

South Dakota

WING ROUNDUP

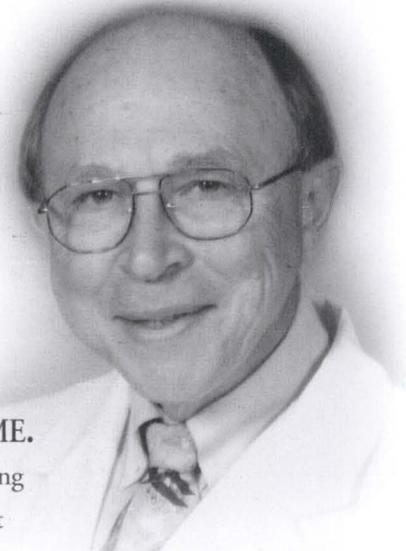
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Planes, Rain and My Stay at Blue Beret

3



Commander's Comments

7



Preserving our History: Lt. Col. Forman Online Archive Takes Shape

8



Planning for Disasters you Hope Don't Happen

10



The True Colors of Valentines Day: Red, White and Blue

14



What Makes a Good CAP NCO or Leader? Leading by your BEST Example

15



From South Dakota to the Edge of Space

18



Nasty November Weather Doesn't Stop Search for Plane

21



Busy, Busy, Busy: Lookout Mountain's Active 2010

22



The Black Hills are for Tourism and Training

26



CAP's Core Values Build our Foundation of Success

28

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Planes, Rain and My Stay at Blue Beret

By C/Capt. Kendra Lauer
South Dakota Wing



Maj. Gen. Amy Courter visited informally with Blue Beret cadets, including C/Capt. Kendra Lauer.

What activity allows cadets to marshal all types of aircraft? What event has the most aircraft in one place at the same time?

The answer is National Blue Beret at the Oshkosh Air Show in Wisconsin.

In the summer of 2010, I was accepted to go to National Blue Beret along with C/CMSgt. Ben Jared of the Lewis and Clark Composite Squadron in Yankton.

National Blue Beret is a national activity that allows cadets and senior members to get an in-depth look at the air show and learn



Spectators walk into the yawning maw of a U.S. Air Force C-5 Galaxy at the Oshkosh Air Show. Photo by C/Capt. Kendra Lauer.

A single engine aircraft launches a glider at the Oshkosh Air Show. Photo by C/Capt. Kendra Lauer.

Members of C/Capt. Kendra Lauer's Blue Beret flight vamp for a photo while an aircraft flies overhead at the Oshkosh Air Show. C/Capt. Lauer is in the center with the pink safety vest.

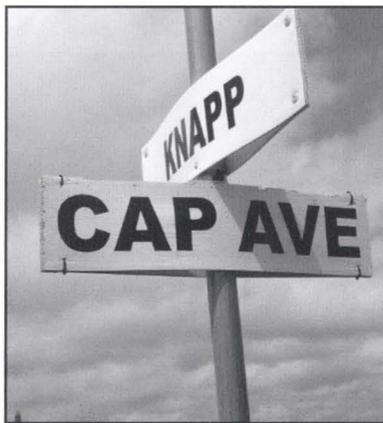


flight line marshaling and emergency services skills.

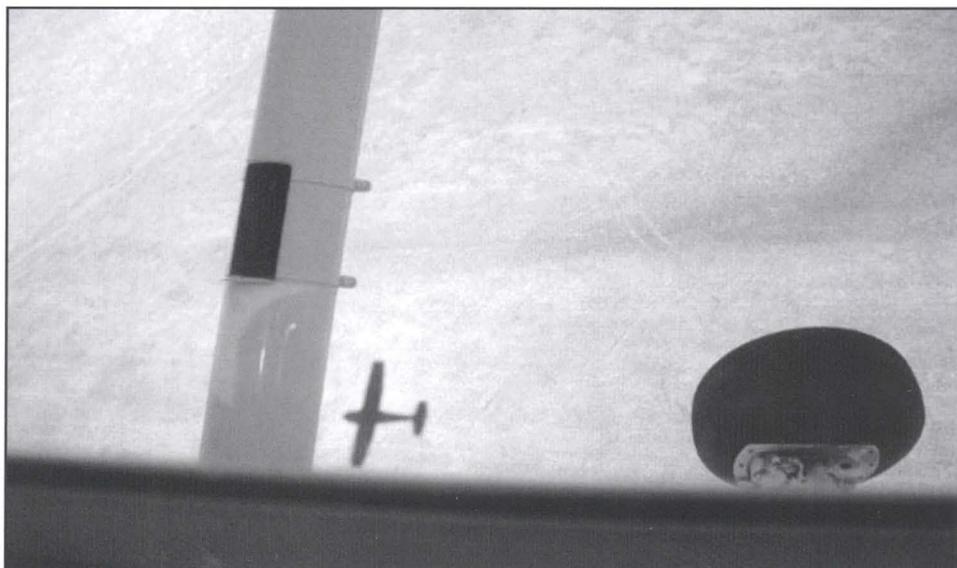
We arrived at the airport one week before the air show to hone in our skills. I had nervously driven the eight-hour ride one day after the Joint Dakotas Cadet Leadership Encampment in Devils Lake, North Dakota. I wasn't sure what to expect. Would they be relaxed like NESAs (National Emergency Services Academy) or intense like an encampment?

I pulled up to the Blue Beret compound with excitement churning in my stomach. During those two weeks I had an awesome adventure and learned more about myself.

First off, it was not like encampment. The lowest ranking cadet was a C/SrA and we had many officers. Organizers expected all of us to act like officers. The compound was a no salute zone. This was a good idea since we had two colonels and too many majors to count. I was put into Golf Flight, the best flight in my opinion. We dubbed ourselves the Golf Highlanders and during breaks had fun speaking in a Scottish accent.



Meet me at the corner of Knapp and CAP! One of the streets at the Oshkosh Airport is named for the Civil Air Patrol. Photo by C/Capt. Kendra Lauer.



Me and my shadow? A shadow follows its aircraft during a flight at Blue Beret. Photo by C/Capt. Kendra Lauer.

The first week we trained and when we did it rained. It must have been the rainiest week of the summer. We wore our ponchos constantly. This was problematic for the air show since planes had to park in the grass and they would get stuck because it was so wet. The air show



A birds eye view of some of the static exhibits at the Oshkosh Air Show. Photo by C/Capt. Kendra Lauer.

was delayed two days because of the rain and wet conditions. So we spent a lot of time in the barracks polishing our boots.

Once the air show was underway, we were ready. Each of the 12 flights had shifts during the day. Some would work the flight lines; others logged incoming planes and looked for overdue aircraft. Still others were able to go outside the compound and enjoy the air show. There was too many aircraft to see in one week. The entire area was covered in airplanes, from war birds to experimental aircraft. Everywhere we looked there were new and exciting things to see.

During the middle of the air show we had a



C/Capt. Kendra Lauer, right, and another cadet log in aircraft flying into Oshkosh.

flight night out. This was a time where the whole flight got together in civies and went out for a fun time. When we got back, we noticed that there was a hurried atmosphere and people were in full gear going out. A plane had crashed! Each flight had

Midway through our active week we were awarded our coveted blue berets. The berets are earned and no one should go just to get the beret. Our flight was the first to get ours.

shifts guarding the perimeter of the crash site as the aircraft was removed.

Our flight was supposed to go out at 5 a.m. the next day. But as I was drifting off to sleep, I was jarred awake by our adult tactical officer. We ended up going out at 11 p.m. Dazed, we put on our gear and headed out in a stark white van. The air was chilled and we watched bystanders on the outside of the perimeter look at the area. The wind had started to pick up and the rain drizzled on us. Just as it was getting violent we were able to leave the area. I was tired but enjoyed

doing my part at Oshkosh.

After all this, we heard word that the CAP national commander, Maj. Gen. Amy Courter, was coming. This was supposed to be her first time at the Blue Beret compound and we hurriedly made sure the areas were clean and our uniforms looked good. I had the pleasure of meeting General Courter and had a picture taken with her. It is neat that our national commander goes to these activities and meets all the people.

Midway through our active week we were awarded our coveted blue berets. The berets are earned and no one should go just to get the beret. Our flight was the first to get ours.

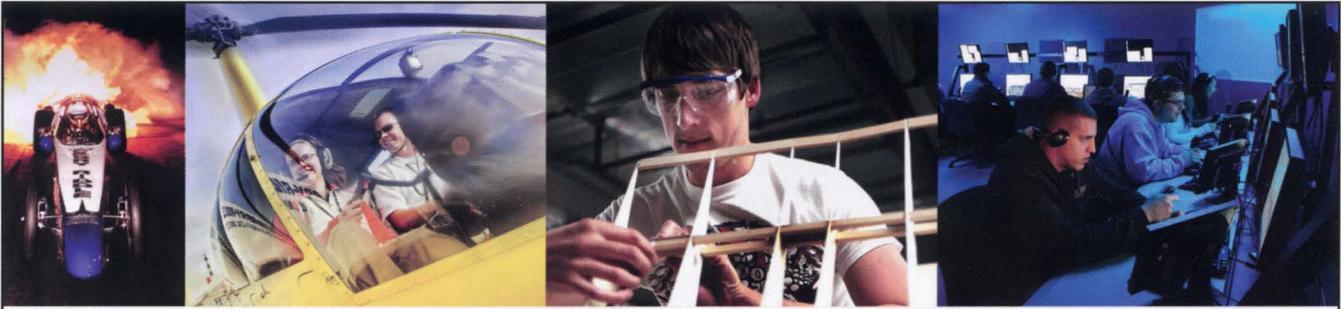
The process of making the beret is a lengthy. First it is given to us looking like a flattened pancake. We then are given razors and must shave off the fuzz. Then we would soak it with water and put it on our heads and shape it. This gives the beret its shape. Later on we earned our St. Alban's cross. It is a shiny crest shaped pin. The St. Alban's cross has a long history about a man who gave his life to save a priest's life.

Before we knew it, it was almost the last day. We enjoyed a BBQ (in BDUs not blues) and awards were handed out. One of the flight line managers commended my flight on changing from inexperienced cadets to qualified flight line marshallsers with great skills and teamwork.

I came back from National Blue Beret with enthusiasm. I had grown with my team and learned a lot. I encourage anyone to try out a national activity and even Blue Beret. Who knows, you might just like it!



C/Capt. Kendra Lauer is the immediate past cadet commander of the Sioux Falls Composite Squadron. 



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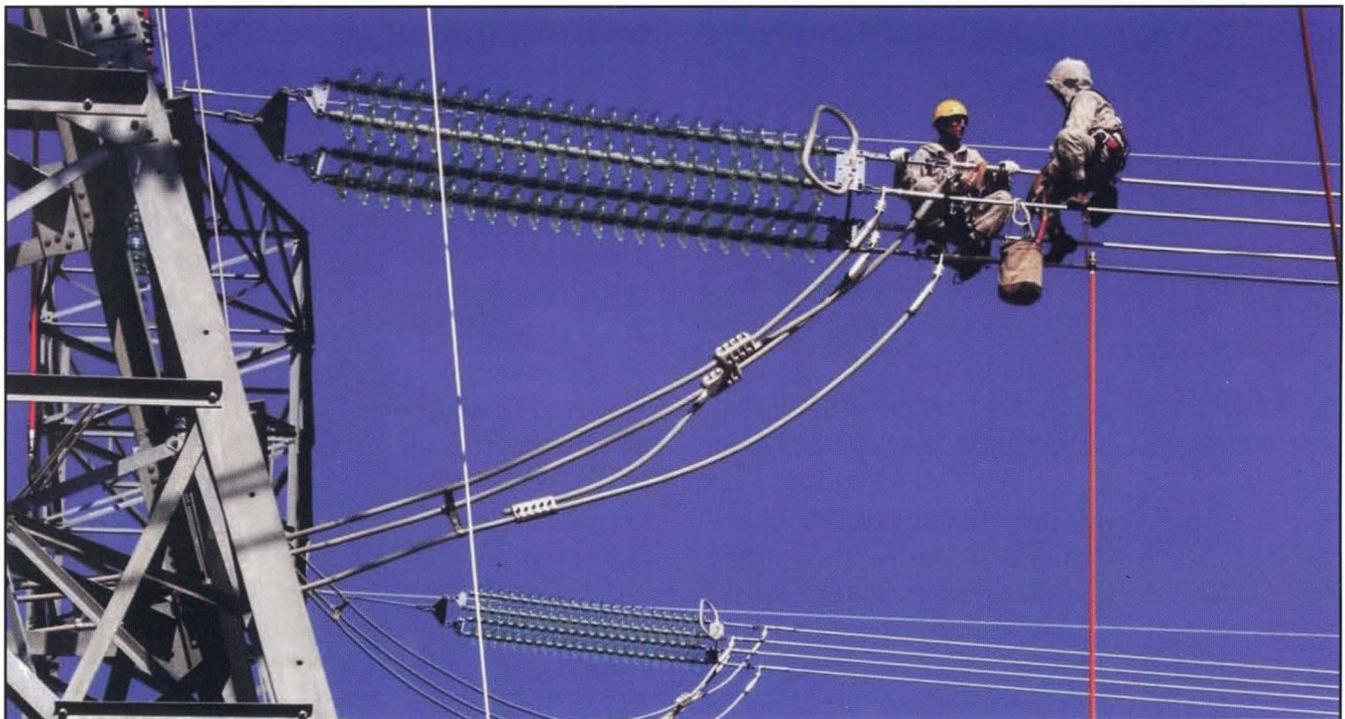
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Commander's Comments



*By Col. Teresa Schimelfening
South Dakota Wing Commander*

Parents and Guardians: Vital To Cadet Success

In pondering over what to address in this issue of our magazine, I decided to step outside our active membership and talk to the parents of our cadets.

So cadets, once you finish reading your *Roundup*, please pass it on to your parents or guardians. Other members, please pass on to some friends with youth who might be interested in CAP, drop it off at your church, a school, another local youth group or at a local airport.

Parents and Guardians,

When your child told you they wanted to join the Civil Air Patrol (CAP), what thoughts ran through your mind?

Were you wondering how the organization would influence your child? How would it help them grow into a model citizen? Or did you think, here is an organization where I can just drop off my offspring, not worry about their safety and it is a somewhat cheap form of child care?

Whatever your reason, your son or daughter is now a member of Civil Air Patrol--now what? For

starters, what benefits do you want your child to reap from CAP? Do you want them to get the most from the cadet program, such as various scholarships or national activities to attend? Most likely, your answer is yes, of course.

Another question, how can I be sure my child will get as much as possible out of CAP? How can I personally impact what my child reaps from the Civil Air Patrol?

I am sure that when you brought your child to a local squadron meeting, you had a discussion with the commander and perhaps a number of other squadron members. You may have also been asked or should have been asked to become a member. There are some very important reasons to ask you to join along with your child.

You are the biggest influence on how well your child will do in Civil Air Patrol, whether you are a member or not. Although I have not been in CAP as long as a number of other wing members, I am sure they too can attest to the fact that a lot of our highest achieving cadets are ones who most likely have or had at least one parent who was also a member.

Continued on page 13 . . .

Preserving Our History: Lt. Col. Forman Online Archive Takes Shape

*By Capt. Todd Epp
South Dakota Wing*

The stuff of our history is probably in your closet or an old box in your attic. But from the sadness over the loss of an esteemed colleague comes a wonderful gift of the Civil Air Patrol's and the South Dakota Wing's history.

In June of 2010, Dr. Dick Forman, a thirty year-plus member of the South Dakota Wing of the Civil Air Patrol, died. Lt. Col. Forman had also taught at Augustana College in Sioux Falls, for 50 years. His wife and son were also heavily involved in CAP and they too rose to the rank of Lt. Colonel.

After his untimely death last summer, Lt. Col. Forman's family and friends donated a generous fund for cadet programs at the Sioux Falls Composite Squadron



Members of the Sioux Falls Composite Squadron thank the Forman family for their monetary support of the squadron. The members are at the Strategic Air and Space Museum in Ashland, Nebraska, a trip made possible by the Formans' generosity. *Photo by SM Jane Maschino.*



Lori Forman, right with folded United States flag, thanks members of the Sioux Falls Composite Squadron who participated in her father Lt. Col. Dick Forman's burial in Sioux Falls. *Photo by Capt. Jerry Foy.*

in his honor. But the family also donated his CAP items, ranging from model airplanes, aviation books, uniform items, patches, ribbons, CAP booklets and posters, and many, many other items. As squadron historian, with the help of several of our cadets, I have been slowly going through the collection. My goal is to put together a physical display of some of the more interesting and unique items at our squadron headquarters in Sioux Falls. But I also wanted to make sure the collection can be accessed online for as many people as possible to view them. So, I recently began "digitizing" the collection.



Lt. Col. Dick Forman's "smurf suit" CAP uniform, worn by senior members in the 1980s and 1990s. Photo by Capt. Todd Epp.

I have visited with other CAP historians around the country and they too are excited about Lt. Col. Forman's historical items and what they contribute to our organization's glorious history.

I have visited with other CAP historians around the country and they too are excited about Lt. Col. Forman's historical items and what they contribute to our organization's glorious history.

Pictured are some of the first group of items I've processed. You can view the items at the South Dakota Wing's Facebook

page at <http://www.facebook.com/album.php?aid=257504&id=165717137873> or at my personal blog, This Day in Civil Air Patrol History, at <http://caphistory.blogspot.com/2011/01/special-first-items-in-lt-col-dick.html>. Believe me, there's much more to come.

I need assistance on identifying some of the items. Please leave a comment or email me at



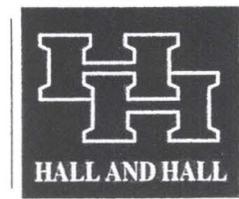
An old CAP/AFX patch, just one of many items from Lt. Col. Dick Forman's personal CAP collection donated by his family following his death in 2010.

eppcap@gmail.com if you have any additional information you can add. I also hope to expand the collection to other items that you might have lying around at home. Lt. Col. Forman influenced generations of Augie students and CAP cadets and senior members. I greatly appreciate his and his family's service to CAP and for these generous donations!

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



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Planning for Disasters You Hope Don't Happen

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

Members of the Pierre Composite Squadron and other Civil Air Patrol members from South Dakota participated in a large-scale, multi-agency disaster training exercise this fall, mimicking a real emergency.

Pierre Airport Fire and Rescue member Cory Hoffrogge and airport manager Mike Isaacs led the Hughes/Stanley County Emergency Management team in designing and conducting a disaster exercise that was held at the Pierre Airport on Oct 7, 2010.

Other members of the Hughes/Stanley County Emergency Management team that were involved in the planning and the exercise consisted



Multiple agencies respond to the “crash site” near the Pierre Airport during the mock disaster exercise held Oct. 7, 2010. Photo by Lt. Col. Tam Gatje.

of members from numerous state and local agencies, including: the Hughes County Emergency Management

Office, the South Dakota State Emergency Management Office, the Pierre Fire Department, the Pierre Rural Fire Department, the Stanley County Fire Department, the Hughes County Sheriff's Office, Stanley County Sheriff's Office, the Red Cross, the Pierre Amateur Radio Club, AMR ambulance service, South Dakota State Radio, St. Mary's Hospital, the Pierre Police Department, the South Dakota Highway Patrol, and the Civil Air Patrol. Volunteers were also recruited to participate as wounded travelers and waiting family members.

The exercise kicked off at 6 p.m. when a private airliner with a tour group of 30 souls on board was returning to Pierre and “crashed” while attempting to land at the Pierre airport.



At left and center, the Civil Air Patrol positions its vehicles on the Pierre Airport taxiways as a safety measure to prevent emergency vehicles from inadvertently driving on the runway. Photo by Lt. Col. Tam Gatje.

Responders followed the airport disaster plan. The plan required all emergency vehicles and members to pass through the fire station first before gaining access to the inside of the airport perimeter. All emergency personnel were required to present their emergency or organiza-

Along with dealing with the fire, emergency responders were required to perform triage so as to get the most "critically wounded" transported first via ambulance to the hospital.

tion's identification.

The "crash" resulted in the aircraft breaking up, causing fire, injuries, and fatalities. Along with dealing with the fire, emergency responders were required to perform triage so as to get the most "critically wounded" transported first via ambulance to the hospital. Due to the number of injured, simulated calls were made to get ambulance staff and hospitals from surrounding communities involved.

The initial staging area for waiting family members, friends, and the press was setup at the main airport terminal and the Red Cross was contacted. This was working well until a "bomb threat" on the building was received. The emergency

responders were then effectively and safely able to relocate the family, friends and press to the airport maintenance building which was a safe distance from the terminal.

The CAP was also called on to launch an aircraft for aerial observation and photography. The surrounding terrain is very hilly, creating problems for ground personnel to see walking wounded in some areas.

The CAP aircrew consisted of pilot Capt. Jacqueline Biloff, photographer Lt. Col. Tam Gatje, and communications officer and observer Lt. Col. Gary Hewett. CAP members Lt. Col. Forrest Wixon and Capt. Gary Dettman were given assignments by the incident commander, 1st Lt. Laverne Hermanson, to locate their emergency vehicles with amber flashing lights on the taxiways to prevent emergency vehicles from accidentally driving on an active runway. Lt. Col. Mike Beason was CAP's liaison officer at the incident command post.

Upon completion of the exercise, the participants held a debriefing at the airport maintenance building to document lessons learned. The CAP later delivered a CD containing pictures of the exercise to the airport manager.

Col. Myra Christensen is the deputy commander for cadets at the Pierre Composite Squadron and the government liaison officer for the South Dakota Wing.



CAP Tidbits: Did You Know...

CAP has formal agreements with many government and humanitarian relief agencies including the American Red Cross, Federal Emergency Management Agency, Federal Aviation Administration, National Transportation Safety Board, U.S. Coast Guard, U.S. Customs Service, and the United States Air Force.



CAP holds the Civic Leadership Academy every year in the nation's capital for cadets interested in politics and careers in public service. The activity, for which only 24 cadets are selected, features behind-the-scenes tours and briefings at the U.S. Capitol, Supreme Court, State Department, Pentagon, CIA, FBI and more.

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Commander's Comments

Continued from page 7 . . .

What is it that motivates a cadet to be among the higher achievers if they have a parent who is also a member? There are a number of things that come into play here.

One, with Mom and Dad being a member, a cadet doesn't worry about having to relay happenings in CAP to their parent. And the parent is not left out of the loop. You will in most cases know what is going on at the same time as your cadet. There is very little of, "oh, ah, I forgot to mention I need this, or I am going to this place or. . ." You get the drift.

Two, CAP is one of the best organizations for parents and youth to learn to communicate with each other. Ever feel you are left out of what is going on with your child at school? Your child goes off to school seeming to be in a fairly good mood, comes home upset and when you try to find out what the issue is, you may just get either the silent treatment or the "you wouldn't understand" line.

With you and your child both in CAP, you can share in most activities and you will observe what your cadet is experiencing. You will be able to understand their frustrations because you will be able to witness the efforts they put forth and the challenges they have to overcome to reach their goals.

A third reason I think is the most important one. Since you are there with your cadet, he or she knows that you have an understanding of what their program involves. Since you also are putting forth an effort toward the success of their organization, they will try harder. They know that you understand and can see the hard work and commitment they need to put into earning their achievements and promotions.

It is not one of those cases where child brings home a good report card but the parent doesn't know how much hard work went into those good grades. And Mom or Dad just say "good job." With CAP, you are there to see their efforts, struggles, and successes. When your cadet can almost instantaneously see the pride in your eyes, it goes a long way towards bolstering their self-confidence and continued success in CAP.

But you may be wondering, what if I want my cadet to learn to be more independent from me? I have been asked this question from parents before. Don't worry! You will not stifle your cadet's independence. With the numerous job titles and opportunities for adults in CAP, such as emergency services, aerospace education, and staff positions, you will find your own niche. Parent and child can do their own thing but for the same organization. You will

become accustomed to separating being parent and child from being senior officer and cadet when necessary.

As my son, a former cadet, and I learned as a number of cadets and their parent members have; if you keep relationships at meetings, activities, and missions on a professional level, if you and your child address each other as senior officer and cadet, the task is so much easier to accomplish. Plus, there are always other members to ask to help in learning this new relationship with your child.

In closing, if you want your cadet to get the most out of their CAP career, become an active member. Start your own CAP career. Share the experiences with your cadet, watch them reach their goals, become model citizens and tomorrow's leaders. I am certain that like me, you will not regret it and neither will your cadet. 🇺🇸

*Another question, how
can I be sure my child
will get as much as
possible out of CAP?
How can I personally
impact what my child
reaps from the Civil
Air Patrol?*

The True Colors of Valentines Day: Red, White and Blue

*By C/CMSgt. Elizabeth Foy
Sioux Falls Composite Squadron*

Valentine's Day is a time for red: red cards, red candies, and red gifts to your loved ones. Yet those who are most forgotten are those whose red blood keeps us safe, our veterans.

Last year, I met a veteran in Hy-Vee who was looking at some red roses and told me that ever since his wife died, he had no one send him any valentines on the 14th. Roses are expensive, but cards are not.

That next Thursday I presented to my squadron my idea: having the cadets get together to make at least three hundred valentines for our Veterans at the VA. With the help of the other staff members, we set up Valentines for Veterans, a four-hour event taking place at my house to make as many cards as possible.

The next Saturday, seven cadets from my squadron showed up to help make the cards. After four and a half hours of work, we ended



Cadets show off their completed valentines before depositing them in the box at the VA Hospital in Sioux Falls. Pictured left to right, front row: C/A1C Sam Stratmeyer and C/CMSgt. Liz Foy; Back row: SM Liberty BayBridge, C/SrA Sam Mallet, Aaron Garcia, and C/SSgt. Avelyn BayBridge. Photo by Capt. Jerry Foy.



Sioux Falls Composite Squadron cadets and others gather at the home of C/CMSgt. Elizabeth Foy to make valentines for veterans at the VA Hospital in Sioux Falls. Pictured clockwise from center back of table: Aaron Garcia, SM Liberty BayBridge, C/Amn Juliette Ross, C/SSgt. Avelyn BayBridge, C/A1C Sam Stratmeyer, C/SrA Sam Mallet, and C/CMSgt. Elizabeth Foy. Photo by Capt. Jerry Foy.

up creating over four hundred cards for our Veterans, exceeding our goal by nearly one hundred and twenty cards. All of the cadets who attended were delighted to have made such an impact and were full of laughter and joy on our way to deliver the cards.

When we arrived, we put in the four hundred plus cards into a basket that had been set aside for anyone who wanted to deliver a card anonymously.

We were proud to leave a once empty basket overflowing with cards that were the true colors of Valentine's Day: red, white, and blue.



C/CMSgt. Elizabeth Foy is the cadet first sergeant for the Sioux Falls Composite Squadron.

What Makes a Good CAP NCO or Leader? Leading by your BEST Example

*By C/SSgt. Avelyn BayBridge
Sioux Falls Composite Squadron*

“I will Lead by Example”

From the USAF NCO Creed

In August of 2010, I became a non-commissioned officer (NCO) in Civil Air Patrol. It was a very proud moment for me. I had shown my superiors that I was able to follow to the best of my ability and that now I can learn how to lead.

When I came to the board for the interview (before I became a

sergeant) I was not sure what to expect. You think you know the answers to the questions, but they are designed to see what you are made of and how your attitude is toward leading.

The board asked me how would you lead? What is your leadership style? I always thought the best way to lead

was by example. The leaders I most admired and learned from were those who were working along beside me. They are good examples to me.

*All members are
deserving of respect
and should be
encouraged to grow.
No one wants to
volunteer for an
organization and be
bullied or abused.*



C/SSgt. Avelyn BayBridge exhibits leadership while leading her team in locating a practice ELT beacon during the Aberdeen SAREX in July 2010.

As an NCO just starting out, it is good to develop your unit's trust and respect. How sergeants portray themselves to the cadets is very important as well. You need to be confident in what you know and have the ability to know when to take control.

As an NCO you are going to mentor the cadets and find out what they need to learn. The NCO is the one who is responsible for the job to be done.

Squadrons take great care in who becomes an NCO. It is a

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NCO or leader

great honor and a great responsibility to have the privilege to encourage cadets to understand what they are learning to help them grow.

The sergeant in CAP is the "middle man," the person to motivate their team to do the duties of CAP. Sergeants with the right attitude will find the airmen respect and trust them. As an NCO, it is your job to know where to draw the line and to set a standard for yourself and for them.

As an airman, I had been following orders, learning, and improving my knowledge of CAP. When you are a sergeant you take that to the next level, where you are not only following, but leading and taking responsibility for what you are doing.

What makes a bad NCO? There could be many answers to this question but I think the root of what makes a bad NCO is attitude. You are being looked up to so you have to make sure you have the right attitude.

For example, if in your squadron, your staff, including sergeants, sit in an area in a way that makes them look more important above the rest of the flight, that gives the impression that you are lower and not part of the team. At times, you must remain distant to teach discipline but you are still part of the team. As a staff sergeant, you have to give respect up and down the chain of command.

It is important to remember the purpose of what we are

doing. Members are volunteers. They are giving their time and energy to an important purpose--the Civil Air Patrol. All members are deserving of respect and should be encouraged to grow. No one wants to volunteer for an organization and be bullied or abused.

As an NCO just starting out, it is good to develop your unit's trust and respect. How sergeants portray themselves to the cadets is very important as well. You need to be confident in what you know and have the ability to know when to take control.

Cadets should be taught discipline but with an understanding of what it is for. If members understand "the why" they will have no problem with participating. On the other hand, if members are misused or unappreciated or feel that discipline is just for show, then they may become discouraged and quit.

Some ways that I can lead by example is to always come in the proper uniform. The importance of the uniform always

CAP Tidbits:
Did You Know. . .

CAP handles 90 percent of inland search and rescue missions with approximately 75 lives saved each year.

being neat and pressed shows attention to detail and that I care about the image I portray to the public. When I show up on time, it is respectful of others. I am not making them wait for me.

Leaders should be prepared with their gear so that they have everything they need and don't have to borrow from others. NCOs show cadets the importance of attention at briefings. Engaging in the meeting shows that it's OK to ask questions.

When in a position of leadership, you can't do the bare minimum. That's not what leadership is. Leadership is giving your best and full attention to the job that needs to be done.

Don't just be a good example--lead and motivate others by your best example.



C/SSgt. Avelyn BayBridge is the cadet leadership officer for the Sioux Falls Composite Squadron. 

From South Dakota to the Edge of Space!

*By Maj. Nancy McKenney
and
Capt. Todd Epp
South Dakota Wing*

Cadets from the South Dakota Wing attended Space Day held in Pierre Oct. 7, 2010, at Pierre Riggs High School.

The event is sponsored by the S.D. Space Grant Consortium at the S.D. School of Mines and Technology in Rapid City. The 2010 event was coordinated by the S.D. Discovery Center in Pierre and sponsored by 3M.



A number of cadets from the Pierre Composite Squadron participated in the 2010 Space Day. Pictured front row left to right: C/SMSGt. Chris Childers and C/SSgt. Ryon Skaggs. Middle row: C/Amn Luke Schochenmaier and astronaut Lt. Col. Sam Gemar. Back row: C/Amn Jake Jacobsen and C/Amn Katherine Anderson.



It takes dedicated people from various organizations to make Space Day a success. Pictured left to right: Tom Durkin, deputy director of the S.D. Space Grant Consortium, Lt. Col. Nancy McKenney, astronaut Lt. Col. Sam Gemar, and Dr. Dan Swets, associate professor of computer science at Augustana College.

Students and teachers from around the state participated in hands-on activities in science, math and technology. They also had the opportunity to talk with experts in the fields of aerospace, aeronautics, earth science, engineering, computer science, physics and other scientific and technical fields.

Space Day's goals are to expose students to the excitement and opportunities of careers in science and technology and to make them better aware of NASA.

The highlight of the event was the keynote address by retired astronaut Lt. Col. Charles D.

“Sam” Gemar, originally from Scotland, S.D., who now lives in Kansas. Lt. Col. Gemar is a graduate of the United States Military Academy. Lt. Col. Gemar has flown on three space shuttle missions: STS-38, STS-48, and STS-62. The

South Dakota native has completed 385 earth orbits and spent 578 hours in space. He has also been a CAPCOM for other shuttle missions.

A CAP cadet color guard presented the colors prior to Lt. Col. Gemar’s speech.

There were also several exhibits about aerospace from South Dakota universities and other organizations as well as from NASA.

Space Day’s goals are to expose students to the excitement and opportunities of careers in science and technology and to make them better aware of NASA.

In another interesting activity, Lt. Col. Linda Buechler from Sioux Falls brought the South Dakota Wing’s “fatal vision goggles” to show students firsthand how drinking and drugs impairs their ability to drive safely. The students wear the goggle then try to do simple tasks like walk a straight line.

The 2011 Space Day is currently planned for the fall of 2011 in Sioux Falls.



Maj. Nancy McKinney is the recruitment officer for the South Dakota Wing.



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

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CAP Tidbits: Did You Know...

*By SM Penny BayBridge
Sioux Falls Composite Squadron*

CAP has participated in disaster relief and emergency services following natural and man-made disasters, including 9/11, Hurricane Katrina, Texas and Oklahoma wildfires, tornadoes in the south and central U.S., North Dakota flash flooding, and the October 2006 earthquake in Hawaii.

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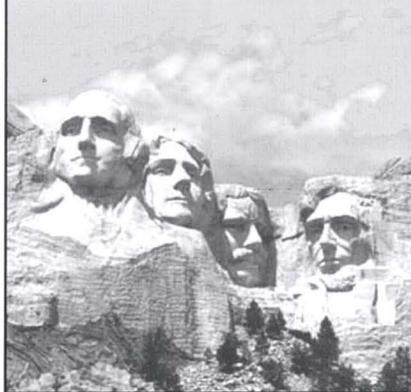
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Nasty November Weather Doesn't Stop Search for Plane

By Capt. Todd Epp
South Dakota Wing

On one of the first wintry days of the season, the South Dakota and the Nebraska wings of the Civil Air Patrol searched for—and found—a missing aircraft.

The morning of Nov. 21, 2010, the Air Force Rescue Coordination Center (AFRCC) first activated the South Dakota Wing then the Nebraska Wing to look for a light plane that was supposedly headed from Chamberlain, S.D., to the Millard Airport near Omaha, Neb.

The AFRCC did not pick up an electronic locator transmitter (ELT) from the Piper PA-24 Comanche. The plane was overdue, prompting the search. The South Dakota Wing then launched a search plane with aircrew from Sioux Falls. The South Dakota Wing also dispatched ground teams from squadrons in Sioux Falls, Brookings and Pierre. CAP members from Sioux Falls, Pierre and Rapid City also assisted in coordinating the response.

Initial reports suggested the plane had followed Interstate 90 east from Chamberlain to Sioux Falls, then turned south down I-29 to Omaha. The plane left Chamberlain about 5 p.m. Nov. 20.

Late afternoon Nov. 21, the Nebraska Wing located the plane near Stanton, Neb., about 11 miles east of Norfolk. The plane was located along a direct path from Chamberlain to Omaha. Unfortunately, there were no survivors.

The victims were Steven R. Schmillen, 63, of Elkhorn, Neb., and David Erik Radke, 44, of Charlotte, N.C. Schmillen is believed to have been the pilot. The men were returning from a pheasant hunt.

Authorities believe icing may have contrib-

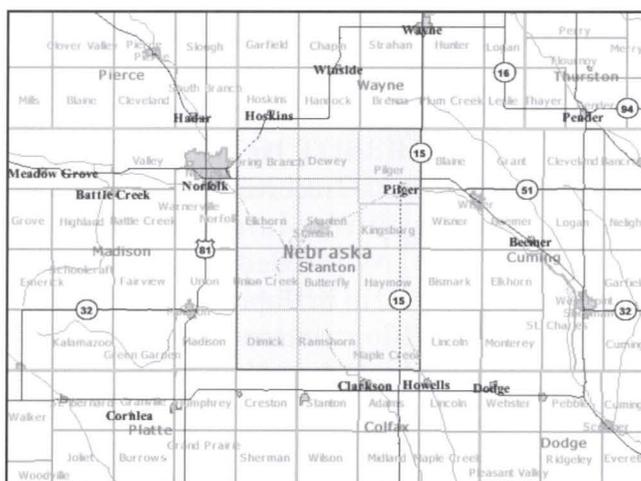


Lt. Col. Rick Larson, deputy operations officer for the South Dakota Wing during the search for the missing aircraft Nov. 22, 2010, is about to be interviewed by KDLT-TV reporter/anchor Krystle Kacner. Lt. Col. Larson was one of the public information officers for the mission. Photo by Capt. Todd Epp.

uted to the crash, but as of press time the National Transportation Safety Board, which is investigating the crash, had not issued its report. Authorities also believe the plane crashed about 7:30 or 8 p.m. Nov. 20.

According to press reports, the search parties were able to locate the plane after one of the men tried to activate a cell phone following the crash. Authorities determined that the phone's signal bounced off a signal tower near Norfolk, then used that information to narrow the search area.

More than 50 senior members and cadets from the two wings gave up school, work and family obligations to look for the missing plane and passengers. The weather in the region was cold, snowy and blustery, with some areas of the search area in a ground blizzard.



The missing aircraft was found by the Nebraska Wing the afternoon of Nov. 22, 2010 northeast of Stanton, Nebraska in the northeast corner of the state. Graphic: Public domain map from the U.S. Census Bureau.

Busy, Busy, Busy: Lookout Mountain's Active 2010

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

Editor's note: If you want to know what a busy squadron looks like, look no farther than Spearfish. The following review of the Lookout Mountain Composite Squadron's activities in 2010 is the first in a series of articles featuring the South Dakota Wing's local squadrons.

Looking back on the year 2010, even though we are a small squadron, we still accomplished numerous goals and objectives in 2010. Cadets promoted and earned ground team member (GTM) levels along with doing aerospace projects. Cadets also attended several wing SAREXs and training at the squadron. Some members also went on a real search. Over the course of the year, we have lost some members but have also gained some new ones and we continue to grow.

When we arrived at the incident command post, we were briefed and went out to search the woman's neighborhood. After we were searching for a while, a farmer checking his field found the elderly woman.

from our squadron were able to assist. Some other cadets and seniors from the Rushmore Composite Squadron were also there.

When we arrived at the incident command

Below is a month by month list of our squadron's highlights. Some of the months not much major happened but cadets performed activities such as taking tests and practicing drill.

JANUARY

In January, we received a call early one morning that we were needed for a real search in Rapid City. An elderly woman had wandered off from her house around 1 a.m. and had not returned. Three people



LMCS cadets work on their paper airplane AEX project Apr. 1, 2010. Pictured left to right: Lt. Col. Leo Becht, C/A1C Ethan Bennett, C/2nd Lt. David Small and C/SSgt. Rabecca Lauer. Photo by C/1st Lt. William Small.

post, we were briefed and went out to search the woman's neighborhood. After we were searching for a while, a farmer checking his field found the elderly woman. Unfortunately, she was dead. If the farmer had not been there, in about five minutes, we would have found her.

FEBRUARY

C/2nd Lt. David Small attended the 2010 Civic Leadership Academy (CLA) in Washington, D.C. This was Cadet Small's first national activity. When he arrived home, he said he really enjoyed it and did a presentation at a squadron meeting about some of his activities. He also wrote an article about it that was published in the previous issue of *Roundup*.

MARCH

During the meetings in March, cadets worked on building rockets for the Titan Rocketry Award. Three cadets later got to launch their rockets. Titan is the second phase towards getting the rocketry award which allows cadets to wear a pin on their

dress blues. Phase one of the program was completed the year before.

APRIL

In the month of April nothing significant happened. Several cadets took tests for promotions and we did an aerospace education excellence (AEX) project.

MAY

C/CMSgt. William Small attended the wing Cadet Leadership Academy at Camp Rapid as an instructor. While there, he taught a class on the duties and responsibilities of an NCO. He also assisted in other classes and functions. He attended two of these activities in the past and enjoyed being on the teaching side this time. Cadet Small highly recommends that all cadets try to attend this program at least once.

Later in May, Cadet William Small earned his Mitchell award! He enjoys being an officer now and hopes to encourage other cadets to get their Mitchell.

JUNE

Early in June, Cadet Adam Szymanski earned the Wright Brothers award to become an NCO. Because of this promotion and an expressed interest, he was later assigned to be flight sergeant.

Also in June, four people, 1st Lt. David Small, C/2nd Lt. David Small, C/2nd Lt. William Small, and C/SSgt. Rabbecca Lauer manned a booth at the Spearfish Emergency Preparedness Fair. While there, we also got a chance to look at other exhibits and had a good time.

June was a busy month—we had one more big change at our squadron. The squadron command changed from Major Rodney Dewese to 1st Lt. David Small. We had a ceremony for the change of command.

JULY

When C/1st Lt. David Small applied for CLA he also applied for the Engineering Academy at Auburn University in Alabama. He was accepted. He enjoyed this activity. Among other things, he designed and built an airfoil that he tested in a wind tunnel. He also went to Maxwell AFB and



Members of the Lookout Mountain Composite Squadron participated in the an emergency preparedness fair in June 2010. Pictured left to right with the squadron flag: 1st Lt. David Small, C/1st Lt. David Small and C/1st Lt. William Small.

saw the Civil Air Patrol headquarters.

AUGUST

In this month, C/SSgt. Rabbecca Lauer was given an opportunity. Since the cadet commander was gone on a trip, she was assigned to run a couple of meetings. Running a meeting is a good experience for NCOs. NCOs must start learning how to plan since they will need that skill someday.

SEPTEMBER

During this month some cadets took tests for promotions and did an AEX project.

OCTOBER

Five people, 1st Lt. David Small, C/1st Lt. David Small, C/1st Lt. William Small, C/SSgt. Adam Szymanski, and C/AIC Ethan Bennett attended the wing SAREX in Custer. Training from this exercise was used towards getting these cadets further GTM qualified. C/1st Lt. David Small is working on getting the requirements for ground team leader (GTL) but won't be able to attain it until he is 18. C/1st Lt. William Small wrote a press release about the SAREX and submitted it to a newspaper the following week.

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NOVEMBER

Five people, 1st Lt. David Small, C/1st Lt. David Small, C/1st Lt. William Small, C/SSgt. Rabecca Lauer, and C/Amn Antoine Bedard, attended the Rapid City SAREX. This SAREX provided cadets more training for GTM and also experience in finding a training beacon in the prairie- which is easier than finding one in the Black Hills. Members also got a rare opportunity to work with a dog team. Several cadets would go hide and the dog would find them. C/1st Lt. William Small took pictures and wrote a press release which was submitted to a newspaper the following week.



LMCS cadets participated in the Cadet Leadership Academy in Rapid City in May 2010. At the front of the classroom, C/Capt. Kendra Lauer teaches a course. Photo by C/1st Lt. William Small.

School asked the Civil Air Patrol to come make a presentation. One of the cadets in our squadron once belonged to this JROTC. Three members of our squadron went and did four one-hour presentations to four different groups. So far, one person from that JROTC has visited our squadron and submitted his application. He plans to bring more friends to CAP.

Since there was a stated interest, 1st Lt.

William Collister provided advanced radio training (ACUT). This took place on the Sunday after Thanksgiving and was attended by Col. Leo Becht, 1st Lt. David Small, C/1st Lt. David Small, C/1st Lt. William Small, C/SSgt. Adam Szymanski, and C/AIC Ethan Bennett.

June was a busy month—we had one more big change at our squadron. The squadron command changed from Major Rodney Deweese to 1st Lt. David Small. We had a ceremony for the change of command.

In early November, C/1st Lt. David Small took his first powered solo flight. He had earned a flight scholarship the previous year and had been taking flying lessons. Doing this earned him his solo wings which he can now wear on his uniform. The wing commander, along with other people, was there to witness the event. Cadet Small plans on continuing his training to earn his private pilot's license.

Earlier in the year the sergeant in charge of the Marine JROTC at Sturgis Brown High

DECEMBER

C/SSgt. Adam Szymanski successfully completed all the requirements for GTM3 and GTM2. He now has his 101 card which shows what he is qualified in. The training at the Custer SAREX helped him to attain these qualifications.

Cadet David Small successfully earned the Earhart Award. The Earhart Award is a big accomplishment in the CAP cadet program. He is the first Cadet Captain in our squadron in recent history. The Earhart Award lets cadets change over to a senior member as a first lieutenant.

Throughout the year, cadets also have been maintaining and updating a squadron website with a schedule and other CAP info on it. We also have done more AEX projects than are listed above. We hope with the coming year to do more great things and make our squadron grow!



C/Capt. William Small is the cadet commander and the assistant public affairs officer at the Lookout Mountain Composite Squadron in Spearfish, S.D.

The Black Hills are for Tourism and Training

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



Not going to the dogs but with the dogs! At the Rapid City SAREX held Nov. 6, 2010, CAP members had the unique opportunity to work with a dog search team. Pictured from left to right: C/1st Lt. David Small, C/1st Lt. William Small, C/SSgt. Issac Rosby, 1st Lt. Brian Sharp and C/SSgt. Benjamin Johannsen. Running in the background is C/Amn Levi Woodard. Photo by 1st Lt. David Small.



Cadets operate radio direction finding equipment at the Custer SAREX on Oct. 23, 2010. Left to right: C/SSgt. Benjamin Johannsen, C/A1C Ethan Bennett, C/SSgt. Adam Szymanski, C/Amn Levi Woodard, and C/1st Lt. William Small. Photo by 1st Lt. David Small.

The beautiful Black Hills of South Dakota was the venue for two South Dakota Wing search and rescue training exercises (SAREX) in the fall of 2010.

On Oct. 23, 2010, the South Dakota Wing conducted training at the Custer County Airport in the southern Hills.

Cadets received both instruction and field experience in locating a training electronic location transmitter (ELT) beacon, conducted a line search and operated radios. Several members also received training to become Ground Team Leader (GTL) qualified. After the exercises the cadets participated in drill practice.

Approximately forty Civil Air Patrol members attended this activity from squadrons around the state.

A few weeks later, the Wing conducted training Nov. 6, 2010, at the Rapid City Regional Airport.

Once again, cadets received instruction and field experience in locating a training ELT beacon, conducting a line search and operating radios. Cadets also received a bonus and got to work with a K-9 team with two search and rescue dogs.



LEFT: Cadets from the Rapid City, Spearfish, and Custer squadrons prepare to work with a dog team at the Rapid City SAREX. *Photo by 1st Lt. David Small.*



Cadets unload from the Lookout Mountain Composite Squadron van inside Custer State Park during the Custer SAREX. Pictured left to right: C/1st Lt. William Small, C/1st Lt. David Small, C/SSgt. Adam Szymanski, C/A1C Ethan Bennett, C/SSgt. Benjamin Johannsen. *Photo by 1st Lt. David Small.*



C/1st Lt. William Small and C/Amn Levi Woodard use both the old and new DF units at the Custer SAREX. *Photo by 1st Lt. David Small.*



C/1st Lt. William Small, C/1st Lt. David Small, C/Amn Antoine Bedard, and C/SSgt. Benjamin Johannsen work with a direction finder at the Rapid City SAREX. *Photo by 1st Lt. David Small.*

At Rapid City SAREX, there was a practice beacon hidden in a field. Two ground team vans with the help of an airplane were able to work together to quickly find the beacon in a pasture north of Caputa. After the beacon had been recovered, cadets practiced missing person searches, integrating K-9 search units. The search dogs can greatly reduce the time it takes to find a missing person.

Approximately fifteen CAP members attended this activity from squadrons around the state.



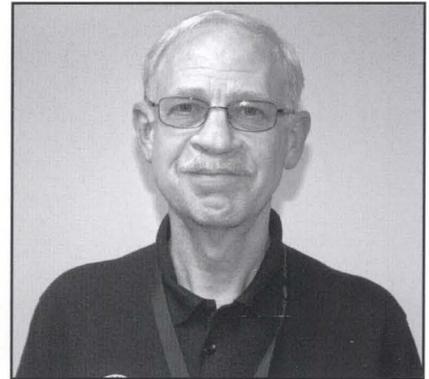
C/Capt. William Small is the cadet commander and the assistant public affairs officer at Lookout Mountain Composite Squadron in Spearfish, S.D.

CAP's Core Values Build our Foundation of Success

By Ch., Lt. Col. Gary Rae
South Dakota Wing

When I visited the Holy Lands, we went to Caesarea on the shore of the Mediterranean Sea. Herod (74 to 4 BCE) had built a great city here using his talents as an engineer and architect.

A normal practice of the times was to build a new civilization upon the ruins of a former culture using the stones from those destroyed buildings. We visited the ruins of a great cathedral that was built on top of one such demolished building. However, before completion, it



Ch., Lt. Col. Gary Rae is the South Dakota Wing chaplain. He is also the pastor of the Harrisburg United Methodist Church in Harrisburg, S.D.



Part of Civil Air Patrol's core values is placing others before yourself. Here, C/2nd Lt. Levi Adema of the Aberdeen Composite Squadron patiently explains a drill maneuver to C/Amn Shadow Blair while C/Amn Nicole Schneider stands at attention at the 2010 Joint Dakotas Leadership Encampment at Camp Grafton, N.D. C/2nd Lt. Adema, a flight officer, worked tirelessly as the leader of Charlie Flight, doing everything from finishing the guidon to teaching jodies to washing cadets' clothing during the wee hours of the morning. *Photo by Capt. Todd Epp.*

fell into a hole! They had failed to see how solid the foundation was beneath their new church! A few feet below their foundation was a great hole left from the destruction of an even earlier structure.

The same thing can happen to us when we do not have a solid foundation of values within us to support us when the weight of the world's temptations are encountered. In the Civil Air Patrol we have core values out of which we are called to serve. Without them we can fall into the hole of worldly values and temptations.

Those Core Values are: Integrity, Volunteer Service, Excellence and Respect.

INTEGRITY is the cornerstone without which none of the others can work. It's about accountability, responsibility, the courage to do the right thing, seeking justice and respecting yourself as much as you respect others. *It's who we are on the inside that always reveals itself on the outside.* You can't fake integrity. People of integrity do the right thing even when no one else is watching.

VOLUNTEER SERVICE. I believe we were made by our Creator to be givers. We give by serving

and building a better world. Doing something for another without being paid or expectation of returned favors is at the heart of a person of character. Close-fisted people try to hold onto what they grab but open palms symbolize willingness to share. The open palm also reminds us that blessings can be **added** to our lives. There is no greater honor than to serve humanity.

EXCELLENCE: If a task is worth doing, it's worth doing well. We honor and respect those we serve when we do our very best. The discipline of excellence builds leaders who will inspire.

RESPECT. Respect is about honoring our team with the recognition of the experience, skills, wisdom and knowledge all bring to our mission. It is valuing other persons with equal worth. Respect does not step upon others to meet personal goals or gain personal attention. It is a profound humility that glues us together.

Missions fail and squadrons falter and fall into a hole when our team is built upon personal goals rather than the core values that sit upon a solid foundation. Missions fly and squadrons flourish when each person becomes and **lives our core values**. May the inward eye of vigilance find us standing on these values.



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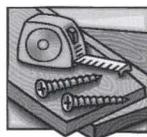
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