



South Dakota Wing Roundup



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COVER PHOTO: Change-of-Command ceremony for new SDWG Commander.



Commander's Corner

*By Col. David G. Small Jr., CAP
South Dakota Wing Commander*

Thank you!
Thank you for being a CAP member.
Thank you for your involvement with CAP.
Thank you for your time.
Thank you for entrusting CAP with your children.
Thank you for supporting your spouse or family member when they are gone for a mission or training.
Thank you for your patience when your spouse is busy with CAP matters.
Thank you for caring.
There is at least one “thank you” for everyone reading this article.



CAP is all about volunteers. Being a CAP volunteer means you have made a choice that CAP is important to you. All of us are constantly bombarded with demands on our time. Many of these demands are of top priority; we all struggle to juggle these priorities. I want every CAP member to know, from the brand new cadet who has only been to a few meetings to the veteran CAP member with over 60 years under their belt, that their time and their decision to include CAP in their priorities is appreciated.

If it weren't for our hard-working volunteers the South Dakota Wing wouldn't be a great organization to belong to. Without your volunteerism there is no way that I can be an effective Wing Commander.

It is not just your volun-

teered time that I value. I want your thoughts, your ideas and your concerns brought forward. Every member has ideas, knowledge and skills that can make our Wing even better.

Volunteer Service is one of the four core values of CAP. Without Volunteers the other CAP core values of Integrity, Excellence and Respect would just be words. Our members put life into the four core values. Our members bring those values to their communities and South Dakota.

As we move forward over the next four years I want us always to remember that every single member is a volunteer. If our volunteers don't get anything out of CAP then they won't make CAP a priority and our organization will falter. A sense of community service, working with our youth to develop them

as our future leaders, enjoyment of aerospace or contributing to emergency services; these are just some of the reasons that we all enjoy being CAP members.

I would be remiss if I didn't include a very big THANK YOU! to Col John Seten for the four tireless years that he dedicated to being South Dakota's Wing Commander. John's focus on the core value of Excellence has truly made our wing a more professional, quality organization. Our standards of service to the community and our ability to respond to a crisis are better today thanks to Col Seten's vision and hard work.

I look forward to working with all of you over the coming years.

Thank you again for being there. Please don't forget to give a big thank you to your fellow members.

2016 SOUTH DAKOTA WING CONFERENCE

*By Maj. Bruce Kipp, CAP
Wing Public Affairs Officer*

The South Dakota Wing Conference was held at the Ramkota Hotel in Pierre, SD from 3-5 June 2016. This annual event is an opportunity for members of the Wing who are geographically dispersed across the state to gather to renew acquaintances, greet new members, exchange news and information, to learn about new techniques and technology, to socialize and to formally recognize the successes and achievements of its members through the presentation of awards. About 80 wing members attended. It was quite an event.

The conference has three portions; a joint program (general assembly, banquet and awards), a program for the officers, and a program for the cadets. The first joint program was a general session for all members.

The conference kicked off on Friday, 3 June.



*Conference guest of honor
CAP National Vice Commander
Brigadier General Larry Myrick.*



Col. David Small accepts command of the South Dakota Wing from CAP North Central Region Commander Col. Regena Aye, as outgoing Wing commander Col. John Seten looks on.

The officers program began with a noon meeting of the Wing's pilots followed by an afternoon training exercise on airborne photography for aircrew and emergency services mission staff. The cadet program

began with orientation flights. Seven cadets had to opportunity to sit at the controls of a CAP aircraft and fly it around the Pierre area. Later that afternoon the cadets took part in an "ultimate football" match at the soccer fields in Hilger's Gulch. That evening both the officers and the cadets had separate social activities at the hotel.

Saturday, 4 June, was the main conference activity. The general assembly was for all members. The outgoing Wing Commander, Colonel John Seten, gave a "State of the Wing" report. Lt. Ryon Skaggs of the Pierre Composite Squadron acted as Master of Ceremonies. This year the general assemble was a special one as there was a change in Wing command. Just prior to the change of command the north Central Region commander, Colonel Regena Aye, promoted David Small to full colonel. Cadet Colonel Willian Small, David's son, placed the new epaulettes on his father's uniform.

After the change of command each Squadron Commander presented a brief overview of their

unit's activities for 2015. It's amazing how much information can be passed on in a short time when everyone gets together. Colonel Small then appointed new commanders for the Brookings, Pierre and Sioux Falls squadrons.

Following the general assembly the officers attended a series of informational and training sessions on such topics as Wing operations, aircraft maintenance, safety, new technology, etc. The cadet program after the general assembly focused on team building, instruction in the art of leadership, a historical overview of CAP, and drug and alcohol education. The highlight of the afternoon cadet program was a question and answer session with CAP National Vice Commander Brigadier General Larry Myrick.

The evening concluded with a banquet for all members and the presentation of awards. Lieutenant Colonel buck DeWeese, incoming Wing Vice Commander, acted as Master of Ceremonies. Following the usual opening remarks, posting of the colors and recognition of the POW/MIA table, everyone enjoyed a fine meal. Following the meal General Myrick presented CAP's view from the top. Colonel Aye spoke about the north Central Region and USAF Lieutenant Colonel Jeffrey Meyers shared the CAP/USAF vision.

"Of the Year" awards were presented after the speeches. See the article "Wing Awards" in this Wing Roundup for a list of those who were recognized for their successes and achievements.

The banquet was wrapped up with a "Wing in Review" PowerPoint presentation by Colonel Seten.

Sunday, 5 June was the final day of the Wing Conference. The officer and cadet programs began the morning with a demonstration by the Big Sioux Composite Squadron's cyber-security team called "Hacked & Hackers Hacking". At the same time, new Wing Commander, Colonel Small, held his first "Commander's Call" for his new Wing



Wing Conference general assembly.

staff and Squadron Commanders. See the article "Wing Command and Staff Appointments" in this Wing Roundup for a list of the Wing staff and Squadron Commanders.

Activity for the officers program later in the morning was to have been more information sessions on aerospace education, logistics, finance, and cadet programs. However, early that morning a call was received from the Air Force Rescue Coordination Center that the Pennington County Sheriff's Office had requested South Dakota Wing's assistance in the search for an autistic child who had wandered away from his home in Rapid City the previous day. Colonel Small's Commander's Call was cut short as several officers, vehicles and aircraft quickly left Pierre for Rapid City to join in the search. The officers remaining carried on as best they could until the official end of the conference at Noon. On the cadet program side the late morning consisted of a drill-down marching competition and an aerospace education session for a drone fly-off competition. Some of the cadets who specialized in ground searches left with the officers to go to Rapid City. Thankfully, the missing Rapid City youth was found alive and well later that afternoon and was reunited with his family.

The South Dakota Wing expresses its grateful appreciation to the management and staff of the Ramkota Hotel for their assistance in helping make the 2016 Wing Conference a memorable one. 🇺🇸



SOUTH DAKOTA WING COMMAND and STAFF APPOINTMENTS

*By Col. David Small Jr., CAP
South Dakota Wing Commander*

Typically, when a new commander assumes leadership of an organization a realignment of the staff takes place. Some officers leave the staff, some officers change jobs and some officers are appointed. On 4 June 2016, when Col. David Small Jr assumed command of South Dakota Wing a realignment took place. The newly revised command and staff roster is listed below.

WING COMMAND

Col. David Small, Jr – Commander

Lt. Col. Rodney “Buck” DeWeese – Vice
Commander

WING STAFF

Ms. Rachel Kuecker – Wing Administrator

Maj. Nicholas Gengler – Chief of Staff

Col. Mike Beason – Director of Finance

Lt. Col. Linda Buechler – Director of Cadet
Programs

Lt. Col. Linda Buechler – Drug Demand
Reduction Administrator

Lt. Col. Linda Buechler – Health Services

Lt. Col. Myra Christensen – Emergency Services
Officer

Col. Mary Donley – Director of Professional
Development

Col. Mary Donley – Director of Recruiting and
Retention

Col. Mary Donley – Personnel Officer

Maj. Todd Epp – Historian

Maj. E.W. Filler – Aircraft Maintenance Officer

Capt. Jerry Foy – Director of Logistics

Capt. Jerry Gabert – Director of Communications

Maj. Craig Goodrich – Director of Operations

Maj. Ted Hinesley – Legal Officer

Maj. Shannon Hofer – Director of IT/Web
Security Administrator

Lt. Col. Mark Huntington – Director of Safety/
Critical Incident Stress Management Officer

Maj. Bruce Kipp – Public Affairs Officer

Maj. Matt Meert – Transportation Officer

Lt. Col. Shelly Metzger – Inspector General

Capt. Joe Oye – Standardization/Evaluations
Officer

Lt. Col. Gary Rae – Chaplain

Lt. Manny Steele – Government Relations
Advisor

Vacant – Director of Aerospace Education

SQUADRON COMMANDERS

Lt. Mike Johnson – Rushmore Composite
Squadron (Rapid City)

Lt. Jon Becker – Pierre Composite Squadron
(Pierre)

Maj. Todd Epp – Sioux Falls Composite Squadron
(Sioux Falls)

Maj. E.W. Filler – Big Sioux Composite Squadron
(Brookings)

Maj. Bill Collister – Lookout Mountain
Composite Squadron (Spearfish)

Capt. Kris Bierwirth – Crazy Horse Composite
Squadron (Custer)

THE PHILIP COMPOSITE SQUADRON HORSE-MOUNTED GROUND SEARCH AND RESCUE TEAM 1992-2012

*By Maj. Bruce Kipp, CAP
Assistant Historian, South Dakota Wing*

In 1992, after substantial discussion and planning Colonel Alden House, the South Dakota Wing Commander at the time, authorized the commander of the Philip Composite Squadron (NCR-SD-053) in Philip, SD to form a horse-mounted ground search and rescue team, hereafter referred to as the Mounted SAR Team.¹

There were multiple rationales for the formation of a Mounted SAR Team:

The town of Philip, a small agriculture and ranching community, is located on the edge of the Bandlands in southwestern South Dakota, an area of rugged eroded buttes, spires and pinnacles blended with grass and brush covered prairie. It is also adjacent to the Black Hills an extensive area of rugged rock formations, canyons and gulches, heavily forested hills, and open grass and brush covered prairie. Several of the locals owned and rode horses much as our western forefathers did.

The Philip Composite Squadron, was a small unit, and sought for a way to integrate itself into the South Dakota Wing's emergency services missions without duplicating existing capabilities. It was the then squadron commander, Lt. Marsha Sumpter, who came up with the idea of a mounted search and rescue team which would take advantage of the local expertise in horsemanship in the rugged terrain around and near Philip. She reasoned that horses could pretty well get around and through most terrain obstacles encountered on SAR missions, not often having to divert too far off a search line.

A horse-mounted search and rescue team has the ability to cover a vast area quickly and quietly. That speed of travel made the Mounted SAR Team superior to a regular ground search and rescue team. Further, horses can carry more supplies to stay out longer, offer a higher viewing platform for searching, and provide a more rested rescue worker when a subject is found. In addition, medical or emergency services personnel can be transported

to a rescue site in a timely manner. As the horse component of an overall ground search and rescue team effort, they can be used to set up mobile radio relay points in rugged terrain, and trails can be quickly checked and blocked if needed.

Packhorses can be used to transport medical equipment, block and tackle, litters, and radio gear. Six 40-pound backpacks can be carried on a large packhorse, leaving foot searchers more mobile and not as prone to exhaustion.

For the rescue itself, many types of injuries do not prevent rescue on horseback. Not only does this speed up extraction time, it reduces the number of rescuers needed, since the subject does not have to be carried out of the field on a litter.

While not comparable to dogs for their air-scent capability, horses are aware of their surroundings and will alert at anything out of the ordinary, thus warning their rider who may be looking in another direction.

Additionally, horses are a relatively quiet mode of transportation, unlike ATV's and snowmobiles which can likewise cover a lot of area but are noisy and may muffle cries for help.

Colonel Alden House, who commanded the South Dakota Wing of the Civil Air Patrol from 1990 to 1994, took some convincing. It took over a year of discussion and planning before Lt. Sumpter submitted a formal proposal for authorization to form the Philip Mounted SAR Team. In an undated letter, most likely in the spring of 1992 Col. House approved Lt. Sumpter's request, albeit with five stipulations: The Civil Air Patrol will not be liable for injury/loss/damage to personal property (including horses); All Mounted SAR Team personnel must meet the same qualifications as any other ground team to serve as a qualified team member; All members must be members of the Civil Air Patrol and have completed Level 1 to include CPPT; All members must retain a CAPF 101 marked as "Ground Team – Mounted"; [and] All members not

fully qualified must have completed the CAP 116 test and have the basic knowledge in horsemanship to be able to handle their horses.

The pickup trucks, trailers, horses, horse tack and specialized rescue equipment were all privately owned by the members of the Mounted SAR Team. There was some question at the time the team was formed as to whether the Wing would pay for fuel for the Mounted SAR Team's vehicles if called out on a real-world mission. It was decided that the team was responsible for all costs associated with their trucks and trailers, horses and animal tack as well as the costs for feed and the fuel. Certain standard items of Civil Air Patrol search and rescue gear such as a field litter and the had-held radio-direction-finding emergency beacon locator were provided by either the Wing or the squadron.

The members of the Philip Composite Squadron's Mounted SAR Team wore a unique CAP uniform authorized by the Wing Commander. They did not wear the camouflage battle dress (BDU) uniform. Their duty uniform consisted of black cowboy boots, gray Wrangler brand jeans, a white aviator shirt with epaulets, an Air Force blue necktie for males, and a black "Stetson"-style western cowboy hat with a South Dakota Wing patch on the front. Essentially the same uniform was worn in the field as the Wranglers were durable and easy to ride in; cowboy boots were authorized because military boots were too bulky for horseback and the low heel tended to slip through the stirrup. The white aviator shirts showed up well in the field and were easier to spot from an aircraft. In February 1993, a request was made and approved for a large blue silk bandana to replace the blue necktie. The justification for the bandana was that the necktie was basically useless in the field whereas the bandana was multipurpose; it could serve as a head and/or face cover in inclement weather or as a smoke mask. It could also serve as a splint sling or tourniquet.

The Philip Composite Squadron was a small unit averaging about 21 members. Of those some 12-15 senior members and cadets were directly involved in one capacity or another with the Mounted SAR Team. There were on average 5 qualified riders utilizing 4-5 horses, the rest of the

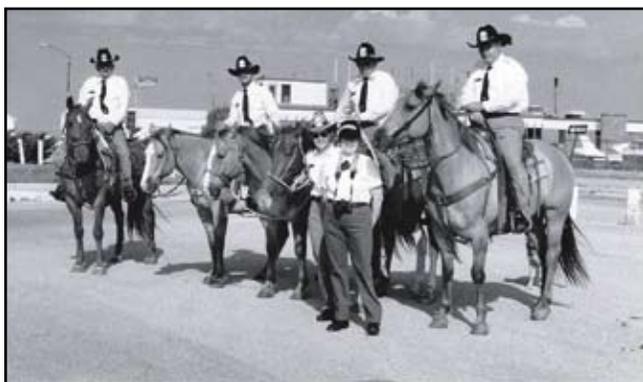
personnel provided mission base support services such as driving the pickup hauling the horse trailer, caring for reserve horses and/or the pack horse, maintaining a communications base station, equipment logistics, etc. They were essential in moving the mission base to a new location as the perimeter of the search area expanded. The squadron was one of the few, if any in Civil Air Patrol to focus their monthly unit safety briefings on equine safety.

The first official search and rescue training exercise for the Mounted SAR Team took place on the weekend of 16-17 May 1992. The South Dakota Wing held a major Search and Rescue Exercise (SAREX) in Philip. Senior members and cadets, vehicles and aircraft from across the state gathered at the Philip Municipal Airport. The Mounted SAR Team was dispatched in conjunction with a ground search team and supported by two CAP aircraft to seek two cadets who played the role of hikers lost in the Sage Creek Wilderness Area of the Badlands National Park. Initially the two cadets deliberately did not make themselves visible to the aircraft. However, later that day the temperature plunged from 70 to 50 in about 30 minutes, with the wind gusting up to 60 mph. When the cold, blustery weather moved in the "lost hikers" definitely wanted to be rescued as they were wearing shorts and t-shirts. Because the Sage Creek Wilderness Area is walking or riding only, the Mounted SAR Team brought them out of the area to the comfort of a CAP van parked on a nearby roadway.

This SAREX was not without drama at the Mission Base at the Philips Municipal Airport. Wind gusts of up to 60 mph necessitated the dispatch of wing-walkers to meet the CAP aircraft returning from their missions. In addition, CAP vans were used as a mobile wind break to help get the aircraft to their tie-down locations.

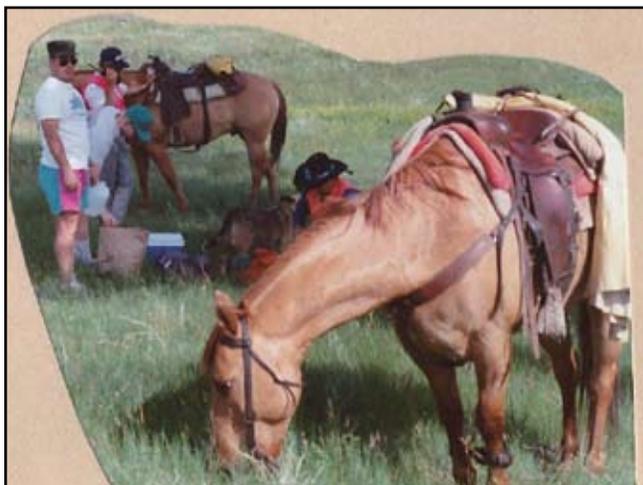
The SAREX also had a humorous episode. The strong winds allowed the South Dakota Wing to try out a new experimental aircraft – the "flying outhouse" – which took off and cleared the airport's three-strand barbed wire fence. When the porta-potty crash landed, a team of emergency services personnel were dispatched on a real-world search and rescue mission to the site to determine if there were any physical damages or personal injuries. As it turned out, the flying outhouse was unpiloted.

In mid-June 1993, the South Dakota Wing underwent an Air Force Evaluated Search and Rescue Exercise. The Mission Base was at Rapid City's Regional Airport. As part of the SAREX the Philip Composite Squadron's Mounted SAR Team was deployed to Hermosa, SD in the rugged Black Hills area to search for a missing small aircraft with a pilot and a passenger aboard. The Mounted SAR Team was accompanied by a USAF evaluator. In the usual "hurry-up and wait" pattern of SAREXs after the team got to Hermosa they had some down time before commencing the search. While waiting the USAF officer had the opportunity to mount up on the pack horse Howdy and take a short trail ride for instructional purposes, a "Zoomie" on horseback was a sight to see.



53RD MOUNTED SAR TEAM

The Philip Composite Squadron Mounted SAR Team was South Dakota's first and so far only horse-mounted ground search and rescue team. Some members of the team are shown here at the evaluated search and rescue exercise held June 13th 1993 at the Rapid City Regional Airport. Members



of the team mounted are (l to r) Senior Member Merle Johnson on his horse Red, 2nd Lt. Steve Millage on his horse, name not recalled; the unit pack horse Howdy; Cadet Stanley Reimann on his horse, name not recalled; and Senior Member Rick Reimann on his horse, name not recalled. Standing (l to r) are 1st Lt. (now Capt.) Marsha Sumpter, the Philip Squadron Commander wearing a hat unique to her position, and 1st Lt. Roberta Vaughan, then the squadron's PAO. On her ball cap is a reflective "Civil Air Patrol" patch. The photo was taken by then Maj. Don Barbalace, Wing PAO at the time.



TRAINING PHOTOS

Members of the Philip Composite Squadron's Mounted SAR Team on a search and rescue training exercise in the Black Hills. The scenario was a search for a private aircraft that had gone down and rescue of the pilot and passenger (the two squadron members wearing shorts, names not recalled). In the left photo kneeling in the black Stetson is SM Rick Reimann. 2nd Lt. Steve Millage is on the radio. Both are members of the Mounted SAR Team. The same individuals are in the photo on the right which shows a close up of the tack and equipment worn by the horses. The horses in both photos belonged to SM Reimann. The photos were taken by then 1st Lt. Marsha Sumpter, commander of the Philip Composite Squadron and member of the Mounted SAR team.

This SAREX was also not without its drama. 1st Lt. Rick Reimann suffered an injury to his ankle and foot when his horse acted up and got him in a tight situation. We were just ending the search so Capt Sumpter rode to a nearby farmhouse to get some ice. With his foot packed in ice the team switched from a SAREX to a REDCAP to evacuate Reimann to Ellsworth Air Force Base for medical

care. While waiting for him to be treated a storm came up making travel hazardous so the Mounted SAR Team set up camp that night near the airbase. For some reason, Reimann's dog who usually rode on the pack horse disappeared into the storm. A real-world search and rescue was launched for the dog. Radio stations were alerted and word was sent out in various other ways about the lost dog. He had a collar tag with name and number and before camp was broken the following day with Rick on crutches the dog was found in New Underwood about 15 miles away.

The Mounted SAR Team's activity was mainly from 1992 until 2000. During that time the team logged about 580 hours of practice mission assignments participating in SAREXs in the Black Hills, at Onida and Pierre, Custer, Mitchell, Philip and in Aberdeen and the surrounding area. Unfortunately, the Mounted SAR Team was never called upon to demonstrate their expertise during a REDCAP. According to Lt. later Capt. Marsha Sumpter, the Philip Composite Squadron commander, "By 2002, we had basically fallen by the wayside when we lost members with horse trailers and enough equipment to support [a SAR mission]." Later she added, "I would suggest that by 2000 we had not been used by CAP in SARs to the potential that we could have been and it was about then that members' interest faded as well. We never officially disbanded or stood down."

The Philip Composite Squadron Mounted SAR Team had one last time in the spotlight when the South Dakota Wing organized a parade in Philip to honor the team's 10th Anniversary. The parade, also open to community participants, was held on Saturday, June 8, 2002. The theme was "A Ride like No Other". In addition to the Mounted SAR Team there were about 30 local entries and the American Legion's 7th Cavalry Drum and Bugle Corps from Rapid City. The eight blocks long parade route led from the staging area along Main Street to the park downtown.

By 2002, the Mounted SAR Team had not been riding for some time so to stage the event the squadron had to scramble to find enough horses and qualified riders. Six Mounted SAR Team riders took part in the parade. They made two trips down the parade route. It was a well-attended event with some 250 people in attendance. The

Mounted SAR Team looked sharp.

The parade, however, was not without incident. It was very windy that day. Team member Lt. Marsha Sumpter was on the horse Christian. On her second trip down the parade route the American flag in front of the mortuary made a loud snapping sound in the high wind. Christian got spooked at the sound and fell down. Fortunately, Marsha was able to step off and held on to the reins to keep the horse from bolting. When the horse stood up she needed help remounting as Christian was still skittish and wouldn't hold still. Once back on the horse they got back in formation and finished the parade.

In addition to the parade, the then Mayor of Philip, the Honorable John F. Hart, issued a proclamation declaring June 8, 2012 "Civil Air Patrol Day". In the mayoral proclamation the Mounted SAR Team was mentioned twice. Mayor Hart also presented a plaque marking the day to the Philip Composite Squadron.

As has happened in many small towns, a slowly declining membership in the Philip Composite Squadron and waning interest in the deployment of the Mounted SAR Team first spelled the team's demise then, not too many months later, the squadron was itself disbanded.

Partial List of Horse Names:

- Buddy - owned by Lee Vaughan
- Christian - owned by Lee Vaughan
- Private - owned by Pastor?
- Gandy - owned by Butch's girlfriend?
- Howdy (pack horse)- owned by Rick Reimann

Partial Team Member Roster:

- 1LT Marsha Sumpter 2LT Bill Sumpter
- Capt Lee Vaughan 1LT Rick Reimann
- Cadet Stanley Reimann 2Lt Steve Millage
- 1LT Merle Johnson 1LT Jean Van Aslyne
- C/AB Kristina Schofield C/A1C Stacy Weller
- Pastor was a local minister SM Butch Oien

The team was also variously identified in the local Philip Pioneer Review and Rapid City Journal newspapers as the Philip Mounted Patrol, the 53rd Mounted Patrol, the 53rd Mounted Ground Team, Philip Composite Squadron Mounted Patrol, and the Philip Composite Squadron Civil Air Patrol Mounted Ground Team. 

JOINT SD ARMY NATIONAL GUARD – SOUTH DAKOTA WING FIELD TRAINING

*By Maj. Bruce Kipp, CAP
Wing Public Affairs Officer*

The weekend of 4-5 March 2016 was a special one as SDWG officers and cadets joined members of the South Dakota Army National Guard for field training at historic Fort Meade in Sturgis.

Approximately 30 cadets and 4 officers attended the event. Our contacts for this event were LTC Wyatt Hansen (Commander of Bravo Company, 1st Battalion, 196th Regiment (Regional Training Institute), and 1SGT David A. Lingle of the same unit who coordinated the event.

The training began Friday evening, 4 March. The cadets were divided into



Field training in land navigation.



The South Dakota Wing contingent to the joint training activity.

four teams; each team was assigned a National Guard mentor. The teams were given protractors, old-fashioned paper maps, and the coordinates of the last known position of a downed pilot. They were also given the coordinates of where they would need to take the injured pilot to meet with an ambulance. The cadets then went to work to plot their first route on the map.

Early Saturday morning, 5 March, each group was issued a stretcher and Army field rations (MRE) for lunch. The four groups then headed off to their first given position of the downed pilot. However, the injured pilot was on the move, so the location kept changing for each group and the cadets had to replot the coordinates on their map and use their compasses to head in the new direction. Each new coordinate had a designated marker in the field so that each team could determine if it was on the proper course. The coordinates for each team were different so each team headed in different direction after the first known coordinate.



Field deployed paint-ball marksmanship.

In last phase of this exercise, the National Guard member who represented the pilot had sustained a compound fracture of the leg. The cadets needed to employ their basic first aid skills and transport the injured pilot to the waiting ambulance (a CAP van that CAP officers were using to provide water and nutrients to members). The team members claimed to have enjoyed their MRE lunch during this activity.

The next activity on the agenda was a marksmanship competition between the four teams using paint ball guns. Individual targets were set up and paint ball guns provided for each team.



Training in field first aid and evacuation of injured.

Several different types of shooting competitions were held so each cadet was able to fire the guns multiple times.

After a very enjoyable day, a great supper meal of lasagna cooked and served by cadets suffering from sore feet and exhaustion. The evening was capped off by popcorn and a movie. 🇺🇸



Field training in orienteering and map reading.

EVALUATED SEARCH AND RESCUE EXERCISE (SAREVAL) – HIGHLY SUCCESSFUL

*By Maj. Todd Epp, CAP
South Dakota Wing SAREVAL Public Information Officer*

Every two years the U.S. Air Force sends a team to evaluate the effectiveness of each Wing's competency to perform its emergency services mission. During the summer of even numbered years it is South Dakota Wing's turn. On Saturday, 18 June, over 50 SDWG members; officers and cadets, formed a mission base staff, two ground search teams and several aircrews. The air and ground teams successfully located two training beacons that simulated a downed aircraft's emergency locator transmitter and a simulated missing Alzheimer patient in record time. "Wing members from across South Dakota worked together efficiently to achieve all of the objectives set for us", said Wing Commander Col. David Small.



Patch worn by members qualified to participate in CAP's Emergency Services program.

The eight-member CAP/USAF Evaluation Team awarded SDWG grade of "Highly Successful" in the Evaluated



The logo of the Civil Air Patrol Emergency Services program, one of CAP's three core missions.

Search and Rescue Exercise (SAREVAL), one of the highest grades that can be awarded. Col. Small went on to say that "Our grade of Highly Successful is a direct result of the training and actual mission participation of all our members. Good job South Dakota Wing!"

"The South Dakota Civil Air Patrol earned partial operations evaluation credit because of the tremendous support they provided during the Pine Ridge search in May 2016," said Lt. Col. Jeffrey Meyers, the commander of the CAP-USAF detachment that evaluated the South Dakota Wing. "The wing demonstrated continued excellence during the Saturday event which evaluated remaining mission areas."

The South Dakota Wing earned no score less than "successful," with most areas rated "highly successful" and one

"outstanding" rating. "It comes as no surprise that we received a "highly successful,"" said Col. John Seten, the incident commander for the SAREVAL and the wing's immediate past commander. "We worked hard for this rating and we will continue to work hard to maintain our proficiency in the future."

Col. David Small, the wing's new commander who was the operations section chief during the SAREVAL, was also pleased. The South Dakota Wing has also received "highly successful" ratings in previous SAREVALs. "This is the team that Col. Seten built," Col. Small said about the incident command staff, ground team members and aircrew. "It is a tradition and an expectation now that the South Dakota Wing will perform its search and rescue and disaster relief missions at the highest level."



Badge worn by members qualified at the "Senior Level" to participate in CAP's Emergency Services program.

NEW NORTH CENTRAL REGION COMMANDER APPOINTED

*By Lt. Col. David Halperin, CAP
NCR Director of Public Affairs*

CAP National Commander Major General Joe Vazquez announced Colonel Regena Aye has been appointed to command the seven-state North Central Region (NCR). Gen. Vazquez said: “Colonel Aye was selected from an outstanding group of nominees. Her considerable skills and dedication to CAP made her the correct choice for this critical position.”

The North Central Region is made up of the CAP Wings in Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota and South Dakota. The region has over 4,000 dedicated CAP volunteers of which over 2,300 are emergency responders. NCR operates 54 corporate aircraft and 120 emergency response vehicles.

Col. Aye has been a member of CAP since 1989. She has served in several leadership positions, among them as Kansas Wing Commander and later as Vice Commander of the North Central Region.

Col. Aye has earned many CAP awards and decorations including the Distinguished Service Award and the Exceptional Service Award with 5 clasps. Her awards also include the Gill Rob Wilson, Paul A Garber and General Carl A. Spaatz awards. Colonel Aye is an active Emergency Responder.



Col. Regena Aye accepts command of the North Central Region from CAP National Vice Commander Brigadier General Larry Myrick, as outgoing NCR commander Col. Robert Todd looks on.

She holds several ratings in the nation’s Incident Command structure including: Ground Branch Director, Safety Officer and Public Information Officer. She is a graduate of the Air Force’s prestigious Air Command and Staff College.

In her professional life, Col. Aye, who resides in Osage, Kansas, where she is the Dean for on-line learning at Allen Community College. She graduated Magna Cum Laude with a BA from Baker University, earned a Master’s Degree from Emporia State University and a Ph.D. from Baker University.

COLONEL SMALL ASSUMES COMMAND OF SOUTH DAKOTA WING

*By Maj. Bruce Kipp, CAP
Wing Public Affairs Officer*

Colonel David G. Small, Jr. of Piedmont, SD, assumed command of the Civil Air Patrol's South Dakota Wing in a formal military-style change-of-command ceremony held 4 June at the Wing's annual conference.

In the ceremony, former Wing Commander Col. John Seten handed the Wing command flag to North Central Region Commander Col. Regina Aye symbolically relinquishing command of the Wing. Col. Aye then handed the command flag to Col. Small signifying his acceptance of command.

Shortly after the change-of-command ceremony Col. Small, who was a Major at the time, was promoted to his new grade making him the most senior Civil Air Patrol officer in South Dakota.



Col. David Small Jr. accepts command of the South Dakota Wing from North Central Region commander Col. Regina Aye, as outgoing Wing Commander Col. John Seten looks on.



Wing Commander David Small Jr. is promoted to the rank of Colonel by his son Cadet Col. William Small.

Speaking to the assembled officers and cadets at the change-of-command ceremony Col. Small thanked Col. Seten for his stewardship of the Wing for the past four years saying "During Col. Seten's tenure as commander the South Dakota Wing has grown significantly in stature within the state and the nation. He greatly expanded our capability to serve and protect the people of South Dakota and demanded the highest degree of proficiency from our members."

Turning to his vision of the future, Col. Small said, "The task of leading South Dakota Wing is an enormous responsibility. In the coming years we will see new mission challenges, we will integrate new, cutting-edge technology into our missions, and we will continue to enhance the professionalism of our personnel; officers and cadets. My overall goal is to see South Dakota Wing evolve from one of the best in Civil Air Patrol to THE BEST in Civil Air Patrol."

Former Wing Commander, Col. John Seten, said, "I'm confident that Col. Small will do well in his new position and we should all look forward to working with him for the next four years."

Col. Small comes to the position of Wing Commander having been the Wing's Chief of Staff since 2014. He has been a member of Civil Air Patrol for several years and brings a wealth of experience to his new job having previously served in a variety of command and staff positions.



Wing Commander David Small Jr.'s colonel's shoulder board.

REDCAP – MISSION 16-M-0290A

*By Maj. Bruce Kipp, CAP
SDWG Public Affairs Officer*

On 17 May, the Oglala Sioux Tribe, in consultation with the Bureau of Indian Affairs (BIA), the South Dakota Office of Emergency Management and the Air Force Rescue Coordination Center, requested South Dakota Wing air and ground assets be activated to assist in the search for three men missing from Pine Ridge. Within hours personnel, vehicles and aircraft arrived in Pine Ridge and began operations. Aircrews from the Wing, Sioux Falls, Rapid City, Spearfish, Brookings, and Custer flew numerous sorties or ferried aircraft. A ground team composed of members from the Custer, Rapid City and Spearfish squadrons assisted. In addition, personnel from the Wing and Rapid City, Spearfish and Custer squadrons provided mission staff support. Over three days SDWG aircraft flew over 6,000 miles in search of the missing men who, unfortunately, were not found. The Oglala Sioux Tribe was pleased we were there to help and we were treated with great kindness and generosity by the people of Pine Ridge.



SDWG aircraft supporting the search for the missing men.

discovered by an individual returning home from a social event who noticed tracks going off the dirt road. He followed them and spotted the badly damaged car down in a ravine where it could not be seen from the road.

Concerning the Pine Ridge REDCAP Col. Seten said, “It was an honor to have gotten to work closely with the Oglala Sioux Tribe on this search mission. The tribe is a close knit group of people and expended a tremendous amount of effort to find the three men and went to great lengths to ensure the Civil Air Patrol was taken care of in regards to food and shelter. While it is not the outcome we wished it would have been we hope the family can now find closure as the men have been found. It was also a rare opportunity to work with the Bureau of Indian Affairs and we thank them for the use of their mobile command post for us to operate out of.”



Bureau of Indian Affairs Police Command Van.

UPDATE: Oglala Sioux Tribe Incident Commander John Seidschlaw says the three men were found dead late on 23 May inside a car upside down in the White River. The supposition is that the car careened off a dirt road near the Prairie Wind Casino, went over a small ridge near Slim Buttes and crashed into the river. The car was



SDWG Operations Center #2 (BIA Police Command Van).

JOINT WILDERNESS SURVIVAL SCHOOL

*By Maj. Bruce Kipp, CAP
SDWG PAO*



Cadets negotiate an obstacle course at the camp.

During the weekend of 13-15 May, a joint Civil Air Patrol/Boy Scouts of America Wilderness Survival School was held at the Louis and Clark Boy Scout Camp near Yankton, SD. Officers and cadets from the Civil Air Patrol's North Dakota Wing and South Dakota Wing and the members of the local Boy Scout Troops learned the skills of land navigation, emergency shelter building, fire making, field first aid and other essential survival skills. One highlight was small arms



Cadets and scouts are taught how to build an emergency shelter in the field.

marksmanship using 22-cal. rifles. The South Dakota Wing expresses its sincere thanks and appreciation to Boy Scout Troop 48 of Sioux Falls for hosting us during this event.



Cadets head out into the wilderness along the shore of Lewis & Clark Lake.



LEFT: Cadets and scouts were briefed on firearms safety and then participated in small arms marksmanship training.



Keeping a tribe of hungry teenagers fed was no small task. Kudos to the kitchen staff that were up to the challenge!



The chow line was a popular place for the cadets and scouts.

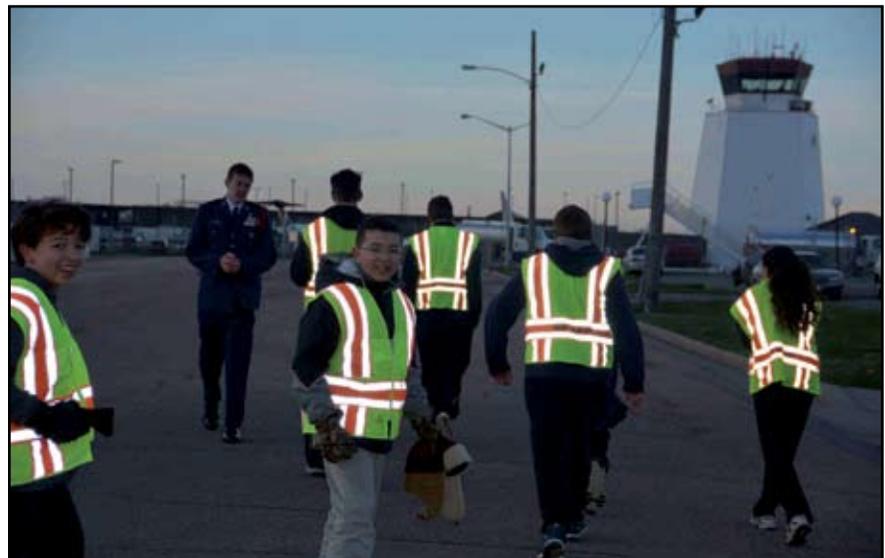
South Dakota Wing Cadet Competition

*By Cadet Lt. Col. Joshua Klosterman, CAP
Big Sioux Composite Squadron*



Outdoor Color Guard Competition.

On 9 April 2016, the South Dakota Wing Cadet Competition took place in Sioux Falls. Most of the competition took place at the headquarters of the Sioux Falls Composite Squadron. However, the outdoor Color Guard competition was held at ABN Army Surplus Corp. to take advantage of their flagpole. The graded activities included indoor and outdoor Color Guard



Physical fitness test.



CAP Jeopardy! Competition.

presentation, a team leadership problem, a written exam on CAP knowledge, a physical fitness test, a uniform inspection, an impromptu public speaking segment, and the exciting CAP Jeopardy!. I was the Chief Judge and was assisted by C/Capt. Nicholas Nash and C/Lt. Anika Bohmer. Maj. Nicholas Gengler was the officer in charge of the event. The squadrons competed to advance to the regional competition, with the winner earning the National Cadet Competition Ribbon. At the end of the day, Big Sioux Composite Squadron in Brookings emerged victorious! They will advance to the North Central Region competition this fall where they will compete against teams from seven other wings! Thanks to all of our competitors this year, we'll see you again next year! The Wing thanks ABN Army Surplus for use of their facility and for their support of CAP. 



Team leadership problem-solving exercise.

Heraldry of the **LOOKOUT MOUNTAIN COMPOSITE SQUADRON PATCH**

The Lookout Mountain Composite Squadron, CAP designation NCR-SD-063, is located in Spearfish, SD. The unit, which received its charter in 1986, is one of six squadrons in the South Dakota Wing.



The squadron is named after a prominent terrain feature near the city of Spearfish in Lawrence County, SD.

The squadron's distinctive patch, edged in dark blue, is in the shape of a circle, banded in gold, with a banner above and below. The upper banner bears the organizational name in dark blue on a white field. The lower banner bears the squadron name in black on a dark yellow field. The field of the circle is light blue. In the center is a large trout with a spear through it. The official symbol of the city of Spearfish is a nod to history as prior to the Black Hills Gold Rush of 1876, the area was used by Native Americans (primarily Sioux) who speared fish in the creek (hence the name of the creek and the city). The speared trout is superimposed over fluffy white clouds. At the bottom center of the field is the organizational logo used by the Civil Air Patrol during World War II (dark blue circle, white triangle and red three-bladed propeller).

The City Council of Spearfish gave the squadron permission to use the emblem of the city in the design. The patch is a composite of several ideas from a squadron competition held in late 2010 and approved for wear shortly thereafter.