



South Dakota

WING ROUNDUP

CIVIL AIR PATROL • WINTER 2014 • UNITED STATES AIR FORCE AUXILIARY



Commander
Col. John Seten

Address
Editor, "Wing Roundup"
4275 Airport Road, Suite A
Rapid City, SD 57703

Phone Number
(605) 393-4215
Fax: (605) 393-4216

The Wing Roundup is published for members and friends of the South Dakota Wing Civil Air Patrol, the official U.S. Air Force Auxiliary.

The opinions expressed herein are those of the editor/publisher and are not necessarily those of the Department of Defense, U.S. Air Force, Civil Air Patrol or the South Dakota Wing.

All letters and/or articles submitted are the opinions expressed by the authors and are not necessarily those of the editor/publisher.

CHANGES OF ADDRESS:

Members: Magazines are posted with the current address on file with CAP NHQ/DDP. Therefore, changes of address for members should be e-mailed to dpp@capnhq.gov

All photos are CAP photos unless otherwise indicated.

Round-up Staff

Publishers
Col. John Seten, South Dakota Wing (SDWG) Commander
Lt. Col. Richard Larson, SDWG Vice Commander

Editor
Maj. Bruce Kipp, SDWG Public Affairs Officer

Contributors: Col. John Seten, SDWG; Maj. Bruce Kipp; Maj. Todd Epp; Cadet Staff Sgt. Justin Harris, Lookout Mountain Composite Squadron (LMCS); Cadet Capt. Brandon West, Sioux Falls Composite Squadron; Col. Lester W. Snyder, Jr, SDWG Holding Squadron; Lt. Col. Buck DeWeese and Capt. David Small, LMCS; Capt. Bill Collister, Wing Staff

For information on advertising rates and space please call 1-800-635-6036

In This Issue . . .

	<i>2013 JDESE Encampment and SAREX</i>	3
	<i>Commander's Column</i>	5
	<i>AirVenture 2013 Air Show</i>	6
	<i>The Birth and Growth of the SD Wing of the Civil Air Patrol, Part 1</i>	9
	<i>My Experiences at National Blue Beret 2013</i>	16
	<i>Labor Day Sunday 2013 ELT Search</i>	21
	<i>Wing Communications Challenge</i>	22
	<i>Maj. Epp Receives Balsem Award</i>	23
	<i>Mickelson Trail Rescue</i>	25
	<i>SDWG Expands External Outreach</i>	26
	<i>SDWG Receives Award at National Conference</i>	27
	<i>SDWG Locates Missing Man</i>	29
	<i>The Aftermath of Winter Storm Atlas</i>	30

COVER PHOTO:

During the Split SAREX in January 2014, members of Ground Team-1 in the East River area search for an aircraft emergency beacon using hand-held radio-directing-finding equipment.

2013 JDESE Encampment and SAREX

By Maj. Todd Epp and Maj. Bruce Kipp

Bivouacking during one of the largest search and rescue exercises (SAREX) in recent South Dakota Wing history, a successful pass-in-review ceremony and a formal military dining experience at an Air Force base welcomed cadet graduates of the Joint Dakota Emergency Services Encampment held at Camp Rapid, S.D. in July 2013.

The 2013 encampment, which switches between locations in the Dakotas each year, featured emergency services training, primarily for ground search and rescue team skills. Initially, the cadets spent over a week learning how to use an orienteering compass, how to read a map, how to operate hand-held radio-direction finding equipment and wilderness safety.

Then, some of the cadets and senior members

moved to the Custer County Airport where they set up camp by pitching medium sized, general-purpose tents provided by the South Dakota Army National Guard. Heavy rain and thunderstorms did not dampen the enthusiasm of the participants as they went out on ground search and rescue sorties.

The first of the sorties consisted of looking for a missing fisherman and his brother in the Black Hills in and near Custer State Park. Another search involved looking for an actual S.D. Army Guard Blackhawk helicopter that had “crashed” in the Black Hills.

Senior members staffed the incident command post at the Crazy Horse Composite Squadron headquarters at the Custer County Airport. CAP aircraft flew as part of the search missions and



7 Wings and 70 personnel participated in the 2013 JDESE.



JDESE SAREX participants erect a troop billet tent.



JDESE "Crashed" SDANG Blackhawk Helicopter.

Continued on page 7 . . .



Commander's Column

*By Col. John Seten
South Dakota Wing Commander*



As I write this I am finding it hard to believe we are transitioning into a new year. I'm not sure where the past year went but it was a busy one for the wing. One of the highlights was the wing hosted a breakout session at the South Dakota Emergency Management Association's annual conference. This is our target audience for Search and Rescue missions. We answered a lot of questions and we are already working on a potential new mission for Hanson County.

Our wing completed the Compliance Inspection back in May conducted by US Air Force personnel and CAP personnel from around the country. We received a successful rating and I personally want to thank all of my wing staffers as well as all wing members for assisting with the inspection.

Last July we hosted the Joint Dakotas Emergency Services Encampment at Camp Rapid in Rapid City, SD. The encampment wrapped up with a SAREX with the mission base at the Custer County Airport. The SAREX

had the largest attendance that anyone could remember in South Dakota. Many trainees were able to gain experience in areas that were new to them which will greatly enhance our mission capabilities.

In August we had nine members attend events during the CAP National Conference in Denver, CO. Some attended the pre-conference learning labs while others attended the conference and took part in the numerous learning labs and the banquet. South Dakota Wing received the North Central Region Emergency Services Award. Also the wing is proud to have Cadet Col. William Small represent the North Central Region as the advisor to the National Cadet Advisory Council. This is a great opportunity for Cadet Col. Small. He will do a great job for the region.

Over the Labor Day weekend we were tasked by the Air Force Rescue and Coordination Center to locate an Emergency Locator Transmitter beacon. The Sioux Falls and Brookings Squadrons teamed up and launched two

ground teams and one aircraft. Shortly after the aircraft launched it started tracking the beacon which ended up being an aircraft in a hangar on the Madison Airport. The aircraft led the ground teams to the site and with law enforcement officials were able to get permission for our teams to silence the beacon. Great job and all involved with the search are credited with a "Find" ribbon.

Many other cadet training events as well as professional development events took place throughout the months of 2013 to include Training Leadership of Cadets classes, a Corporate Learning Course, and the IG Senior Course. There were also numerous community service events all around the state that we either took part in or supported.

As we go forward into the winter months we will anxiously await to see what our FY-14 Air Force training budget will be. We will be gearing our training efforts towards preparing for our Evaluated Exercise in April.

Continued on page 23 . . .

AirVenture 2013 Air Show

By Maj. Buck DeWeese with comments from Capt. David Small

Trip Report (31 July – 5 August) to the Experimental Aircraft Association’s “AirVenture 2013” air show/exposition held annually in Oshkosh, WI.

Phase 1, the gathering of eagles, began Wednesday, 31 July for the start of a long, arduous journey that crossed three states via CAP van and chartered bus. After picking-up attendees in Sturgis, Piedmont, and Rapid City, the West River group of eight arrived in Tea, SD. Capt. Joseph Oye of Sioux Falls Composite Squadron cordially provided billeting for the night; some slept in his house, some in his camper and some in Col. Seten’s camper (which he graciously parked in the driveway and allowed us to use). The next



SDWG contingent to the “AirVenture 2013” airshow in Oshkosh, WI.

morning we met up with nine other CAP members and several non-CAP family members at the Experimental Aircraft Association (EAA) headquarters hangar at the Tea Airport where Capt.



Static display area overview.


AirVenture *Continued . . .*

Joe Oye (SFCS) introduced the Tea EAA to Maj. DeWeese who had been successful in securing state funding that significantly helped defray the cost of this trip. The Tea EAA also provided \$50 “scholarships” to each cadet.

Phase 2, the departure for Oshkosh. The 17-person contingent (nine seniors and eight cadets) from SDWG loaded onto a 50-passenger touring bus along with 28 EAA members for the 10 hour ride to Oshkosh, WI, the home of the famous annual Oshkosh Air Show “AirVenture” sponsored by the EAA.

Phase 3 began with check in at the University of Wisconsin dormitory for billeting assignments. Busses provided transportation to and from the airshow. For safety and security there was a bed check at 11pm each night. We attended three glorious days of aviation history in the air and on the ground. There were daily airshows and a special night air show on Saturday night. Hundreds of warbirds from all eras including the historic B-29 Superfortress bomber “FiFi”, aerobatic helicopters

and RV7 (homebuilt aircraft kit) demonstration teams kept the crowd entertained each day as did thousands of non-military aircraft from all eras on static display. There even was a semi-tractor powered by three turbojet engines with afterburner. One night the new animated film “Airplanes” was shown at the outdoor theatre. Our cadets got to meet with Cadet Capt. Brandon West of Sioux Falls Composite Squadron who was there participating in the National Cadet Activity “Blue Beret” which supports the AirVenture air show. He gave them a tour of their facility and they chatted with Blue Berets from around the country. There was plenty to eat, drink and explore for three wonderful days. Everyone had a favorite event, but everyone agreed the night air show was one of the highlights. Despite sunburned faces and sore feet a good time was had by all.

Phase 4, the return home, began at 1500 on Sunday, 4 August as we all packed back onto the bus for a 10 hour drive back to Tea arriving about 0100. Those from West River continued on taking turns driving. Those from East River caught a few hours of sleep before reporting to work later that morning. 

JDESE Encampment/SAREX

Continued from page 4 . . .

helped guide ground search teams to their targets. Cadet Maj. Hunter Stonehouse from the 119th ANG Cadet Squadron in Fargo, N.D., even flew a sortie as a mission pilot trainee.

On the second to the last day of encampment, cadets struck camp and returned to Camp Rapid, the S.D. National Guard’s headquarters and encampment site. They quickly changed from BDUs to dress blue uniforms, rehearsed, and then performed a perfect pass-in-review ceremony just prior to a major hailstorm.


That evening, the cadets were treated to the Dakotas Club at nearby Ellsworth Air Force Base for a formal military dinner and awards ceremony held before distinguished guests, family and friends.

Approximately 70 cadets from seven wings and 20 senior members from the North and South Dakota Wings participated in the encampment with approximately 20 additional members participating



SAREX Commanders Col. John Seten and Lt. Col. Randy Borton control the JDESE SAREX.

in the SAREX. Besides the S.D. Army Guard’s participation, the Salvation Army and Red Cross provided several meals at the SAREX and the Custer County Search and Rescue Team provided a liaison in the search for the “missing” men.

The 2014 joint encampment is currently scheduled for the summer at Camp Grafton, N.D., where the emphasis will be on teaching the leadership skills to the cadets. 

The Birth and Growth of the South Dakota Wing of the Civil Air Patrol

(Part 1)

By Col. Lester W. Snyder, Jr.

In order to explain the origin of the Civil Air Patrol and how it developed in South Dakota, we need to think back to 1941 and the months just prior to the United States involvement in World War II. The international situation was getting extremely tense. The German “war machine” seemed unstoppable. Under that perceived threat many Americans were considering what should be done to minimize any danger to the United States. Many in the aviation community were convinced that the nation’s 25,000 civilian aircraft could in some way, be of help to the hopelessly undermanned Army Air Forces. Thus it was that the Civil Air Patrol was born of the desire of patriotic civilians who believed that a civil air organization was needed to support the United States.

One of those patriotic civilians was a man named Gill Robb Wilson, an aviation writer for the New York Herald Tribune, who vividly remembered an experience he had in Bavaria in 1936. He had been researching a story on German civil aviation, and was attending an official party. In a conversation with a Nazi officer, the officer made the remark, “Your East Coast is the best submarine hunting ground in the world”. Supposedly he was only reminiscing about World War I, but Wilson realized that what the Nazi had said was still true, and they both knew it.



Planes such as this provided valuable civilian wartime service to the nation.

THE BEGINNING

Coincidentally Gill Robb Wilson also had been designated the State Director of Aviation in New Jersey. In that capacity he was able to convince the Governor to authorize the organization of the New Jersey Air Defense Services. Mr. Wilson was not completely satisfied with that, however. He felt strongly that a state organization really was not adequate, so he enlisted the help of two newspaper publishers (Guy P. Gannet and Thomas H. Beck) in order to acquire more influence. Through them he was able to gain the confidence of Gen. Henry “Hap” Arnold, Chief of the Army Air Forces, and a man named Fiorello Laguardia. The latter was the Head of the recently formed Office of Civil Defense.

Mr. LaGuardia was sufficiently convinced of the need for a civil air organization to support the United States, and he issued a formal Order on December 1, 1941, creating the Civil Air Patrol (CAP), under the Office of Civil Defense. Thus we acquired the insignia containing a white circle with an inscribed triangle.

Of course, leaders were needed for the new organization. For that reason, the first order of business was to assign Wing (State) Commanders. That act was accomplished in all 48 states on December 1, 1941, with the issue of the Order. South Dakota was no exception, and the first commander of Wing 77 was a newspaperman by the name of Thomas B. Roberts, Jr., who lived in Pierre, S.D. (On May 30, 1955, the Wing 77 designation was changed to Wing 40000, and in 1999 it again was changed, to Wing SDOOO). Subsequently eight Area Group Commanders also were assigned. They were Clyde Ice, Spearfish; Floyd Barlow, Rapid City; Franklin Hyde, Pierre; Ken Neville, Huron; Dwight Campbell, Aberdeen; Ralph Hubbard, Watertown; Cecil Shuoe, Brookings; and Knapp Brown, Sioux Falls. The Area Group Commanders immediately began the task of trying to sign up new members. Verne Kraemer, Nemo, S.D., was one of the first, joining on December 3, 1941. Fortuitously, this activity was occurring just prior to the Japanese attack on Pearl Harbor, on December 7, 1941, which precipitated the United States entry into WWII.

The January 7, 1942, issue of the Rapid City Journal carried the following description of the



WWII-Era Civil Defense poster with CAP emblem at top right.

new organization. “The Civil Air Patrol is a branch of the Office of Civil Defense, organized on a nationwide basis for cooperation with the Army, Navy, and Civil Aeronautics Authority in mobilizing small planes for war work, and in South Dakota to handle other Civilian Defense activity.” The earliest physical evidence of CAP in South Dakota that has been found, is a letter dated January 12, 1942. That letter has a Spearfish letterhead and was signed by Clyde W. Ice, one of the Group Commanders of the Civil Air Patrol in

South Dakota. Clyde Ice was a well-known aviation pioneer in the area.

THE COASTAL PATROL

Gill Robb Wilson's fears had become reality, for at the beginning of 1942 the U.S. Navy was stretched extremely thin. Soon German submarines were sinking 50 large ships per month along our East Coast alone. Of course, to avoid panic that fact was not publicized. Determined to make a difference, members of the CAP activated Coastal Patrol Base #1 at Atlantic City, N.J., on February 28, 1942. The operation was strictly volunteer; it was completely funded from the members' own resources with no government assistance. The value of the operation was immediately evident, and consequently, the CAP was allowed to establish a Coastal Patrol, which they did officially on March 5, 1942. The operation grew from Base #1 to 21 bases along the East and Gulf Coasts. The Coastal Patrol was a very successful activity. It operated for 18 months, during which time its members flew cover for almost 6,000 convoys for the U.S. Navy, aided 91 ships in distress and 865 shipwreck survivors. The members also located 17 floating mines, sighted and reported 173 submarines, hit 10 with bombs, and are even credited with sinking at least one.

You may wonder what South Dakota had to do with the Coastal Patrol, if anything? Well, some members from South Dakota went to the East Coast to take part in the operation. As of 2010, one of those members, Verne Kraemer, is living in Deadwood, here in South Dakota. There were many members who took part in other CAP activities, or took an active part in other on-going wartime projects. One CAP project in the Black Hills area was rather unique. Members organized coyote hunts. They sold the pelts, and the money was used to help finance the Coastal Patrol, because its members were experiencing many delays in receiving government assistance.

THE BORDER PATROL

It should be mentioned that there was a CAP Border Patrol as well as a Coastal Patrol,

but apparently there was not any South Dakota involvement in that activity. The Border Patrol was operated by CAP, from July 1942 to April 1944. Members operating in that activity were able to detect a few saboteurs, and also managed to discover a spy radio station.

OTHER WWII-ERA CAP MISSIONS

Other activities which were performed by the CAP for the military included Target Towing and Searchlight Tracking, both of which could be hazardous to one's health. Target sleeves were towed by CAP aircraft to provide gunnery practice for the artillery. For the CAP pilots, the tow cables on the sleeves never seemed to be long enough. Also, CAP pilots flew missions to give practice to searchlight crews. The pilots of those planes learned quickly that a searchlight, viewed inadvertently, could blind a pilot for a considerable length of time.

THE COURIER SERVICE IN SOUTH DAKOTA

There was still a different wartime activity for CAP pilots. In those early days of the War, the Army Air Corps was having difficulty performing just its basic functions. It was critically short of both military pilots and aircraft, and found itself desperately in need of a means to rapidly transport critical items between bases. To fill that need, a CAP Courier Service was organized under the Second Air Force. One of the several locations that units operated from was in South Dakota. CAP pilots started flying courier routes out of the Rapid City Army Air Base on November 2, 1942. The routes that were flown were triangular, and the first was to subordinate Bases in Pierre, SD, and Ainsworth, NE. With their low horsepower aircraft, the total route could not easily be completed in one day. A pilot might fly to Pierre, deliver his cargo, then go on to Ainsworth and stay the night. He then would return to Rapid City the following day. Another pilot might start at the same time as the first one, and fly the route in reverse order spending the night in Pierre. One of the pilots met his future wife during a stopover at Pierre. When

they remained overnight at satellite Bases, the pilots stayed at the BOQ's, ate at the mess halls, and were welcomed at Officers Clubs. They had high praise for the way they were treated by military personnel.

Later other routes were added for the Rapid City unit. One was to Alliance, NE, and Scottsbluff, NE. Another was to Cheyenne, WY, and Casper, WY. When the pilots returned to Rapid City, most often they picked up another load, possibly the next day, and continued to the next destination. The cargo that the Courier Service transported was quite varied, and might include: rifles, parachutes, high priority mail, emergency parts, instruments and even Base payrolls. Most likely because of the latter, all the pilots were issued 45 caliber pistols and had to qualify on the firing range. In some cases, a part of the cargo might be picked up at the delivery point by courier pilots from other Wings, in a relay. There evidently were two other satellite Bases in South Dakota. There is evidence that one was located at Watertown and another at Mitchell, but they evidently were serviced by pilots from another unit, probably one at the Sioux City Army Air Field, in Iowa, or possibly one in Omaha.

THE COURIER SERVICE PERSONNEL

Most of those who joined the CAP were pilots who had been greatly disappointed when, six days after the bombing of Pearl Harbor, all small aircraft were grounded. Most of those pilots were too old for military service or were 4-F (not qualified for military service due to medical reasons) in the draft categories. However, they wanted to fly, and as with most civilians at that time, they especially wanted to do something for the war effort. In the South Dakota Courier unit there were only seven regular pilots, who had their personal airplanes. There were four other members in the unit: two "alternate" pilots, a mechanic, and a dispatcher. The regular pilots were John Moodie, Ed Anderson, Carl Baker, Jack Davis, Chuck Keown, Max Kuehn, and Martin Schroeder. The two alternate pilots, who actually flew a great deal, but did not have their own planes, were Cecil Urban and Ross Wiehe. Leo Weber was the mechanic and Roger L'Esperance was the dispatcher. Each individual

received some pay for his services but the regular pilots received better compensation for the use of their planes. To qualify for the Courier Service, the pilots were required to have at least 150 hours of cross-country flying time. None of them were instrument-rated, which makes it seem even more miraculous that they flew almost every day. They would even fly in weather when the Army Air Forces would not launch their B-17s. They would take off with ceilings as low as 150 feet. By 1943 they were on a schedule of seven routes per day, and their completion rate was phenomenal. In most months it was 100 percent, and they kept up that pace for about 14 months.

The Rapid City unit pilots flew out of what was the Rapid City Municipal Airport. At that time the airport was adjacent to the southwest side of the Rapid City Army Air Base, which eventually became Ellsworth Air Force Base. The airport had a paved runway and the Inland Airline's hangar which the CAP was allowed to use. Inland Airline was absorbed later by Western Airlines. The hangar was made of stone, with a concrete floor. It was heated and also was occupied by the Weather Bureau office. The courier routine was to telephone the Air Base Tower for permission to land at the base. Then the pilot would take off from the small municipal runway and fly into the adjacent base, to pick up his cargo for the day. When the cargo had been loaded in his plane, he would take off from the base, on the assigned courier route.

THE COURIER SERVICE AIRCRAFT

The planes the courier pilots flew were small, with about 65 to 75 horsepower engines, and they had only very basic instruments. Only one had a radio transmitter, although some had receivers. Most of the aircraft had a range of about three hours, except for that of the commander. Captain Moodie had installed an extra tank in place of the passenger seat with a wobble pump to aid in the transfer of fuel. Periodically the planes would have to be grounded for service, and when they did, they would get out of sequence. However, about every ten days to two weeks a pilot would catch up with his own airplane. Even with their limited range, the low airspeeds and the constant and repetitive

nature of the routes created another danger. That danger was from lack of sleep and from monotony and boredom. To counter that while flying their routes, some pilots read books, others buzzed farmhouses, dropped notes, shot at coyotes, or did flight maneuvers to entertain kids along the way.


There were instances when the courier pilots encountered winds with not much less velocity than the airspeed of the aircraft. At least once a plane ran out of fuel, but fortunately, the pilot was able to land and get a small quantity of fuel from a farmer. In another case the wind at the landing site was so strong that the pilot had to set his brakes on landing and “rev” up the engine with the tail off the ground, until “wing walkers” could come out and help secure the aircraft. John Moodie flew into Casper in a snowstorm so bad that he could not tell that the ground, to which he was keeping wings parallel, was actually the side of a hill. Fortunately, he soon glanced at the needle-ball instrument and was able to reorient himself in time. Shortly thereafter he was lucky enough to locate a railroad track that led him to the airport. Captain Moodie also was the first person to land an airplane on the airport at Ainsworth, NE. He was able to land his small plane safely even though only a short portion of one, of the eventual three runways, was completed.

COURIER SERVICE MISHAPS

With the many hours and all the dangers to which the courier pilots were subjected, there were only three incidents in which an aircraft was damaged, and none in which the pilot was seriously injured. One happened when Lt. Martin Schroeder landed in a high wind back in Rapid City. When he tried to taxi, the wind tipped the Supercub up on its nose. A second incident happened when the aircraft that Lt. Ed Anderson was flying caught on fire in the air, near Newcastle, WY. He was able to land in a pasture and get out with his cargo, although he did burn the sheepskin collar of his jacket getting the mail bags out. The third incident involved Lt. Cecil Urban who flipped a Luscombe over on a taxiway at Ainsworth. In that instance word had been received that the runway was being cleared

of heavy snow. When Lt. Urban arrived, only a taxiway had been cleared because the plow broke down at the end. The banks on each side of the taxiway were up to four to five feet high. He set the plane down without any problem, but a snow bank collapsed part way down the taxiway and it turned the plane into the snow bank and upside down.

THE END OF MILITARY SERVICE

As the Army Air Corps was able to develop its own resources, the commanders understandably tended to rely on their own. That meant that they requested fewer services from CAP. However, the CAP had furnished a needed service and had earned a good reputation in doing it. In fact, they had achieved so much success that by April 1943 the CAP already had been transferred to the War Department. By the end of the war, members of the CAP had earned 825 Air Medals and 25 other military decorations. Unfortunately, 64 members had given their lives, serving their country in the CAP. Another fact that is not generally known is that during the war the CAP owned or operated 215 airports. It also was able to keep 403 other airfields operating despite the reduced traffic, due to restrictions on flying. When the war ended in May 1945, the military missions of the CAP ended with it. However, within a year, in July 1946, the U.S. Congress passed Public Law 476, which incorporated the Civil Air Patrol as a benevolent, non-profit organization to promote aviation. Then, on September 26, 1947, the Army Air Forces became the U.S. Air Force, a separate service. Eight months following that, Public Law 557 was enacted, making the Civil Air Patrol the official civilian Auxiliary of the U.S. Air Force. 



My Experiences at National Blue Beret 2013

*By Cadet Capt. Brandon West
Sioux Falls Composite Squadron*



NBB pocket patch.

It all started in 2011 when a couple of my friends came back from a National Cadet Special Activity called National Blue Beret (NBB). The excitement they came home with and all of the cool stories they had to share ignited my interest in this prestigious event. The NBB provides support for the Experimental Aircraft Association's (EAA) annual fly-in and airshow at Oshkosh, Wisconsin.

The Blue Berets (CAP cadets attending NBB wear a distinctive blue beret) flight line marshal the aircraft arriving and departing Oshkosh, provide flight line security and crowd control for the military aircraft, guard the active ultralight aircraft runway, search for emergency locator transmitters (ELT radio beacons) in aircraft that have had rough landings, log the arrival of all aircraft, and do other odd-jobs for the EAA.

After finding out about it from my two friends, I instantly wanted to go. I was selected to attend National Blue Beret 2013! Not only that, once I was assigned to Bravo Flight, I was chosen to be the Flight Commander.

The first day of NBB we lined up outside the dining facility for in-processing. During in-processing we turned in our cell phones and other electronics, were issued NBB t-shirts, took photos for our IDs, and were assigned to our bunks. Throughout the day my other flight members arrived and we started to get to know each other. I didn't know exactly what to expect of this unfamiliar place, but I learned to call it home, and to call my flight and other berets my family.

The next few days consisted of staff training, emergency services training and training in flight



Oshkosh Blue Beret Honor Cordon-1.



Oshkosh Blue Beret Command Post.

line marshaling to prepare us for the airshow. A few days prior to the beginning of the airshow we went operational and began working the flight line handling the arrival of the 20,000 plus aircraft that would be at the Oshkosh event. It was quite the experience to be up close and personal with the planes and directing them to where they needed to go. Knowing they depended on you to keep them from colliding with other planes and making sure they get where they are supposed to be made us all feel very proud. As a flight commander, my job was to patrol up and down the flight line checking on each of my cadets, but I also got to do my fair share of marshaling.

On July 29, the airshow began. Each day, our flight was assigned three different shifts from the following: flight line south, flight line north, guarding military aircraft, emergency services operations or guarding the ultralight runway. My personal favorite was guarding the military aircraft because I got to see many awesome airplanes, and it was the busiest of all the exhibit areas. During



Cadet Capt. Brandon West at the NBB in Oshkosh, WI.

the activity, our flight earned a “find” ribbon during emergency services operations for locating an ELT that had become active in an aircraft that landed hard.

My favorite event of NBB was not part of the airshow though; it was standing in the cordon for the Honor Flight of Vietnam veterans returning from Washington D.C. This was an emotional experience for me. Vietnam veterans were never really given a pleasant and respectful welcome home after the war, and to be able to give that to them that was such a powerful and humbling experience. Many of them were in tears as they walked past us as we rendered them salutes, and this touched me in a way that I will never forget. I have to say that this one special event was one of the most amazing in my entire Civil Air Patrol career.

A couple days prior to this, Bravo flight earned our blue berets. It took a lot of hard work to do so, but we did it. Then, the night of the Honor Flight, we earned our St. Alban’s pins, which are the most important part of the berets; it takes a lot of dedica-

tion to get to that point. In addition to the coveted blue beret with pin we also earned the privilege of wearing the blue beret patch on the pocket of our BDU uniform. Those who complete the NBB activity are entitled to wear the beret and patch for the rest of their cadet career.

Toward the end of the airshow everyone got to see the amazing night airshows where the aircraft did aerobatics and launched fireworks. The coolest part of the night airshow was when the wall of fire was set off. Also, the last few nights the NBB flights got to have a “flight night out.” On our flight night out we got to explore the airshow on our own for a few hours. Then, to wrap up our night, we went out to a place called Ardy and Ed’s, a drive-in restaurant. This is one of the many NBB traditions. All of the other NBB traditions you must learn about when you get there!

All in all, National Blue Beret was an amazing experience, and one that I will never forget. I highly recommend that you apply to attend. Blue Berets are among the best of the best in CAP and I am proud to call myself one of the family. 🇺🇸



Oshkosh Blue Beret HQ.

Labor Day Sunday 2013 ELT Search

By Maj. Todd Epp

A quiet Labor Day Sunday was interrupted by a search for a private aircraft's electronic emergency beacon in eastern South Dakota.

SDWG aircrews and ground search teams based out of Brookings and Sioux Falls were able to pinpoint the location of the radio beacon to the Madison Airport that evening, where repairs on an aircraft triggered the signal. Fortunately, no one was hurt.

The Air Force Rescue Coordination Center contacted the South Dakota Wing about 6 p.m. on 1 September 2013 and reported that an aircraft passing overhead had detected an Emergency Locator Transmitter (ELT) broadcasting from somewhere north of Sioux Falls.

The Incident Commander for such events, Wing Vice Commander Lt. Col. Rick Larson, quickly organized and dispatched SDWG aircraft and ground search teams from Brookings and Sioux Falls to hunt for the ELT.

Early information indicated the ELT might have been in the Dell Rapids area. With that initial information, the aircrew flew a Cessna-182 towards, over and around the Dell Rapids area. Based on the aircraft's onboard radio-direction-finding systems the aircrew determined the signal was coming from the north and west of Dell Rapids. Meanwhile the ground search teams searched a small airstrip south and east of Dell Rapids.

About 9 p.m., the aircrew was able to isolate the signal as coming from the Madison Airport. The aircrew contacted the Incident Commander, who in turn contacted the Lake County Sheriff's Office, which quickly mobilized to investigate. Lt. Col. Larson then dispatched the ground teams from Dell Rapids to the Madison Airport.

The SDWG aircraft orbited overhead and vectored the ground search teams to the airport where they began their search. At the airport, with the help of the Lake County Sheriff's Office, the

ground teams located the ELT to a Cessna-172 in a hangar that had just undergone its annual inspection which had inadvertently triggered the beacon. The aircraft's owner was notified and gave permission to silence the beacon. As the SDWG aircraft returned to base the ground teams remained to deactivate the ELT and then waited to make sure that it did not reactivate.

“The aircrew assisted the ground teams to the airport and orbited overhead until the ground team started searching.”


After being debriefed the flight crews and ground search teams were released from duty at approximately 11:50 p.m.

Participants in the mission included:

Aircrew - Capt. Joe Oye, mission pilot; Maj. Todd Epp, mission observer; and Capt. Jerry Foy, mission scanner.

Ground teams: Maj. Justin Johnson, ground team leader; Maj. Nick Gengler, ground team leader; Capt. Karla West, and ground team members Cadets Camille and Brianna Lynn, Christopher Dinnel, Josiah Huntington, Brandon West, Matias Kowang and Devon Brown.

Mission base: Lt. Col. Rick Larson, incident commander; Maj. Bruce Kipp, public information officer; 1st Lt. Vinnie Brown and 1st Lt. Dan Schneider, mission radio operators.

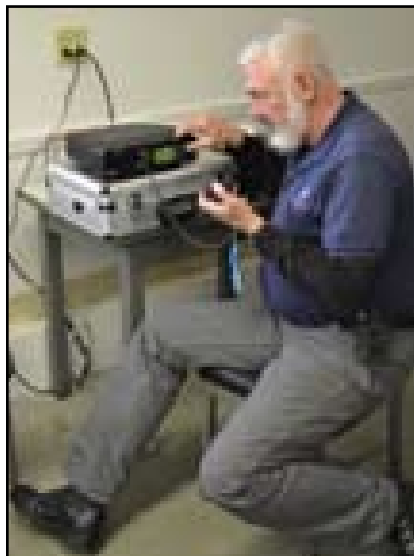
Mission participants will receive a find ribbon for their efforts, according to South Dakota Wing commander Col. John Seten. 

Wing Communications Challenge

By Capt. William Collister

Some of us are used to the convenience of calling or emailing someone as soon as we have a thought, question or directive. What we forget is the infrastructure that supports this convenience isn't infallible! Just as much of our writing skill has weakened, we get frustrated when we don't have a signal or the internet connection is down. When the lack of service is longer term frustration grows exponentially. When we cannot even call the service provider, we actually become angry! We have evolved into a gotta have it now society. How do we deal with this loss and cause of frustration? When we are forced to wait our connections out, we prioritize the contacts we have to make and find work-arounds. The missions we perform for CAP are no different. But, we have old radio technology for use today.

With the radio equipment we have at our disposal we have the means to communicate sufficiently well within and outside the Wing without having to depend on the "pay as you go" infrastructure. We use these communications during our training and our real missions. The term "sufficiently", however, is kind of a flat expression. We could, as we have done in the past, use our radio equipment as expertly as we do our other tasks within CAP.



Capt. Bill Collister establishes HF radio communications.

Our local capabilities supplement communications assets at the Wing, Region and National, but only if we perfect their use through practice. CAP's National Commander has directed that units must regain the expertise of the past by re-instituting regular radio networks. As Wing Director of Communications, I want to start using the local radio nets we have in place now and then grow those local nets into a robust and total intra-communications network in our Wing.

I propose that we begin to hold a coordinated and participative net for a few minutes during each Squadron's meeting. We can establish a radio net with other Squadrons that share the same or overlapping meeting times. Initially, we will use this

communications training net to verify equipment operation, either on our own channels or using the South Dakota State Radio Trunking System.

By the time you read this, this first step should be being exercised. I also propose that we allow, with guidance, our cadets the opportunity to demonstrate the enthusiasm that I have witnessed from some of them at SAREXs. The communications training nets should be run by all hands, Cadets and Seniors alike, so the training experience is shared. Training communications nets can even be practiced in the local squadron area going from room to room or spread out on a field, also using ISRs.

Squadrons can assign each of their members an Air Force Voice Call Sign (AFVCS) "Grasslands" since they all have a list of calls beginning with their respective unit charter number. For example: The Sioux Falls Composite Squadron is SD-050. Their AFVCS would be Grasslands (GL) 50X to 5XX. The first six callsigns are identified for specific positions: Grasslands-500 for Squadron HQ, GL-501 for the Squadron Commander, GL-502 for Squadron Vice Commander, GL-503 for Squadron Chief of Staff, GL-504 for Communications Officer and lastly GL-505 for Squadron Chaplain. GL-506

Continued . . .

Wing Communications

Continued . . .

through GL-599 could be specifically designated for a person (Senior or Cadet). Notification of the assignment of personal callsigns must be sent to the Wing Director of Communications. Training communications nets should utilize AFVCS callsigns instead of the functional designators we use on missions; i.e. Ground Team One or Mission Base. Vehicles that check in to a net could use GL-4XX, with the last two digits being the last two digits of the vehicle's CAPID or the radio operator could use his/her own assigned call sign.

With the pride of each member having a personally assigned radio callsign and participation in training communications nets, we can show the CAP National Commander that South Dakota Wing can not only take ownership in providing some of the best Cyber Warriors, but the best communicators that the nation has. I issue this as a challenge to all South Dakota Wing members to make this happen. 📧

Commander's Comments

Continued from page 5 . . .

This will be held in Sioux Falls with tasking starting on 21 April and the main exercise on 25 April.

In 2014 we will concentrate our efforts on not only recruiting new cadet and senior members but more importantly retaining the wonderful members we currently have. Let's band together, get involved with our organization, involve our newer members, give them something meaningful and purposeful to accomplish. Our members have many, many talents and skills. Some of the skills that come to mind are lawyers, doctors, emergency managers, members of the clergy, IT professionals, professional photographers, airline pilots, firefighters, school teachers etc. etc. etc. Reach out to them; find out what they are capable of and willing to bring to the table. Get them involved! 📧

Maj. Epp Receives Balsem Award

By Maj. Bruce Kipp



Maj. Todd Epp, recipient of a CAP Public Affairs Exceptional Achievement Award.

Maj. Todd Epp, formerly the SD Wing Public Affairs Officer, received a high honor at the CAP National Convention held in Denver 15-17 August 2013.

Maj. Epp received a Certificate of Merit in the prestigious Maj. Howell Balsem CAP Public Affairs Exceptional Achievement Awards. The Wing's winning entry involved tracking the results of media coverage of a split search and rescue mission exercise (SAREX) held in Sioux Falls and Rapid City in 2012.

"It's sometimes said that CAP is the best kept secret in America," Wing Commander Col. John Seten said. "However, with the efforts of our public affairs officers like Maj. Epp, we are getting the word out about the CAP here in South Dakota." 📧

Mickelson Trail Rescue

*By Cadet Staff Sgt. Justin Harris
Lookout Mountain Composite Squadron*

The Mickelson Trail meanders through the Black Hills of South Dakota, along 108 miles of an abandoned railroad line. In June each year a 26.2-mile marathon race is held over part of the trail with the finish line in Deadwood.

Four officers and five cadets from the squadron travelled from Spearfish to Deadwood, SD on Sunday, 2 June 2013 to provide trail support to the runners at the "Mickelson Trail Marathon." They had volunteered to man and operate an aid station along the route of the marathon and to provide water and snacks to the participants.

Towards the end of the marathon the CAP officers set up a practice injury, triage and transport training event for the cadets. But just minutes from starting the exercise a marathon runner who had backtracked 3/4 of a mile on the course to alert our team of a downed runner in distress about 1/2 mile away.

Immediately Maj. Deryl Miles (who is himself a qualified EMT) and the cadets set off with their first aid packs down the trail toward the reported location of the stricken athlete. They found him lying on the ground in serious distress; vomiting, cramping, disoriented and confused, the classic signs of heat stroke. A combination of heat, dehydration and 20 miles into his first marathon had taken a toll on the young man.

Maj. Miles and the cadets moved the individual into the shade and gave immediate first aid then assisted moving him three-quarters of a mile up a steep, muddy, slippery hill to their site where



CAP aids stricken Mickelson Trail marathoner.

he was further treated then transported within minutes by ambulance to the Deadwood hospital. Later it was learned that the 22 year-old man had responded to treatment and was released from the hospital within a couple of days.

What started as a simple community service transformed quickly into a real "Search and Rescue." While the "Search" was relatively brief, the "Rescue" was from a real, life-threatening situation. Their execution of the impromptu mission was a credit to the squadron members' training and skill.

Squadron members who took part in the event were cadets Cadet Capt. Sam Earl, Cadet Chief Master Sgt. Steven Burns, Cadet Senior Master Sgt. Connor Caneva, Cadet Airman First Class Keyvin Rauscher, and Cadet Airman First Class Austin Rauscher. The seniors were Maj. Buck DeWeese, Maj. Deryl Miles, Capt. Bill Collister, and 1st Lt. Brandon Caneva. 🇺🇸

SDWG Expands External Outreach

By Maj. Bruce Kipp

The Public Affairs staff of the South Dakota Wing (SDWG) has inaugurated a dynamic program to boost public awareness of Civil Air Patrol, increase SDWG's name recognition within the state and enhance our brand marketing to a broad-based external audience. This is accomplished through three informal publications: the "Skychaser - Executive Summary", the "Skychaser - Community Edition" and the "Skychaser - JROTC Edition" and the South Dakota Wing "Roundup", the Wing's one formal publication.

Beginning in April 2013, the Wing launched the "Skychaser", a monthly electronic newsletter distributed to all Wing members. Each month's issue of the Skychaser is posted on the Wing's web page where it can be viewed by the general public. Excerpts of the Skychaser are posted on the Wing Facebook, a dynamic, interactive social media venue with a broad audience.


The Skychaser, an informal document intended for our internal audience, reports on news and information of interest to our members gleaned from a variety of sources. There are also articles on the Wing's and subordinate units' events, activities and training. Input is solicited from the Public Affairs Officers of the squadrons. Individual members are encouraged to submit their own articles for publication. The Skychaser is colorful. Each issue includes lots of photos as well as maps, charts, graphs and graphics. In addition, the "Kudos" section recognizes promotions and the achievements and attainments of our members.

For our external audience a shorter "Executive Summary" of each issue of the Skychaser is sent electronically to a growing number of recipients. The Executive Summary, which focuses on the Emergency Services aspects of SDWG activity, is distributed to local, county, tribal, state and federal elected and appointed officials, law enforcement agencies, first responders, military officials, non-governmental organizations, service organizations, and organizations and members of the general aviation community. From time to time articles from the Executive Summary are picked up by other organizations in the state and published in their

own journals which greatly expands our outreach. This past fall two new versions of the Skychaser were initiated. The Skychaser - Community Edition is sent to the state's many local and community newspapers. It focuses on our emergency services activities as well as on the training, activity, achievements, successes and community service of our individual members. The Skychaser - JROTC Edition is sent to the high school Junior Reserve Officers Corps programs of the four services in the state. It is focused on the emergency services activities, training, achievements, successes and on the community service of our cadet members.

Also for our external audience, the South Dakota Wing, in collaboration with Denison Brothers Publishing Company, produces and distributes three times a year a formal, hardcopy magazine, the "South Dakota Wing Roundup." A traditional type periodical the Roundup has a more formal tone and reports on a larger scale. The Roundup has a carefully selected audience of key local, county, state and military officials. The Roundup is also a colorful publication with photos, maps, charts graphs and graphics.

The Wing Public Affairs staff does not rely solely on these three publications for its public outreach program. They also maintain a solid working relationship with the state's print and broadcast media. When SDWG has news that is either time-sensitive or of special significance we issue media releases either to a targeted local audience or statewide. In addition, the Public Affairs staff sends news items about SDWG to CAP National headquarters for incorporation into its own hardcopy and electronic house journals that are distributed nationwide.

The SDWG Public Affairs staff is ever on the alert for new, different, unusual opportunities to enhance and expand its public outreach program. Just as President Herbert Hoover allegedly promised in his 1928 presidential campaign to put "a chicken in every pot and a car in every garage," the SDWG Public Affairs staff's plan is to make Civil Air Patrol a name recognized and respected throughout the state. 

SDWG Receives Award at National Conference

By Maj. Bruce Kipp

The South Dakota Civil Air Patrol received a major award at the CAP National Convention held in Denver 15-17 August 2013.

The award was for excellence in disaster relief operations. The South Dakota Wing received the 2013 CAP Disaster Relief Award for the North Central Region (NCR). Wings from North Dakota, Iowa, Minnesota, Kansas, Nebraska, Missouri and South Dakota compose the NCR.

The award is given to a wing in each region with the best disaster relief program. The selection criteria includes evaluation results, the quality and quantity of training activities during

the year, performance during actual missions and cooperation between the CAP wing and state and local agencies.

“The South Dakota Wing prides itself on its preparedness and the results it delivers for federal, state, local and tribal governments,” said Col. John Seten, S.D. Wing commander. “To be recognized by our regional and national organization is a major compliment to the hard work and dedication of our South Dakota members.”

Col. Seten also noted that with the hard work of its members he is confident there are more awards on the horizon for the South Dakota Wing. 🇺🇸



National Commander Maj. Gen. Charles Carr presents the NCR Disaster Relief Award to SD Wing Commander Col. John Seten.

SDWG Locates Missing Man

By Maj. Bruce Kipp

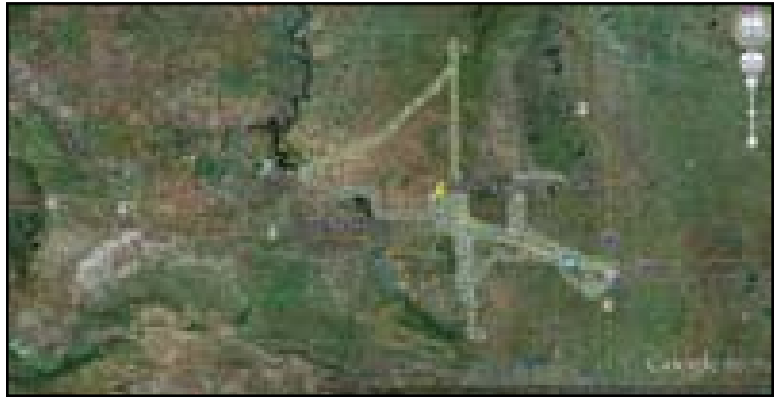
On 20 May, the Air Force Rescue Coordination Center, Tyndall AFB, Florida notified the South Dakota Wing (SDWG) that the Hand County Sheriff's Office, in coordination with the Hand County Office of Emergency Management, requested assistance in the search for a man missing in central South Dakota. Mr. Leroy Nye, an 82 year-old man suffering from dementia, had been reported missing by his family on 19 May.

On 20 May, South Dakota Wing Commander Col. John Seten led a crew in a CAP aircraft from Sioux Falls and carried out an initial search of the area where Mr. Nye was thought to be. Unfortunately, further flight activity that day had to be cancelled due to deteriorating weather conditions.

On 21 May, SDWG aircraft from Pierre and Sioux Falls were on standby; however, bad weather prevented the aerial search operation from resuming. Also that day arrangements were made to bring in a CAP aircraft from Minnesota Wing specially equipped with hyperspectral imaging sensors.

The weather improved early on 22 May and three aircraft conducted numerous flights over the search area. That evening weather conditions deteriorated and the Sioux Falls-based CAP aircraft, piloted by 1st Lt. Neil Schmid, radioed that they were going to make a last pass over the area. At approximately 9:00pm, just as the aircraft turned to return to base, the flight crew reported seeing a vehicle. The crew had spotted a car matching the description of the missing vehicle, northwest of Wessington Springs. The sighting was radioed to the mission base and relayed to the Hand County Sheriff's Office. The CAP aircraft continued to circle overhead until law enforcement and medical personnel arrived at the location.

Mission Pilot, 1st Lt. Neil Schmid commented, "My crew did an outstanding job due to their training, dedication to the mission and attention to detail." The South Dakota crew included 2nd Lt.



Flight paths of the SDWG aircraft involved in the search for Mr. Nye.

Kurt Johnson, Observer, and Capt. Karla West, Mission Scanner.

Hand County Sheriff Doug DeBoer and Mr. Nehemia Volquardsen, Emergency Manager for Hand County, were the overall incident commanders during the search. Volquardsen commented, "The use of CAP aircraft was a significant asset in the search. Without them the search would have gone on longer and much more manpower intensive as the area where the vehicle and missing person were found could not be seen from the road." The South Dakota Wing incident command team included Wing Commander Col. John Seten, Wing Vice-Commander Lt. Col. Rick Larson and Maj. Nick Gengler, Wing Director of Operations.

Col. Seten praised the cooperation throughout North Central Region and thanks all for their response. We appreciate Col. Bob Todd's assistance from the CAP Wings under his leadership. It really helped to have the assets we needed a phone call away! Col. Seten added, "I am intensely proud of all those who responded or supported the effort."

In all, over 20 SDWG personnel assisted with the three day mission at five different locations. Four SDWG aircraft flew 19 sorties, for 41.8 hours in support of the effort, covering all or parts of 12 counties in South Dakota.

The use of CAP aircraft in this search mission was funded by the U.S. Air Force as part of their mission to provide search and rescue operations within the continental United States. ■

The Aftermath of Winter Storm Atlas

By Maj. Todd Epp and Maj. Bruce Kipp



You won't find "front end loader operator" on the list of Civil Air Patrol's mission pilot qualifications. But mission comes first.

When an early autumn blizzard of historic proportions hits your area and the state of South Dakota has requested assistance in locating elk hunters who may be missing, you do what Lt. Col. Rodney "Buck" DeWeese from the Lookout Mountain Composite Squadron did—get your skid loader and clear the

tarmac in front of the hangar to get to the aircraft. Even if the drifts are four to 5 feet high. Even if it is not your job.

An hour and a half later, thanks to Lt. Col. DeWeese, the aircrew could only now get to the Cessna-182 and begin its mission.

Meanwhile, Maj. Craig Goodrich, a mission pilot and commander of the Rushmore Composite Squadron in Rapid City, flew one of three sorties on the first day. He left his own home, which would be in the

dark for six days from the storm.

While not causing the loss of human life of a Hurricane Sandy, Winter Storm Atlas roared across the northern plains in Oct. 4-6, 2013 hitting western South Dakota and the Black Hills with more than 3 feet of snow and near hurricane strength winds. Livestock were still in their summer pastures and hadn't developed their thick coats of hair yet.

The combination of Atlas, the early season and the federal government shutdown, which closed U.S. Department of Agriculture offices at a critical time, created a "perfect" storm.

An estimated 15,000 to 30,000 livestock and unknown numbers of wildlife in the western third of South Dakota died, often "drifting" into ravines, creeks, rivers, roads and right of ways. While urbanites might wonder what the big deal is, livestock is a \$21 billion industry in S.D. and the state's largest economic engine, according to the South



Dakota governor's office.

The Monday following the weekend blizzard, the state of South Dakota Department of Game, Fish and Parks called on the S.D. Wing to conduct an air search for elk hunters who may have been stranded in the Black Hills region, an area hit by some of the heaviest snowfall with wind-blown drifts up to six feet deep. CAP aircraft from Rapid City, Spearfish and Sioux Falls responded and flew several sorties over the search area. Fortunately, as it turned out all the hunters were accounted for.

Then Tuesday, Oct. 7, the state office of Emergency Management (OEM), and later Pennington and

Meade Counties OEM officials, requested the S.D. Wing to fly state highways and right of ways and Interstate 90 and note the location of dead or stranded livestock. Later in the week, the two large western counties' emergency managers requested that the wing also fly their county roads and rights of ways and waterways, again with the grim task of locating dead livestock.

With so much real estate to cover, the S.D. Wing ended up flying some of the longest sorties in its history, even longer than Missouri River flooding sorties in 2011, where crews often flew over half of the river documenting flooding losses.

Capt. David Small, commander of the Lookout Mountain Composite Squadron and an airborne photographer, received the call-up notice 20 minutes after he had returned from a 10-day business trip. He grabbed his photo gear and was off to the Spearfish airport to join Lt. Col. DeWeese and other crewmembers.

Meanwhile, Capt. Small left his own family and home to go help others—like a number of other S.D. Wing members.

“We were without power for 40 hours,” Capt. Small said. “We were running on generators. We had a little over 3 feet of snow plus drifts. No one could get out of our house until Monday morning.”



Once on the mission, Capt. Small spent 50-60 hours over the next five days flying, taking photos and processing the geotagged images in the North Central Region's ARGUS system where they could be accessed by state and county OEM officials.

He couldn't believe the animal carnage he was witnessing.

"It kept going (the dead livestock)," Capt. Small said. "There's more upstream, then more upstream. It just kept going."

South Dakota Wing commander, mission pilot and one of the incident commanders Col. John Seten -- also a professional firefighter -- flew out of Sioux Falls to Pierre then west to pilot some of the sorties. The experienced first responder was also shocked by what he saw. Wing vice commander Lt. Col. Rick Larson also served as incident commander for several missions.

"Seeing so many dead cattle piled up in a creek that you

could not even possibly count was unbelievable to me," Col. Seten said.

"Our members stepped up and professionally handled these missions with a high degree of excellence," Col. Seten noted. "We delivered the product that our customer's desire and they were appreciative of it. Our pilots, photographers, public information officers and command staff did a great job and I am extremely proud of them."

One sortie in particular bears noting. 1st Lt. Neil Schmid, a mission pilot from the Sioux Falls Composite Squadron and his crew, flew from Sioux Falls—near the Minnesota border—to the Wyoming border, then along I-90 then to Buffalo, S.D. in the extreme northwest corner of the state—then back to Sioux Falls.

As one of the last "cleanup" sorties, Lt. Schmid and his crew saw

some dead cattle and storm-damaged buildings in Sturgis, home of the famous motorcycle rally. But he also saw hope.

"We saw thousands of cattle happily grazing and apparently in good shape," he said.

Similarly, during a different sortie, Capt. Small took a dramatic photograph of a nearly snowless Bear Butte, an isolated outcropping in the northern Black Hills that has significant religious and cultural significance to the region's Native American peoples.

The photo suggests that the snows come, the snows go. But South Dakotans—and the S.D. Wing of the Civil Air Patrol—persevere through it all—even over a strong winter storm named Atlas. 🇺🇸

