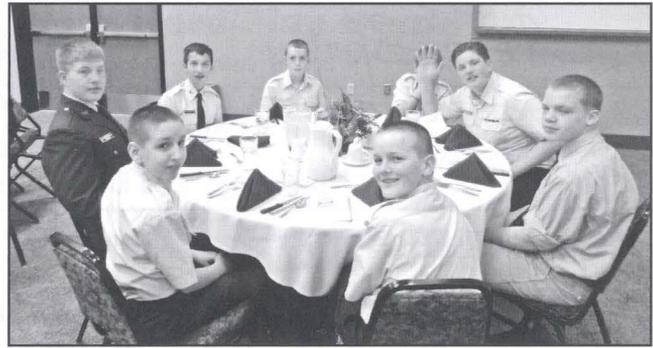
Other major award winners included:

Meritorious Service: Capt. John Seten, director of operations for the SDWG from Sioux Falls and Capt. Todd Epp, public affairs officer for the SDWG from Harrisburg.

Commander's Commendation: Col. Mary Donley, in school and aerospace education member coordinator for the SDWG from Sioux Falls;



Show me the money! South Dakota Wing administrator Dennisse Bedard presents a PowerPoint to senior members on how wing finances and personal reimbursement works in the Civil Air Patrol during the South Dakota Wing Conference. Photo by Capt. Todd Epp.



Cadets from around the South Dakota Wing share a table and a meal during the South Dakota Wing's award dinner. Photo by C/2nd Lt. Jordan Flesner.

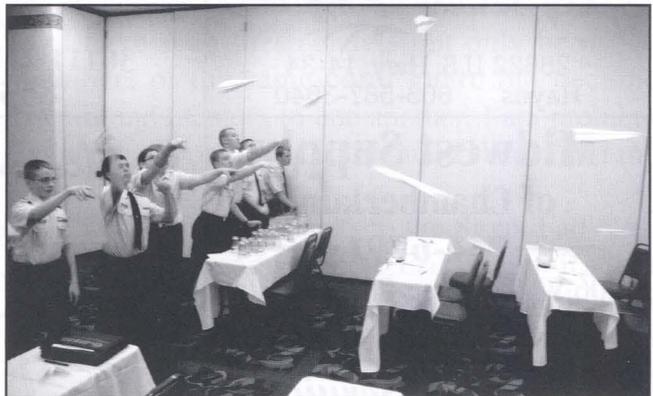
Lt. Col. Linda Buechler, director of cadet programs for the SDWG from Sioux Falls; Lt. Col. Leo Becht, director aircraft maintenance for the SDWG from Spearfish; and C/Maj. Kendra Lauer, assistant public affairs officer for the SDWG from Sioux Falls.

Achievement Award: C/CMSgt. Eric Menholt, Sioux Falls Composite Squadron, Sioux Falls; C/2nd Lt. Benjamin Jared, Lewis and Clark Composite Squadron, Mission Hill; and C/SSgt. Avelyn Bay Bridge, Sioux Falls Composite Squadron, Sioux Falls.

Supply Officer of the Year: C/Capt. David Small, Jr., Lookout Mountain Composite Squadron, Spearfish.

Drug Demand Reduction Officer of the Year: Lt. Col. Leo Becht.

Certificate of Accomplishment: Members of the Pierre Composite Squadron Cadet Color Guard Team: C/CMSgt. Christopher Childers, C/Amn Hanna Corning; C/Amn Ricki Draper; C/ SrA



Off we go, into the wild blue conference room! Cadets test their paper airplanes during an aerospace activity during the South Dakota Wing Conference. Photo by Capt. Jerry Foy.

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Wing Conference

Continued . . .



Cadet Second Lieutenant Lt. Elizabeth Foy jokes with Lt. Col. Bonnie Braun, the North Central Region Drug Demand Reduction Officer. Lt. Col. Braun helped present information on the DDR program at the South Dakota Wing Conference. Photo by Capt. Jerry Foy.



A team of cadets work on a Legos project as part of a team building exercise during the 2011 South Dakota Wing Conference. Photo by Capt. Jerry Foy.

Luke Schochenmaier; and C/TSgt. Ryon Skaggs.

A number of the cadets present at the banquet also received from Col. Feik a full-color certificate showing their accomplishment as a Mary Feik cadet program award recipient. 🏆



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

Work Hard/Play Hard

Continued from page 15 . . .

before digging out all the left over Christmas paper I could find and wrapped every glove, belt, flag, and stand.

Now, having two children of my own, I have seen kids excited for presents but have never seen young adults get this excited for things such as white gloves and belts with shiny buckles—they tore into every present with the enthusiasm of Christmas morning. Once they had every item opened and tried on, they packed them away again with such pride and care.

With some practice under our belts and new equipment ready to be shown off, they set out to show what they could do. The SFCS Color Guard performed at nearly every local college and high school basketball game that was left in the season, where they taught me everything from how to penguin tuck a shirt to the exact spacing on a belt and flag harness. The uniforms had to look perfect. Now there were, and still are, a few missteps made here and there, but they handled every one with dignity and grace.

We have of late been on a mission to get more cadets involved with the color guard. They want them to know what an honor it is to be a part of this aspect of CAP. Our un-official motto is “Work Hard/Play Hard,” coined from the fun times we have during practice, such as watching F16’s take off, while still switching to seriousness when need be. Color guard is an enormous amount of work during practice, but usually ends with a little hanging out at the squadron or out to lunch for social time too.

I have seen these cadets not only be proud members of the same color guard but become friends and mentors to one another. I am proud to call them not only “my color guard cadets” but my friends as well.

I write this with thanks to the Sioux Fall CAP Color Guard Team: Cadets Eric Menholt, Seth Huntington, Elizabeth Foy, Samuel Huntington, Brandon West, and Alex Lerdal.



2nd Lt. Karla West is the senior member advisor to the Sioux Falls Composite Squadron Color Guard. 🏆



Inspector General Courses Go Online and Come to S.D.



*By Lt. Col. Don Barbalace
South Dakota Wing*

In January, the Civil Air Patrol completed the first run of the new on-line Inspector General Basic Course (IGBC) through Blackboard Learning.

The new course now has three options for the student. Most people who take the course are only interested in qualifying as SUI (Subordinate Unit Inspection) Team Members and thus choose only the SUI Team Member portion.

Those who wish to serve as Investigating Officers (IO) under supervision of the IG can take the IO course. The third option is to take both courses for full credit as the IG Basic Course, which satisfies the educational requirement for the IG Technician Rating.

The SDWG IG, Lt. Col. Don Barbalace, taught the course this time for four members of SDWG and two from North Dakota. Five people completed the course. SDWG member Lt. Col. Dave Jeffries and two NDWG members, Donald Smith

*Those who wish to serve as
Investigating Officers (IO)
under supervision of the IG
can take the IO course.*



These Civil Air Patrol members participated in the Senior Inspector General Course held at Ellsworth Air Force Base, S.D. on May 14-15, 2011. From left to right: Lt. Col. Don Barbalace, SDWG IG; Col. Larry Stys, CAP/IG; Maj. Paul Goedert, MTWG IG; Lt. Col. Randy Borton, SDWG; Capt. Jane Goedert, Butte Composite Squadron; Col. Mike Beason, SDWG; and Capt. Todd Epp, SDWG.

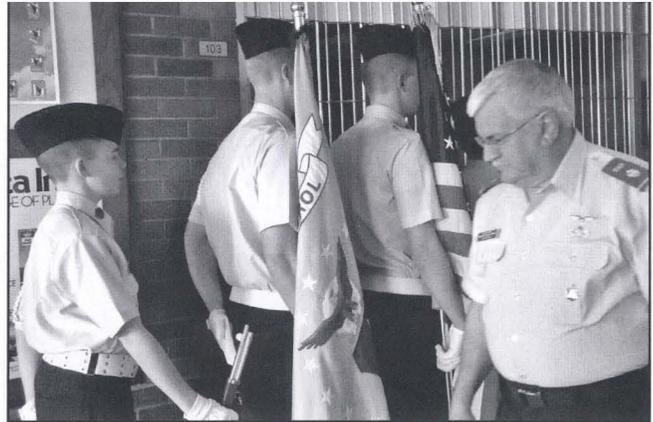
and Lt. Col. Darrel Pittman, completed the SUI Team Member course and are now officially “highly qualified” inspectors under CAPR 123-3. SDWG members Capt. Todd Epp and SM Bojan Salihagic completed the entire IGBC and can now serve as inspectors and investigating officers.

People who finished the course reported that it took from 10 to 20 hours. That time was spent mostly off-line during the two-weeks that the course was available. Each portion of the course consisted of a combination of PowerPoint presentations (that can be downloaded and later viewed off-line), on-line quizzes, and a writing assignment. The courses can be offered

Continued on page 22 . . .



A cadet salutes Lt. Col. Linda Buechler, the South Dakota Wing and North Central Region Cadet Color Guard Competitions coordinator, at the wing awards ceremony held February 12, 2011 in Pierre. Photo by 1st Lt. David Small.



Lieutenant Colonel B.T. Marking inspects the South Dakota Color Guard before they compete in the indoor presentation portion of the North Central Region Cadet Color Guard Competition, held April 16, 2011 in Sioux Falls, S.D.. Photo by C/Maj. Kendra Lauer.

Crazy Horse Composite Squadron Takes Second at NCR Cadet Color Guard Competition

*By Capt. Todd Epp
South Dakota Wing
and
C/Maj. Kendra Lauer
South Dakota Wing*

F

Five color guard teams participated in the North Central Region Color Guard Competition April 16, 2011. The teams were from the states of South Dakota, North Dakota, Missouri, Minnesota, and Nebraska. The cadets used teamwork, preparation and knowledge of the flag during the competition.

The Nebraska Color Guard team from the Offutt Composite Squadron took first place and will advance to the national championship July 22-27, 2011 at Wright State University in Dayton, Ohio. South Dakota took second, followed by Missouri, Minnesota, and North Dakota.

"I have enjoyed this competition because it has given me many opportunities to advance my learning experiences," said C/CMSgt. Joshua Johnson, who was a part of the South Dakota Color Guard team from the Crazy Horse Composite Squadron in Custer.

The teams competed in a written examination, physical fitness, panel quiz, and uniform inspection, along with many facets of color guard drill and ceremonies. All teams performed exceptionally well for the judges, who were from the South Dakota Air National Guard, the South Dakota State University Air Force ROTC program, and the CAP.

"It has broadened my aspects of Civil Air Patrol and helps me with teamwork, drill and communication," said C/CMSgt. Caleb Rouse from the Missouri Wing team.

Longtime CAP member Lt. Col. Linda



The South Dakota Color Guard waits to compete in the indoor presentation portion of the North Central Regional Cadet Color Guard Competition. Photo by C/Maj. Kendra Lauer.



The awards ceremony for the South Dakota Wing Cadet Color Guard Competition was held in the Emergency Operations Center amphitheatre in Pierre, S.D. on February 12, 2011. Teams from the Crazy Horse Mountain Composite Squadron and the Pierre Composite Squadron competed for the right to go to the North Central Region competition in Sioux Falls. Photo by 1st Lt. David Small.

Buechler from the SDWG was the coordinator for the competition.

“This is a prestigious event for cadets and one they work very hard in which to excel,” Lt. Col. Buechler said. “It is an honor to be able to work with these cadets and see them excel not only in Civil Air Patrol but in their personal lives and in their careers.”



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



C/Maj. Kendra Lauer is an assistant public affairs officer for the South Dakota Wing.



Judges for the South Dakota Wing Cadet Color Guard Competition congratulate a cadet. Judges from left to right: C/1st Lt. A.J. Betzler, Rushmore Composite Squadron; SM Vincent Brown, Sioux Falls Composite Squadron; and Capt. Travis Rup, Big Sioux Composite Squadron. Photo by 1st Lt. David Small.

Inspector General

Continued from page 20 . . .

again whenever there is interest.

While these courses are usually taken on-line, they can also be presented “in seminar.” In that case, the SUI Team Member course would take most of a day with the IO option adding another half day to obtain full IGBC credit.

Lt. Col. Barbalace also assisted in

teaching the IG Senior Course, held May 14-15, 2011 at Ellsworth Air Force Base, S.D. That course is designed to fulfill the educational requirement for the IG Level II Senior rating. The IG Senior Course is only offered in seminar and is taught by trainers from NHQ.

Participants included: Col. Mike Beason, Rapid City, SDWG; Lt. Col. Randy Borton, Rapid City, SDWG; Capt. Epp, Harrisburg, SDWG; Maj. Paul Goedert, Butte, Mont., MTWG; and Capt. Jane Goedert, Butte, Mont., Butte Composite Squadron. Col. Larry Stys, a former Wisconsin Wing commander from Racine, Wis. and the CAP/IG training and professional development officer, taught the course.

Contact Lt. Col. Barbalace if you are interested in taking any of the IG courses.



Current South Dakota wing commander Col. Teresa Schimelfening presents immediate past wing commander Col. Mike Beason with his certificate of completion of the Senior Inspector General Course. The class was held May 14-15, 2011 at Ellsworth Air Force Base, S.D. Photo by Capt. Todd Epp.



Lt. Col. Don Barbalace, a fifty year-plus member of the CAP from Aberdeen, is the South Dakota Wing’s inspector general.

Entrepreneurial Spirit Integrates N.D. Wing into the Peace Garden State's Flood Fight

*By Capt. Todd Epp
Public Affairs Officer
South Dakota Wing*

Editor's Note: Capt. Todd Epp, the South Dakota Wing's public affairs officer, was deployed to Bismarck, N.D. for four days in April to assist the North Dakota Wing with their PAO needs during the height of North Dakota's flooding. This is one of several articles he wrote about the NDWG's flood fighting efforts.

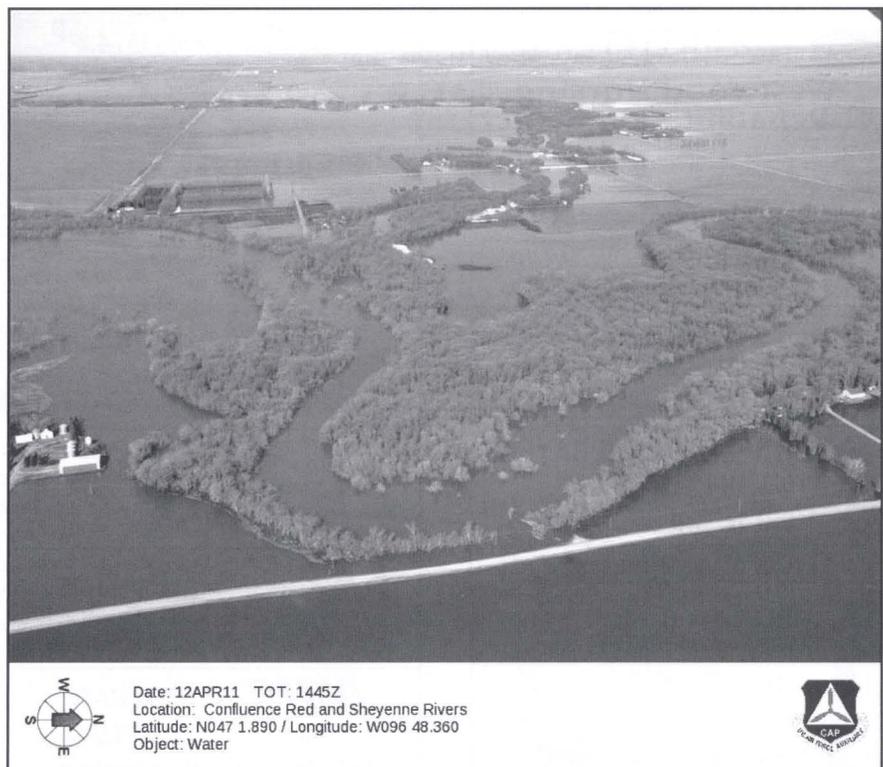
If you threw a dart at a map of North Dakota this spring, chances are you would have hit an area fighting floodwaters.

Nearly every river in the Peace Garden State flooded in March and April 2011 except for the Missouri River, kept safe behind Garrison Dam north of Bismarck and Mandan. But virtually every other river system—the Red River of the North, the Sheyenne, the Wild Rice, the James, the Souris, the Des Lacs and other watercourses were out of their banks at some point. And sometimes, way, way out of their banks with historic flooding levels.

So springtime in North Dakota typically brings the following: robins brave enough to endure a cold spring, sandbags, and the North Dakota Wing of the Civil Air Patrol flying daily sorties to photograph and check on the water.

However, unlike the robins that come and go and watch the flooding from the barren trees of spring, the NDWG is fully integrated into the State of North Dakota's flood fights. A visit to the Air

Operations Branch in the basement of the N.D. National Guard headquarters at historic Fraine Barracks near the Missouri River shows just how integrated the NDWG is with the state's efforts.



ND-NDWG Integration:

North Dakota's spring flooding in 2011 was again extensive. This is an aerial photo of flooding in the Red River Valley processed through the North Central Region's ARGUS system. Photo by the North Dakota Wing.

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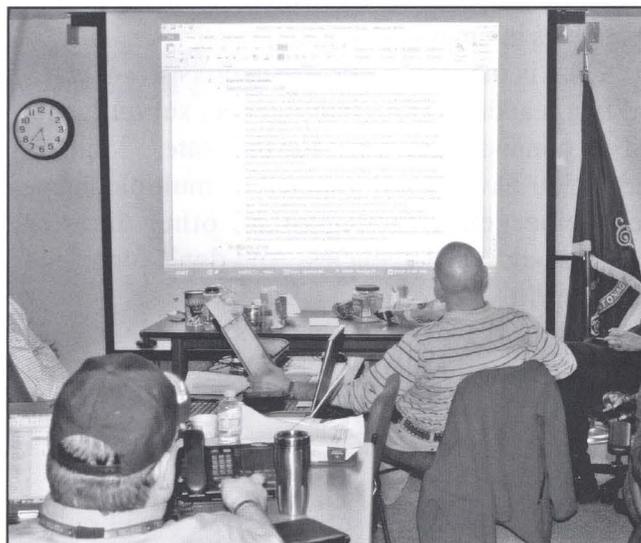
“Any agency that brings a capability to the fight has a seat at the table, including the CAP,” said Lt. Col. Sean Johnson, chief of staff and public affairs officer for the NDWG—and the chief AOB director or “air boss.” Johnson is a fulltime employee for the N.D. Department of Emergency Services and a retired major in the N.D. National Guard.

In just a few minutes in the well-lit basement room of the AOB featuring a projected update status on the front wall, you notice Johnson’s presence as the “air boss.” Seated in the middle back of the room, often on his cell phone, computer, and tablet at the same time, you can tell that Johnson, the CAP member, is the spoke of the flooding fighting—and flying—wheel.

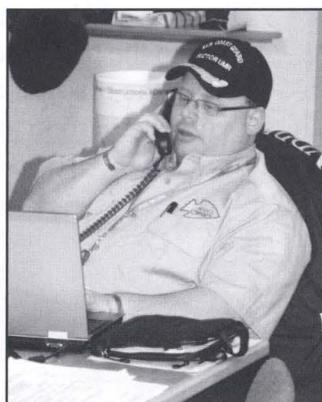
Frequent flooding has helped make the NDWG valuable to the State of North Dakota the past three flood seasons. But so has a lot of work developing relationships inside and outside state government—and providing timely, quality results when called upon.

“You have to build your credibility with the state emergency management organization,” Johnson said in an interview during a rare break in AOB operational activity. “You have to feed yourself,” Johnson advised. “You have to hunt for yourself. We (NDWG) didn’t wait around for people to ask us what we can do. That’s paid off.”

This entrepreneurial approach also has paid off with office space for the NDWG administrator, the North and South Dakota USAF-CAP liaison officer, and the NDWG coordinator in the basement of the N.D. Guard headquarters, just a few stairs away from the state adjutant general and the N.D. DES. It’s also led to a \$240,000 biennial state appropriation from the state legislature and the state’s purchase of a \$350,000 forward looking infrared unit (“FLIR”) last



The Air Operations Branch in Bismarck, N.D. holds one of several briefings during the day planning the aerial and waterborne responses to multiple flooding locations across North Dakota in April 2011. Photo by Capt. Todd Epp.



Lieutenant Colonel Sean Johnson, an employee of the North Dakota Department of Emergency services and the North Dakota Wing’s chief of staff, was the “air boss” in the Air Operations Branch in Bismarck during 2011 spring flooding in the Peace Garden State. Photo by Capt. Todd Epp.

		LIVES SAVED	
		People	Pets
AIR	TODAY		
	2 DATE	2 People	Pets
SURFACE	TODAY	People	Pets
	2 DATE	12 People	3 Pets
		= 14 People	3 Pets

Proud of its record of saving people and pets, the Air Operations Branch in Bismarck, N.D. keeps track of “saves” during flooding in the spring of 2011 in North Dakota. Photo by Capt. Todd Epp.

year for one of the wing's Cessna 182s.

Johnson says the state knows all about the CAP's capabilities in times of disaster.

"CAP is the lead SAR agency in North Dakota and is a leader in ISR (intelligence, surveillance, and reconnaissance) work for the state," Johnson said. "You have to sell yourself to multiple agencies—emergency management, other disaster agencies, and local agencies. And don't forget the local sheriff."

Another major CAP player at the AOB is Lt. Col. Darrel Pittman, the NDWG coordinator and CAP's liaison officer at the AOB. He coordinates with the NDWG's squadrons spread across the length and width of the state, checking on air crew availability, aircraft readiness, and dispatching orders for photo and other missions.

Pittman, a former air traffic controller and instructor who is also a mission pilot, says he and Johnson work well with the many other agencies represented in the AOB. These included the U.S. Coast Guard, the U.S. Fish and Wildlife Service, NORTHCOM, the Federal Aviation Administration, the Federal Emergency Management Agency, N.D. DES, and the N.D. National Guard. Many of these agencies brought air or water assets such as helicopters and air boats for deployment.

"We're very organized (in the AOB)," Pittman said. We're extremely proud of that. It's pulled together by N.D. DES and Sean Johnson. We all recognize each agency's expertise and capabilities and respect it. Consequently, we're a well oiled machine."

A visit to the AOB verifies that. While the AOB might at any one time be managing four or five CAP photo missions, two or three Coast Guard Jayhawk rescue helicopters and rescue boats, and several Fish and Wildlife air boats, the room is calm. Disagreements about how best to deploy resources are respectful. Everyone reviews the next day's operational plan and has input. It's like visiting a study hall full of motivated students working away on their homework and projects.

"Synchronization of the room helps in the calmness," notes Johnson.

This calmness translates into results, as evidenced by the "Saves" whiteboard in a corner of the AOB

showing people and pets saved in the relief effort. It is just one small reminder of the importance of the NDWG's air sorties in the AOB with the other agencies in North Dakota's flood battle.

"Based on what they (NDWG flights) see, that's how we utilize the rescue helos," said U.S. Coast Guard Cmdr. Thomas Morkan. "It would be harder to pinpoint our resources without the CAP flights." Morkan spent several weeks in Bismarck on special assignment from his usual posting in Coast Guard Sector Boston.

Meanwhile, the NDWG's fellow North Dakotans—and the state of North Dakota—are extremely appreciative of the CAP's effort in the battle against flood waters.

"The flooding threat this year again proved that the Civil Air Patrol is a key asset for gaining critical situational information across the state for decision makers," said Greg Wilz, North Dakota's Director of Homeland Security. "The tools they bring to the response are essential and their dedication to the mission assignments reflects greatly on a volunteer group that believes in what they do."

As both Pittman and Johnson point out, such results are made possible by advance planning by the NDWG for the flooding operation—and being persistent about selling CAP's capabilities—and then delivering. And in that is a lesson for other CAP squadrons and wings to increase their utilization and integration in their communities and states.

"No one will seek you out," Johnson said. "You must seek them out and be persistent. But when they call upon you, deliver. No excuses."

Fortunately in the Peace Garden State, the NDWG delivers—along with its local, state, and federal partners--each and every spring when North Dakota's waters rise across the prairie. There are no excuses, only calm, efficient, and professional results. The worst that North Dakota throws each spring brings out the best in the Civil Air Patrol in North Dakota. 🇺🇸



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

Civic Leadership Academy = Awesomeness!

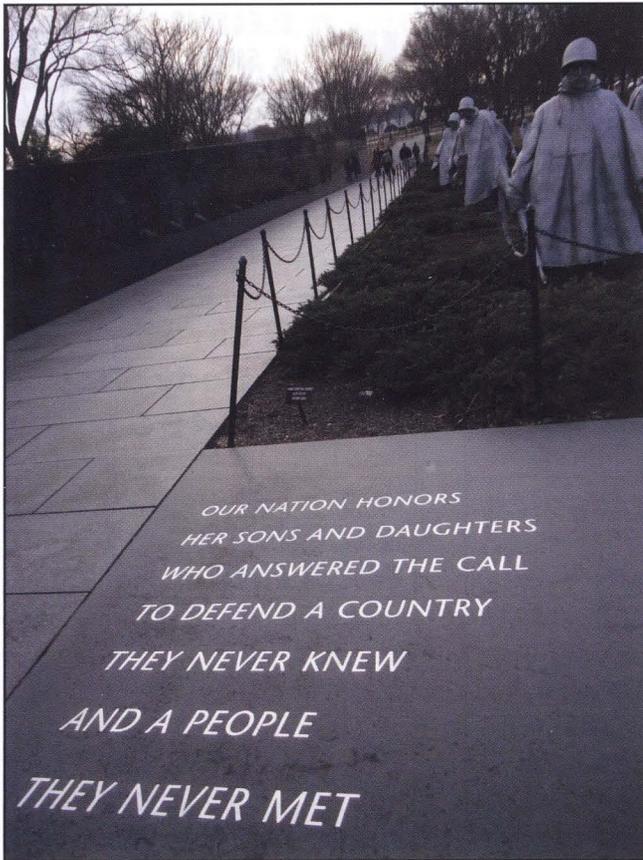
*By C/Maj. Kendra Lauer
South Dakota Wing*

Introduction

Where do cadet officers gather to learn about our nation's democratic process and leadership?

The Civic Leadership Academy (CLA) in Washington, D.C. is the answer.

I had the privilege of attending CLA this past March. The Civic Leadership Academy states that its goal is to "foster cadet officers' civic growth by increasing their leadership skills, sense of civic responsibility, and overall interest in the democratic process." They have accomplished this in my eyes and much more.



An inscription at the World War II Memorial, one of the sites CLA participants visited in the Washington, D.C. area. Photo by C/Maj. Kendra Lauer.



CLA participants take a U.S. House of Representatives elevator while on their way to meetings with their Representatives during the CAP Legislative Day activity. C/Maj. Kendra Lauer is second from the left.

At CLA 24, cadet officers had the opportunity for one week to explore many facets of our nation's government. From touring the Capitol and listening to speakers to visiting the CIA, we looked at how agencies work together, along with public service careers and more. I will highlight just a few of the many exciting things we experienced at CLA.

Arrival

After a grueling day of travel, I arrived in DC with the Capitol gleaming in the horizon. I scurried to obtain my luggage and went outside to grab a shuttle to the Crystal City Marriott Hotel where we would be staying. It was a surprising 50 degrees outside and I was happy to see no snow.

As I walked toward the shuttle stop, I noticed a young teen waiting there holding a binder. As I approached closer I recognized the CLA emblem on the binder. A CAP cadet! I greeted him happily and found out he was a young lieutenant from

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Arizona. The shuttle soon arrived and we headed out to our promising destination.

When we arrived at the hotel, some signs led us to the CLA group. When we arrived at the meeting room, we found at least a dozen cadets in kakis and forest green polo shirts. Quickly, I signed in and was assigned a room where I swiftly changed into a similar outfit.

The activity director, Lt. Col. Brockman, went over the activity procedures. I recognized some of the officers from my trip to the National Blue Beret last summer and a C/Major who had been with me in my basic encampment. Even at national cadet special activities I can always find someone who I've seen before.

After dinner at Subway and an interesting discussion over the new CAPR 52-16 and our officer experiences, we headed back to the hotel. At 9:30, we headed to bed ready for the next day.

The CIA was an exciting place to visit. We met CIA Director Leon Panetta, who gave us his challenge coin

Arlington, Memorials and the Air and Space Museum

My roommate, a C/Lt. Col., and I woke up at 6 a.m. and went down to breakfast to eat. After eating, from the hotel buffet we were briefed on the day's activities. Arlington was our first stop. Lt. Col. Brockman gave us a tour of the area. I found out there was a plaque dedicated to the CAP members who lost their lives during WWII. We watched the changing of the guard at the tomb of the Unknown Soldier. After the ceremony, we went to their quarters and got to talk

to them on how they obtained such an important assignment. It was amazing how much work they have to do, sometimes spending several hours preparing their uniform.

After Arlington, we headed to the Smithsonian Air and Space Museum. I saw the Wright Flyer, the *Spirit of St. Louis* and many other neat aerospace areas.

We then headed to the World War II memorial to start our tour of the memorials. We saw the Lincoln Memorial, Vietnam Memorial and Korean Memorial. These memorials were a humbling tribute to the soldiers who served their country. Then it was off walking to dinner in the spring weather. It had been a fun and productive day.

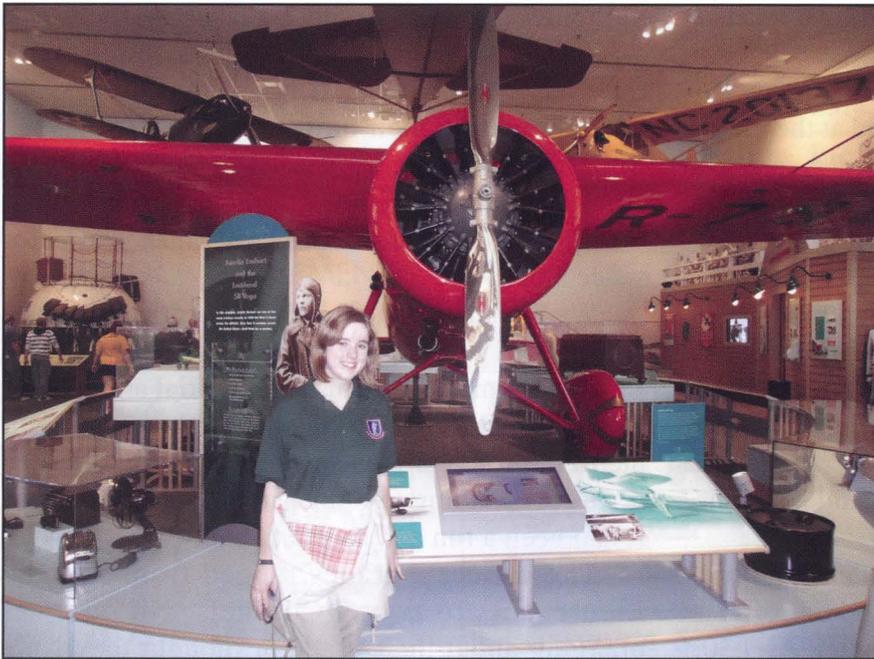
The officer's grades ranged from a C/2nd Lieutenants to two C/Colonels. No one was bragging about their grade or thought they were better than anyone else. Instead, everyone worked together and wanted to get a learning experience at CLA. It was a place where officers shared their experiences and memories together, traded advice, and had fun.

The Capitol and Supreme Court

The next day we went to the Capitol and Supreme Court. At the Capitol, we were given a tour and were able to talk to some legislative staffers. Our tour guide talked to us about the Capitol's history and how it was a working museum. The rotunda of the Capitol was massive and to see the actual paintings of the nation's history displayed was cool. Later we visited the Supreme Court. Our speaker there was Chief Clerk of the Court William Suter. We read about the history of the building and checked out the Supreme Court.

State Department

Many people may not know much about the State Department. But after being there for a whole day, I found that it has a fascinating role in promoting diplomacy throughout the world. Two Air Force officers spoke about how the Department of Defense works with the State Department. Some of the State Department diplomats also spoke. We had a formal luncheon with some of the State Department's Foreign Service officers and discussed the current events happening in world. We



Cadet Major Kendra Lauer poses in front of one of the many restored aircraft at the Smithsonian's Air and Space Museum in Washington, D.C.

also had a picture taken with Deputy Secretary of State James Steinberg.

FBI, CIA and Pentagon

The FBI was my favorite place to visit. We went to Quantico and toured the facility. One of the agents had been a Spaatz cadet. In fact, at every place we visited there had been someone who had been in CAP. We saw Hogan's Alley, where the agents train in an urban environment and played with some of the surveillance robots. A communications specialist also talked to us.

Not everyone who works in the FBI majors in law enforcement in college. The FBI looks for all sorts of professions to employ, from doctors to lawyers. Since the FBI is where I've dreamed of working, I enjoyed listening to the speakers and walking around the area.

The CIA was an exciting place to visit. We met CIA director Leon Panetta, who gave us his challenge coin. We toured the CIA museum and listened to a clandestine officer speak about some of the things he's done.

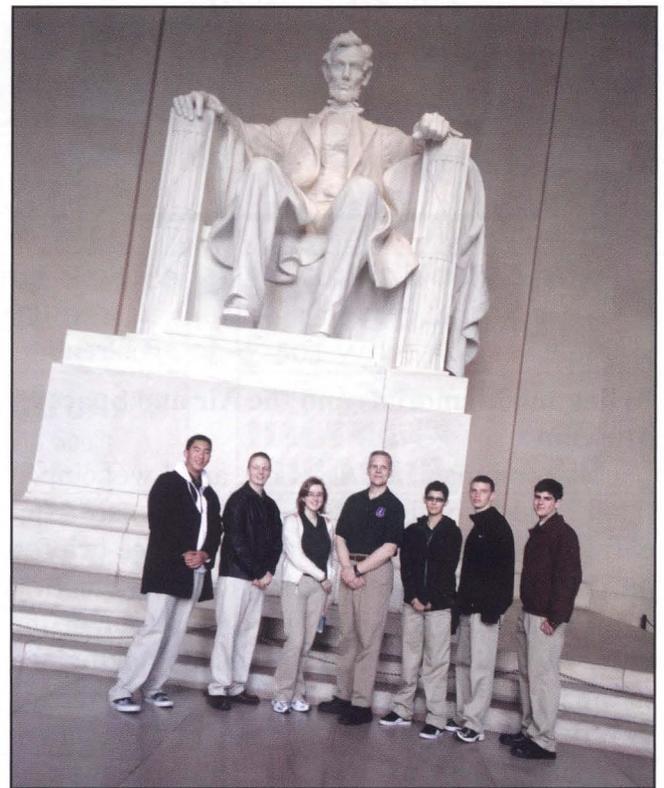
The Pentagon has five sides and has military and civilian personal who work together. Our Navy tour guide walked backwards, which was how he was supposed to, and didn't look over his shoulder. We heard a one star general, a

chief master sergeant, and a colonel speak. One of the recurring themes speakers mentioned about leadership the important qualities of communication and listening.

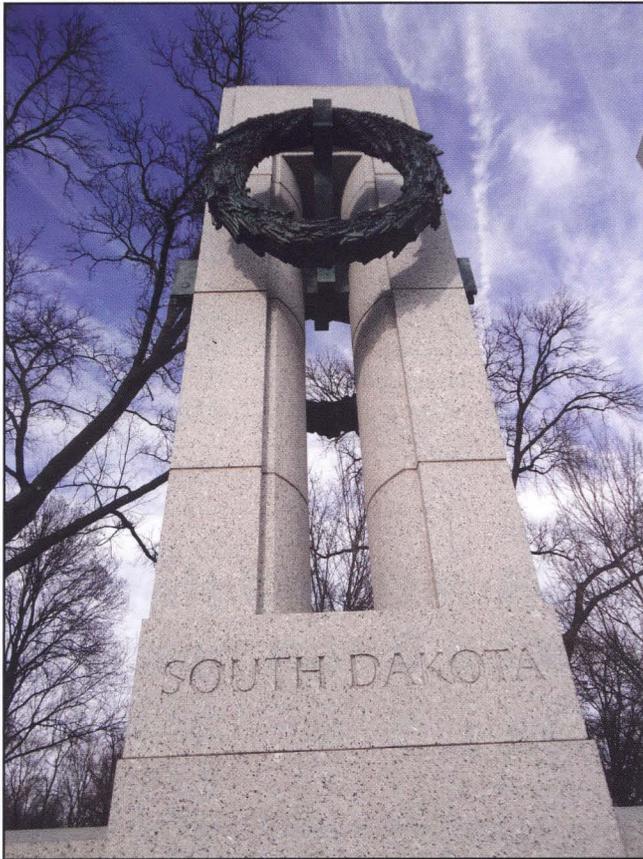
Legislative Day

One of the big things CLA did was Legislative Day. The CLA cadets arranged meetings with their senators or staffers to speak with them about the CAP. We focused on getting the Congressmen to cosponsor the Congressional Gold Medal for the WWII CAP members who gave their time and sometimes their lives to help our nation. I

meet with my Representative's legislative assistant. I also got to meet Senator Inouye and Major General Amy Courter. Senator Inouye is a medal



Members of the CLA class pose in front of the Lincoln Memorial. C/Maj. Lauer is third from the left.



South Dakota's pillar at the World War II Memorial in Washington, D.C. Photo by C/Maj. Kendra Lauer.

of honor recipient and the President Pro Tempore of the Senate.

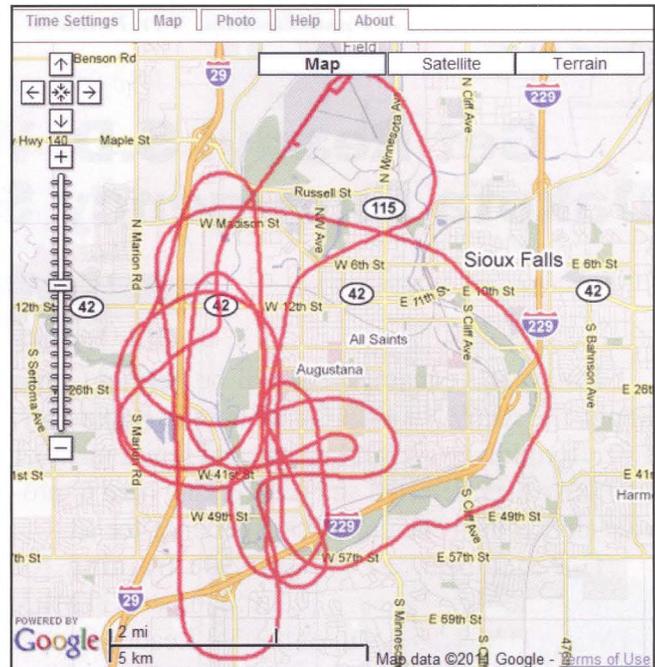
Requirements

Those were just a few of the places we visited and speakers we met. I enjoyed every minute of it and hope that you apply for it. In order to apply you must have earned the Mitchell Award and be 16 years old. Be prepared to walk a lot! The application process is on e-Services and starts around September 1. Civic Leadership Academy is a unique and top notch national cadet special activity that gives an experience of a lifetime. 🇺🇸



C/Maj. Kendra Lauer is an assistant public affairs officer for the South Dakota Wing.

Sioux Falls Police Call on CAP in Missing Person Search





While a cadet encampment can be physically and mentally demanding, it is also a great place to make new friends. Here, two cadet general attendees smile for the camera prior to the escape and evasion exercise at the 2010 encampment at Camp Grafton, N.D. Photo by Capt. Todd Epp.



A flight of general attendees at the 2010 Joint Dakotas Leadership Encampment at Camp Grafton, N.D. forms up. Photo by Capt. Todd Epp.

Get Ready! S.D. Wing Hosting Joint Dakota Emergency Services Encampment

*By Lt. Col. Linda Buechler
South Dakota Wing*

This year's encampment will be held at Camp Rapid, the Army National Guard base in Rapid City, S.D., from July 9-17, 2011. Cadet and senior member staff have been selected and are working hard to provide an excellent encampment experience for all.

The encampment will provide training for members needing Ground Team Member (GTM) 3, GTM 2, GTM 1, and Ground Team Leader as well as opportunities for training towards Flight Line Marshaling, Mission Radio Operator, and Mission Staff Assistant. Attendees will also spend part of one night at Camp Rapid West preparing their tents.

There will be tours to Mt. Rushmore, with the encampment color guard retrieving the flag Tuesday and Wednesday of the encampment week. This is a very big honor and one which CAP has only had the privilege of doing once to my knowledge. Thanks goes to 2nd Lt. James Schimelfening in helping to secure this honor.

There will also be tours to the Air Force Museum at Ellsworth AFB and also specific areas on Ellsworth AFB.

Applications are now being accepted for general attendees--cadet and senior members wishing to attend the encampment.

Specific training is required prior to attending encampment and attendees should begin getting this completed now. Training that needs to be

completed prior to encampment: Operational Risk Management (ORM) basic, Federal Emergency Management Agency (FEMA) 100 and 700, Introduction to Safety, General Emergency Services (GES), Operational Security (OPSEC). Cadets must have their Curry achievement completed. Cadets 18 and older must have completed Cadet Protection Policy Training (CPPT). Senior members also need to have their Level I training and CPPT completed.

Cost for the encampment is \$125.00 for cadets and free to senior members. The Sioux Falls Air National Guard cooks will prepare our meals each day. Thanks goes to Lt. Col. Greg Maier, the CAP-USAF state director of liaison for the Dakotas, for helping secure the cooks. Not only that but Lt. Col. Maier is our liaison between Camp Rapid and CAP and has done an excellent job in helping us prepare for this encampment.

Check out forms needing to be sent with your application at the following link: <http://cid-ec2ff36864b8e8e5.office.live.com/browse.aspx/public>. 



Lt. Col. Linda Buechler is the South Dakota Wing's health officer, drug demand reduction officer, and cadet programs director. She will be the commander of the 2011 Joint Dakotas Emergency Services Encampment.

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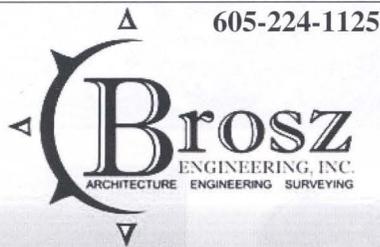
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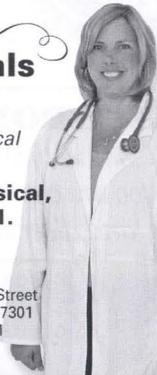
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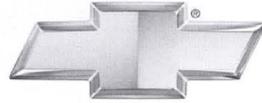
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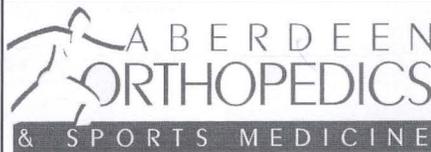
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