



# South Dakota Wing Roundup



CIVIL AIR PATROL • SPRING 2016 • UNITED STATES AIR FORCE AUXILIARY



## CIVIL AIR PATROL

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FOR AMERICA



# 75

1941 - 2016

# SOUTH DAKOTA WING



*75 Years Serving Our State and the Nation*



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*COVER PHOTOS: South Dakota Wing, Civil Air Patrol's 75th Anniversary.*

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## Commander's Corner

*By Col. John Seten, CAP  
South Dakota Wing Commander*



As I prepare for my last Command Council meeting in Washington, D.C. I'm reminded that this is my final article in the SD Wing Roundup magazine before the Wing is turned over to a new commander in June. It doesn't seem possible that it will be four years since I assumed command of the SD Wing. While it seems like time has flown, I look back at the many changes that have taken place in the Wing in the past four years.

We've greatly enhanced our safety of flight with the addition of GPS tracking devices in all of our aircraft and added similar technology to our ground vehicles. We can now track the progress of our aircrews as they venture far from our air-to-ground communications capabilities while performing missions for the Air Force. This gives command great peace of mind as we can track aircraft and ground vehicle progress in real time and know in an instant that they are safe.

We've added a brand new G1000 equipped aircraft to our fleet which is a direct

result of our aircraft utilization rates which are number one in the North Central Region at this time.

We've completed a compliance inspection with a "successful" rating and an operations evaluation with a "highly successful" ranking. This speaks highly for all of our members as they give unselfishly of their time in a quest for wing excellence.

Our presence in social media is at a level that it has never been and people are taking note. Oftentimes I see our Twitter posts shared by news agencies or other organizations that find our news interesting. Maj. Kipp has done a great job with this publication, the Roundup, as well as the putting together the Skychaser on a more frequent basis. We're slowing crawling out of our shell and are no longer the "Best Kept Secret" anymore thanks to all of Maj. Kipp's work.

Our cadets are doing an outstanding job with cadet activities and have set a goal to try to do a wing-wide cadet activity on

a monthly basis. We are going to have a Cadet Leadership Academy soon and the registration numbers are coming in at a blistering pace. Our Big Sioux Composite Squadron is busy once again with the Cyber Patriot competition and we look for big things again this year on their journey to the national competition in Washington D.C. Preparations for the Joint Dakotas Encampment are well underway and we're proud to announce that Cadet 1st Lt. Devon Brown of the Sioux Falls Composite Squadron has been selected as the Cadet Commander for that event. Our cadets have been asked to participate in a joint training exercise with the SD Army National Guard at Ft. Meade in March and many are stepping up for that event. Activities will include land navigation, first aid and rescue tasks to name just a few.

As I wrap up my final article I want to convey how proud I am to represent such a great group of people in the SD Wing. Time after time we are presented

*Continued on page 5 . . .*



*By Maj. Todd Epp, CAP  
South Dakota Wing Historian*

The year 2016 marks two 75th Anniversaries on the same day - that of our parent organization, the Civil Air Patrol, and CAP's South Dakota Wing. Based on a plan by Gill Robb Wilson, and with the approval of the Army Air Corps, Fiorello La Guardia, Director of the U.S. Office of Civilian Defense, signed Administrative Order #9 on 1 December 1941 that created both organizations. That date is the officially recognized date of the founding of the Civil Air Patrol.

Here in South Dakota, the South Dakota Wing

began organizing squadrons across the state by late December 1941. The Black Hills was of particular concern because of its forest resources - and the opportunities it might present the Japanese or the Germans for sabotage. Thus, Black Hills members flew forest patrols, making sure any fires, natural or nefarious, would not spread. Major South Dakota towns were hubs for an extensive courier service that ferried personnel, parts and equipment within the region. CAP aircraft patrolled the state's major waterways. This is just sampling of what South Dakota Wing's wing historical research team has uncovered as we celebrate 75 years of being America's "eyes in the sky."

The Civil Air Patrol in general and South Dakota Wing specifically will kick off celebrating their 75th year of service on 20 February with a year-long list of activities and events. Thanks to the help of assistant wing historians Chaplain (Lt. Col.) Gary Rae and Maj. Bruce Kipp, as well as longtime members Col. Mary Donley and Maj. Nancy McKenney, we have already done a number of things to celebrate our anniversary. These include:

- We established a traveling exhibit on the history of the South Dakota Wing that has been displayed at the Canton Public Library and the Custer County Museum. (If you would like to display the exhibit at your local library or other venue, please contact Maj. Epp.)
- Lt. Col. Rae and Maj. McKenney have located a



number of previously unknown Congressional Gold Medal recipients across the state. We have held medal ceremonies in Pierre, Rapid City and Sioux Falls, with medals presented by U.S. Senators John Thune and Mike Rounds, U.S. Rep. Kristi Noem and South Dakota Governor Dennis Daugaard. Our search for recipients continues!


- Maj. Kipp has been researching the history of all the units that have been a part of the South Dakota Wing as well as the heraldry (insignia, etc.) of all our units through the years.
- In addition to the above research, Maj. Kipp has been writing scholarly articles on the history of the South Dakota Wing, particularly Philip's Horse-Mounted Patrol Search and Rescue team. Yes, we used horses!
- Maj. Epp has been researching the spotting of Japanese incendiary balloons that landed in the state during World War II and the South Dakota Wing's role in finding them.
- Chaplain Rae and Maj. Epp have assembled replica CAP World War II uniforms and have worn them to various events. Maj. Epp is also putting together the short-lived "Bermuda shorts uniform" with pith helmet as well as a 1960s-70s "pickle suit" (green dungarees) uniform. Ask Lt. Col. Rae or Maj. Epp how you can participate.

Upcoming activities celebrating our 75th Anniversary include the following:

- We'll be joining forces with the Joe Foss Squadron of the Commemorative Air Force in

Sioux Falls, during the Sioux Falls Airshow July 21-24, 2016. We will be part of a historical display. This includes the Joe Foss Squadron's L-5, a former New York Civil Air Patrol aircraft that first saw service in the U.S. Army just after World War II. We'll also assist the CAF with their 1940s inspired hangar dance before the air show.

- Be on the lookout for an announcement seeking nominations for the first inductees into the South Dakota Wing Hall of Fame! Nominations will open this summer then inductees named in December.
- A capstone event in the last quarter of 2016 that's yet to be planned.
- And, any ideas that you might have that help us tell our story!

Our wing has much to be proud of over its nearly 75 years of service. From conducting search and rescue operations to molding cadets to helping assess damage after major natural disasters, we continue to make history in big and small ways every day. We stand on the shoulders of the CAP giants who came before us; now it is a chance to honor them and their accomplishments and how it has shaped our success today. 



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## Commander's Corner

*Continued from page 1 . . .*

with challenges and tasks that our members always manage to find time for. As an unpaid, all-volunteer force it's amazing to me what lengths our members will go to ensure that the job gets done. Whether it is flying intercept missions for the Air Force, taking disaster relief photos for FEMA and the SD Office of Emergency Management,

flying animal trackers over the Black Hills while they electronically track tagged animals of various species, flying in support of numerous federal agencies testing radar capabilities near wind farms, surveying low level routes for the Air Force, flying cadet orientation rides or helping the Red Cross with feeding workers and victims of

tornadoes, the SD Wing finds a way to get it done.

I look forward to continue to work with each and every one of you after the new wing commander is announced later this spring and I embark on my next job with the Civil Air Patrol, whatever that may be. 



# FACT SHEET 2016

## HISTORY

In December 1941, one week before the Japanese attack on Pearl Harbor, Civil Air Patrol was founded by citizens committed to using civilian aviation resources to help bolster the nation's defense.

Under the jurisdiction of the Office of Civilian Defense and later the Army Air Forces, CAP pilots flew more than 500,000 hours performing a wide variety of duties, including coastal patrol for submarine activity as well as ships and personnel in distress, forest and southern border patrols, target towing for the armed forces and courier flights.

On July 1, 1946, President Harry Truman established CAP as a federally chartered nonprofit corporation, and Congress passed a law on May 26, 1948, designating CAP as the Air Force Auxiliary and giving CAP three primary missions – emergency services, cadet programs and aerospace education.



## THE ORGANIZATION

- ▲ Is congressionally chartered and operates as a 501(c)(3) nonprofit corporation.
- ▲ Performs services for the federal government as the civilian auxiliary of the U.S. Air Force and for states/local communities as a nonprofit organization.
- ▲ Serves as a strategic partner of the Air Force as a member of its Total Force.
  - ▲ Includes eight geographic regions consisting of 52 wings (the 50 states, Puerto Rico and the District of Columbia).
  - ▲ Consists of 1,400 squadrons and approximately 56,000 volunteer youth and adult members nationwide.
  - ▲ Has more than 6,900 aircrew members and over 30,700 emergency responders trained to FEMA standards.
  - ▲ Offers opportunities for members to serve communities, participate in leadership development training and acquire new skills that benefit personal and professional growth.
- ▲ Contributed over \$164 million in man-hours in 2015 by serving the disaster relief and emergency service needs of communities, states and the nation.
- ▲ Operates one of the largest fleets of single-engine piston aircraft in the world, with 550 currently in the fleet.
- ▲ Flies more than 98,500 hours annually.
- ▲ Maintains a fleet of more than 1,000 emergency service vehicles for training and mission support.
- ▲ Provides 475 chaplains and 450 character development instructors who minister to youth and adult members and help comfort survivors and victims of disasters.

## OUR MISSION

Supporting America's communities with emergency response, diverse aviation and ground services, youth development, and promotion of air, space, and cyber power.



*The U.S. Congress awarded CAP a Congressional Gold Medal in 2014 for its World War II service.*





### Aerospace Education

- ▲ Educates adult and cadet members and the community on the importance of aerospace.
- ▲ Provides support for educational conferences and workshops nationwide.
- ▲ Develops, publishes and distributes national academic standards-based STEM aerospace education curricula for kindergarten through college classrooms.
- ▲ Offers grant and college credit opportunities for adult and teacher members.
- ▲ Provides educators with free educational programs, products and services, including airplane orientation flights.

### Cadet Programs

- ▲ Attracts more than 24,000 members ages 12 through 20.
- ▲ Educates youth in four main program areas — leadership, aerospace, fitness and character development.
- ▲ Enriches school curricula through after-school programs.
- ▲ Offers orientation flights in powered and glider aircraft, as well as flight training scholarships.
- ▲ About 10 percent of the U.S. Air Force Academy's new classes are made up of former CAP cadets.
- ▲ Cadets who have earned the Gen. Billy Mitchell Award enlist in the Air Force, U.S. Army and U.S. Coast Guard at a higher pay grade.
- ▲ Provides activities and competitions for cadets at the local, state, regional and national levels.
- ▲ Participates in the International Air Cadet Exchange program.

### Emergency Services

- ▲ Conducts 90 percent of inland search and rescue in the U.S. as tasked by the Air Force Rescue Coordination Center and other agencies.
- ▲ Coordinates Air Force-assigned missions through CAP National Operations Center at Maxwell AFB, Ala., at a cost of \$120-\$165 per flying hour.
- ▲ Performs aerial reconnaissance for homeland security.



- ▲ Saves an average of 78 lives per year.
- ▲ Provides disaster-relief support to local, state and national agencies.
- ▲ Transports time-sensitive medical materials, blood products and body tissues when commercial resources are unavailable.
- ▲ Provides air intercept training, impact assessment, light transport, communications support and low-level route surveys for the Air Force.
- ▲ Assists federal, state and local law enforcement agencies in the War on Drugs.
- ▲ Maintains an extensive VHF and HF communications network.



- ▲ Awards college scholarships in several disciplines.
- ▲ Makes opportunities for community involvement available through color guard/drill team and emergency service missions.
- ▲ Explores STEM careers through aviation, space and technology-focused activities.
- ▲ Challenges youth to be ambassadors for a drug-free lifestyle.

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# 50-YEARS AND COUNTING

*By Lt. Col. Tam Gatje, CAP  
Pierre Composite Squadron*

Since I was a young boy I had been interested in airplanes and flying. We lived just outside of Sioux Falls so it was not always easy to see a lot of airplanes but they occasionally flew over our house and I would always run out to get a look at them. Then I heard of Civil Air Patrol and decided to find out more about it.

I found that they were meeting at the Naval Reserve Training Center in northeast Sioux Falls. Arriving at my first meeting I discovered this was a large cavernous building used by the Naval Reserve. The CAP met there weekly but had to remove all of their stuff at the end of each meeting and bring it back the next week. This was a bit of a logistical challenge but one we all worked around. This building is now gone.

I joined as a cadet during the second or third meeting I attended. There were probably about 20 people at each meeting including both officers and cadets. At this time Sioux Falls had a population of about sixty-five thousand people, about a third the size it is today. I graduated high school at the age of seventeen, something that is difficult to do today. A couple of years later I transitioned to the Civil Air Patrol's senior member program.

At the age of twenty-one I decided it was time to get a private pilot's license. I inquired around the Sioux Falls Airport and decided that Ray Falon would be the best flight instructor for me. He was a full-time employee of the SD National Guard at the time, although not a pilot for them. He flew for the love of flying. It took me about four months of flying to earn my pilot's license. Flying out of Sioux Falls, gave me some experience with larger airport operations that proved valuable as time went on.

At this point I worked in the Sioux Falls water treatment plant and attended Sioux Falls College. I transferred to the University of South Dakota in Vermillion, graduating from the USD School of Business.

During this period I met CAP member Merlin VanderMaten. He did a huge amount of work for CAP and later became the Wing Commander. He steered me to a job in law enforcement that I held while attending college and for a time afterward.

While I was in Sioux Falls, the CAP met in a variety of buildings; in the Naval Reserve Center, then the Elmwood Community Center (complete with a Link Trainer flight simulator), then in a downtown building with offices on second floor, and then to an east-side location. During this time I remained a member of CAP but a couple of times I was too broke to pay membership dues and had to allow my



*CAP membership ribbon.*



*Civil Air Patrol badge for 50-years of service.*



*50-year service pin for the CAP membership Ribbon.*



*This shows International Air Cadet Exchange cadets visiting in Pierre in 1978. The cadets were taken to the State Capitol Building to visit with the Governor. Shown in front is Governor Harvey L. Wollman. Back row shows Escorts Tam Gatje and Lois Schmidt. Those in dark blazers were the Spanish cadets.*



membership to lapse. However, I always came back and was thus able to keep continuous membership.

After graduation from USD, I took a job in Rapid City as an accountant. During my years there I was a member of the Ellsworth Composite Squadron. Frank Fife was commander at the time. He had been in communications in the military and led me to become active in CAP communications. As CAP started to use FM repeaters to increase range and coverage I secured a site on a tower at Skyline Drive. I believe it is still on that tower.

When Frank Fife retired I became squadron commander about 1975. The squadron headquarters were on the South Nike Missile Site. The site has been sold off long ago and now contains a housing area.

A job change took me to Pierre and I transferred to the Pierre Composite Squadron. I planned to move on after a couple of years, however, that didn't happen for thirty years and I retired from the job in Pierre.

While a member of the Pierre Composite Squadron I flew as mission pilot and cadet orientation pilot. We had a number of interesting search and rescue (SAR) missions to add a bit of spice to our activities.

In one of the more unusual real-world search and rescue mission, called REDCAPs, we were called to find an aircraft's emergency beacon (ELT) whose signal was being picked up by SARSAT. In those days it took at least two passes of the satellite to get a fix close to the target and eliminate the mirror image. I was then a Mission Coordinator and received a call from the Air Force Rescue Coordination Center (AFRCC) at Tyndall AFB in Florida to find this objective. The only problem was a blizzard was raging over much of the state, no flying was possible and it was in the dark of night. Looking at the approximate location from the satellite and coordinating with sectional charts and an airport directory I was able to narrow it down to a grass airstrip in northwest South Dakota. A few phone calls to the airstrip's owner and the county sheriff it was determined that someone had made a hard landing earlier in the day. The airstrip owner agreed to venture out to the hangar (a shed) and check the ELT. As it turned out it was his aircraft emitting the signal and he turned the ELT off. AFRCC confirmed the signal was off the air on the next satellite pass. Mission closed without anyone venturing into the storm.

While in Pierre I pursued my instrument rating flying with Tom Forchner and testing with Bernie Christenson. I obtained the rating in 1980. I also earned a ground instructor rating and taught a few ground schools for private rating.



LT. GARNETA LOKKEN, wing finance officer, gives Capt. Tam Gatje, cadet sergeant commander and wing pilot, orders authorizing an orientation flight over the Sioux Falls area. (Photos by Jim Collins)

*Newspaper photo showing then Capt. Tam Gatje with Lt. Garneta Lokken preparing to give cadet orientation rides in the Sioux Falls area. This was published in the Sioux Falls Argus Leader on 1/25/70.*

Like the squadron in Sioux Falls, the Pierre Composite Squadron has had offices in several different buildings. It has been in the Pierre Mall, in the airport terminal building's basement and currently is in a Pierre Airport maintenance building in the offices that formerly held the airport manager.

I had the good fortune to twice participate as a senior escort in CAP's International Air Cadet Exchange. First, I went to France in 1979 and then to Spain in 1981. Today the IACE trips today are shorter. In 1979 I was gone from home for almost a month. The trip to Spain took only about 2.5 weeks.

*Continued . . .*



*Lt. Col. Gatje's cadet ID card from 1965. Note that the ID card is typed by National Headquarters.*

# *Heraldry of the* **CRAZY HORSE COMPOSITE SQUADRON PATCH**

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

The Crazy Horse Composite Squadron, CAP designation NCR-SD-068, is located in Custer, SD. The squadron can trace its history back to the late 1980s and probably earlier, although the records have been lost. It is one of six squadrons in the South Dakota Wing.

The squadron is named after Chief Crazy Horse, a Native American leader of the Oglala Lakota Sioux tribe. A monument with the figure of Chief Crazy Horse is currently being carved on Crazy Horse Mountain in Custer County, SD.

The squadron's distinctive unit patch is in the traditional shape of a shield with a scroll at the bottom bearing an abbreviated form of the squadron's name in red. The entire patch is edged in medium blue. The field of the patch is silver grey with accents and design elements in the patriotic colors of red, white and light blue. In the center of the field is a stylized Native American chief's headdress. Centered within the headdress is a three-bladed propeller that symbolizes the Civil Air Patrol's aviation component. Below the headdress is a stylized wing and star emblem that represents the Civil Air Patrol's status as the official auxiliary of the U.S. Air Force.

A document dated 15 March 2002 with a hand-drawn version of this design was sent to the Wing Commander for approval. Unfortunately, the document did not mention who designed the patch. The patch was approved for wear shortly thereafter.



*The distinctive unit patch for the Crazy Horse Composite Squadron in Custer, SD.*

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## **50-Years** *Continued . . .*

Both were very interesting and well worth the time.

Looking back, I noticed the record of what was likely my first Observer rating listed my rank as Staff Sergeant. That would be as a senior member, not a cadet.

My 50-year career in the Civil Air Patrol has been an interesting ride. During my time I've seen the quality of equipment improve. We have gone from flying old Aeronca Champ aircraft with basically no communications equipment to flying new half-million-dollar Cessna aircraft with state-of-the-art glass cockpits and even better equipment. One picture with this article shows me and another senior member, Garneta Lokken, in a Mooney aircraft the wing had for a few years. It was not a good search aircraft with its low wing configuration but it was a good transport aircraft for the time.

In 2011, I and other Pierre Composite Squadron personnel flew a number of photography missions from Pierre to Sioux City, IA to document the extensive flooding along the Missouri river. Enormous amounts of water were being released from the mainstem dams in an attempt to mitigate

damage. I was acting as a mission photographer and took thousands of pictures during that period.

Ground vehicles have gone from rolling junk to new vehicles. In the "good old days" we always traveled out of town with a complete tool kit so we could repair the vehicle on the road in order to be able to get back home.

Communications equipment has gone from old surplus military radios to new digital radios. Overall there has been a steady improvement in CAP communications gear over the years.

In my 50 years in South Dakota Wing I've known almost all the wing commanders since Col. John Page, the eighth commander. It gives you an interesting perspective on how our wing developed as the personalities have shaped it over the years. Change is constant in the Civil Air Patrol; mostly it's good, sometimes not so good, but that may be in the eye of the beholder. I encourage each of you to stay active and help your squadron and South Dakota Wing grow. CAP is cyclical, it grows and it shrinks in cycles over time. Help it to grow 🌱

# CIVIL AIR PATROL CHAPLAINS

## What Do they Do?

*By Maj. Sharon Moad, CAP  
Custer Composite Squadron*

Chaplains answer a religious calling to minister to the people who serve in the Armed Forces of this country. Civil Air Patrol Chaplains provide the same services to the CAP membership as those for service personnel.

The Civil Air Patrol's Chaplain Corps was organized in January 1950 under the guidance of and in partnership with the Air Force's Chaplain Corps. Though separate organizations, the CAP Chaplain program is modeled after the USAF Chaplain Corps. As representatives of America's religious community, the CAP Chaplain Corps provides resources and personnel to enable the free exercise of religion by CAP members, promotes the role of the CAP core values in all CAP activities through

education, presence and advice, responds to emergencies with skill and professionalism, and conduct themselves with compassion and respect toward all members of CAP. CAP Chaplains must be recognized clergy members appointed and endorsed by their denomination.

Civil Air Patrol Regulation 265-1 sets forth the duties and responsibilities of a Chaplain in the Civil Air Patrol. Among their many duties Chaplains teach non-clergy members to lead the Character Development classes for members, always focusing on CAP's core values. Chaplains offer members an opportunity to exercise their faith by offering spiritual resources and religious programs that serve personal needs. During times of crisis CAP Chaplains assist members with spiritual guidance as well as possible counseling if the



*South Dakota U.S. Congresswoman Kristi Noem presents the CAP Congressional Gold Medal to South Dakota Wing Chaplain (Lt. Col.) Gary Rae in recognition of his father's service in CAP during WWII.*

need should arise.

Within a Wing, a flight, squadron or group which has a Chaplain is fortunate. Sometimes there are not enough Chaplains to go around and the Wing Chaplain has to cover many units.

Chaplains earn Civil Air Patrol officer grades but have no command responsibility. For example, the South Dakota Wing Chaplain holds the grade of Lieutenant Colonel.

A Chaplain is part of the commander's staff. They offer advice on ethical issues and spiritual needs as they may pertain to a given mission. Chaplains are dedicated clergy that volunteer their time to Civil Air Patrol members and their families in a respectful, compassionate and professional manner.

We are very fortunate to have such dedicated men and women in our ranks.

# Walter Wilson – South Dakota CAP Congressional Gold Medal Recipient

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

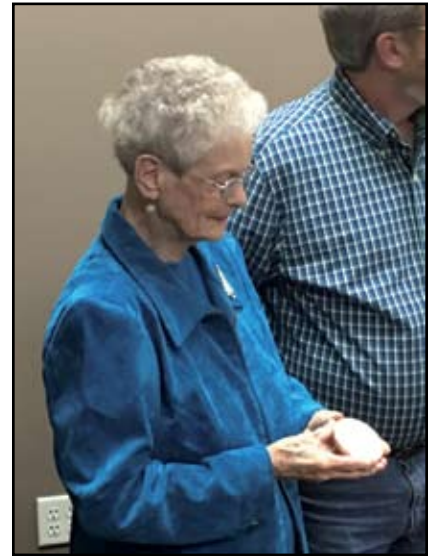
South Dakota U.S. Sen. John Thune led a ceremony to honor a lifelong Sioux Falls resident who was awarded a Civil Air Patrol Congressional Gold Medal posthumously for service during World War II. The event on 21 December honored Walter Wilson. His widow, Shirley Wilson, accepted the medal on her husband's behalf.

Wilson was a CAP cadet in training when World War II ended. He was trained in recognizing aircraft, the dynamics of flight and Morse code, in addition to other skills. Shirley Wilson said while her husband didn't speak much about his time in the Civil Air Patrol. "He'd be

very pleased." Wilson's sister, son and daughter in-law, along with representatives from the Civil Air Patrol, looked on during the ceremony.

Cadet Walter Wilson received his Civil Air Patrol membership card in July of 1945 at the age of 16. He was a member of the Sioux Falls CAP Squadron. The war in Europe had ended two months earlier and one month later World War II ended in the Pacific with victory over Japan.

When the Civil Air Patrol Cadet Program was officially chartered on 1 October 1942, its purpose was to prepare young American patriots to enter active



*Shirley Wilson holds her late husband's Congressional Gold Medal presented for this service in the Civil Air Patrol during WWII.*



*South Dakota U.S. Senator John Thune presents the CAP Congressional Gold Medal to Walter Wilson's widow, Shirley Wilson.*



*Sioux Falls CAP Cadets in Control Tower (Wilson in box on right).*

military when they turned 18 years old and to support the home front in a variety of ways. Thousands of male and female cadets were trained in aircraft recognition, military customs and courtesies, the dynamics of aircraft flight and Morse code. In addition, many received instruction in the Link flight trainer and some cadets received actual flight training.

After the war Walter continued to live in Sioux Falls for the remainder of his life; working with his father in delivery services, at Sunshine Groceries, as a Farm Store manager, a traveling sales person and sales for Dakota Parts Auto store.

He met and married Shirley years after his CAP involvement so few details and stories can be told of his CAP experiences. Walter passed away in 1997. Had it not been for a recent discovery of some photos and his CAP Membership Card, his contribution to the war effort would have been lost in time.

The Congressional Gold Medal for WWII CAP service was authorized by Congress in August of 2014. The South



Sioux Falls CAP Cadets pose by B-29 (Wilson in white box).

Dakota Wing through its historical research projects seeks to thank both the adult and cadet CAP members who provided substantial support to the military and our nation during WWII by ensuring they receive the recognition they deserve. Efforts continue in South Dakota and across the nation to identify those eligible to receive the

CGM. To date CAP has been successful in recognizing only a fraction of the more than one hundred thousand who served in CAP between 1941 and 1945.

We are grateful to have been able to present this CGM to Walter Wilson's widow, Shirley and to recognize the presence of her family.



Obverse of Walter Wilson's WWII CAP ID Card.



Reverse of Walter Wilson's WWII CAP ID Card.

# CIVIL AIR PATROL JOINS USAF'S "TOTAL FORCE"

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

The Civil Air Patrol (CAP) is officially a member of the U.S. Air Force's "Total Force", Gen. Mark Welsh, Air Force Chief of Staff announced on 28 August 2015. CAP, the all-volunteer Air Force auxiliary, joins the active-duty Air Force, Air National Guard and Air Force Reserve Command, along with retired Air Force military and civilian employees in the Total Force.

Last August the Air Force updated Doctrine Volume 2, "Leadership," expanding the Air Force's descriptions of total force and Airmen to now consist of regular, Guard, Reserve, civilian and auxiliary members. "Air Force senior leadership has long considered Civil Air Patrol to be part of the Air Force family, relying on us to support homeland security missions," Maj. Gen. Joe Vazquez, CAP National Commander said, adding that including CAP in the Total Force "is a strong recognition of who we are and what we do from the highest levels of the Air Force."

With this newest change, Air Force leaders should consider each part of the total force, including the auxiliary, when determining the most effective and efficient ways to complete the mission. CAP has approximately 57,000 volunteers and 550 aircraft assigned to more than 1,500 stateside units currently supporting non-combat missions on behalf of the Air Force.

In 2016, CAP celebrates 75 years of support to emergency services, aerospace education and cadet programs. During her visit to the Air Force Association Air & Space Conference and Technology Conference last year Secretary of the Air Force Deborah Lee James congratulated CAP airmen and



*The Civil Air Patrol joins the active-duty Air Force, Air National Guard and the Air Force Reserve Command in making up the Total Force.*



*Secretary of the Air Force welcomes CAP to Total Force.  
Photo Credit: John Swain, CAP National Headquarters.*

the organization's national commander, Maj. Gen. Joe Vazquez, on joining the U.S. Air Force's Total Force. "Inclusion in the total force reflects the continuing key contributions of this highly trained and equipped organization," she said. Maj. Gen. Joseph Vazquez, the CAP national commander, commented, "Our ability to augment the Air Force is second to none. We provide 85 percent of inland search and rescue missions and disaster-relief support to local, state and national agencies as well as aerial reconnaissance for homeland security, and remain continually postured to offer more."

The auxiliary members, who fly the nearly 100,000 hours per year performing disaster relief, counter-drug, search and rescue, fighter interceptor training, aerial observation and cadet orientation flights, will now be included in the Total Force and referred to as Airmen during the performance of official duties in recognition of their contributions to the Air Force.



# CYBERPATRIOT-VIII UPDATE

*By Maj. Bruce Kipp, CAP, Wing Public Affairs Officer and  
Cadet Maj. Tyler Gross, CAP, Big Sioux Composite Squadron*

Team Big Sioux competed in the Semi-Final Round of CyberPatriot-VIII on 21 February. Coach Cadet Maj. Tyler Gross feels the team performed very well. However, the results and the team standings won't be known until they are published on 3 March.

They are competing in the "All-Services" Division pitted against 1,280 teams, 447 of which are Civil Air Patrol teams. The All-Services Division consists of teams from CAP, Naval Sea Cadet Corps, and the Army, Air Force, Navy and Marine Corps Junior ROTC.

CyberPatriot teams compete from their home locations in a series of online qualifying rounds that challenge them to find/fix security vulnerabilities in simulated networks. When the scores are finally tabulated the top 13 teams in the All-Services Division win an all-expenses paid trip to the Finals on 10-14 April in Baltimore, MD.

Team Big Sioux's members are: Cadet Lt. Jaden Petersen (Brookings) (Team Captain), Cadet Chief Master Sgt. Graham Dinnel (Lake Benton, MN), Cadet Master Sgt. Andrew Toft (Elkton), Cadet Airman 1st Class Andrew Sweebe (Brookings) and Cadet Airman Peter Engels (Minneota, MN).

CyberPatriot is a unique educational competition that challenges middle school and high-school age youth to resolve real-life cybersecurity situations faced by industry professionals. Created in 2009 by the Air Force Association, the CyberPatriot competition provides students with hands-on learning about securing computer networks while educating, and motivating them toward careers in science, technology, engineering, and mathematics, disciplines critical to the nation's future.

In the finals, the only in-person round, the team will compete to defend virtual networks and mobile devices from a professional aggressor team. The finalists will also face-off in three additional competition components: Digital Cyber Crime Scene Challenge, Cisco Networking Challenge,



*One of Team Big Sioux's cyber-sleuths works during the semi-final round to detect and fix a network vulnerability.*

and Digital Forensics Challenge. These extra challenges broaden the cybersecurity experience and expose teams to new elements of the many career opportunities available to them. The team will be scored on how quickly and effectively they establish and maintain secure networks.

The Air Force Association (AFA), the sponsoring organization, is a non-profit, independent, professional military and aerospace education association. Its mission is to promote a dominant United States Air Force and a strong national defense, and to honor Airmen and our Air Force Heritage. AFA has 200 chapters nationally and internationally representing more than 100,000 members. Visit AFA at [www.afa.org](http://www.afa.org).

The annual CyberPatriot competition greatly benefits from the support and technical expertise of its presenting sponsor, the Northrop Grumman Foundation. Other sponsors include Cyber Diamond Sponsors, AT&T Federal, Cisco, Microsoft, Raytheon, USA Today, the Department of Homeland Security, the Office of the Secretary of Defense, Cyber Gold Sponsors URS, Splunk, Symantec Corporation, Cyber Silver Sponsors Air Force Research Laboratory, Embry-Riddle Aeronautical University, Leidos, MIT's Lincoln Laboratory, and University College of the University of Maryland. For more information about CyberPatriot, go to [www.uscyberpatriot.org](http://www.uscyberpatriot.org).

# **SOUTH DAKOTA WING ADOPTS HIGH-TECH VIRB**

*By Maj Bruce Kipp, CAP, Wing Public Affairs Officer and  
Maj. David Small, CAP, Wing Chief of Staff*

The South Dakota Wing has adopted a new tool for aerial photography, the Garmin VIRB system. This high-tech gear provides for quick delivery of post-disaster photography with sufficient detail to allow for rapid damage assessment.

The Garmin VIRB, a popular action camera, has been mounted in a special weather tight compartment on the right wingtip of CAP aircraft. When the aircraft is in flight the camera is remotely controlled by an airborne photographer using a handheld tablet. This allows flexibility for taking video and still pictures when the aircraft is in flight. In addition, the Garmin VIRB can pro-



*The VIRB camera mounted on the right wing of a South Dakota Wing Cessna-182T.*



*Side view of the VIRB camera mounted near the wingtip on CAP Cessna-182T (N158CP).*

vide geo-tagged images (i.e. date, time, geographic coordinates, aircraft altitude and speed) and non-geo-tagged video with a flight track log file.

The VIRB system is an ideal platform to take pictures of wide areas of the state. Pilots and aircrew have been specially trained to fly the aircraft such that over 100 square miles can be imaged per flight hour.

When utilizing the VIRB system the CAP aircraft flies at 2,500 feet at 100 knots ground speed.



*Front view of the VIRB camera mounted near the wingtip on CAP Cessna-182T (N158CP).*



The camera shoots straight down at 10 second intervals. This straight-down type of photography is referred to as “nadir photography” in that the area on the ground being photographed is directly vertical beneath the center of the camera at the time of exposure.

There are several advantages to nadir photography: the scale of the photos is essentially constant; they are generally easier to interpret; directions are more easily discerned and distances measured; if grids and marginal data are added a nadir photograph can be used as a map; given a constant altitude the VIRB camera can cover a much larger area on a single photo.

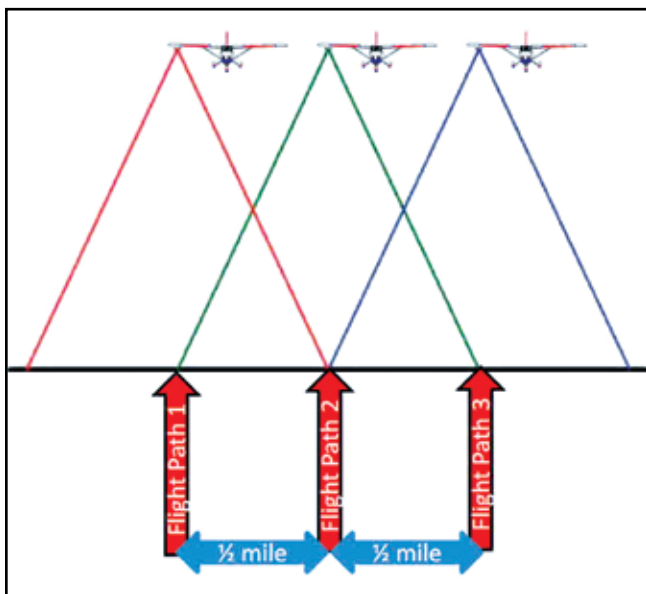
Analysts on the ground examine photos and video in near-real-time to search for missing persons or dead livestock, or to assess the extent of fire, flood and tornado damage to infrastruc-



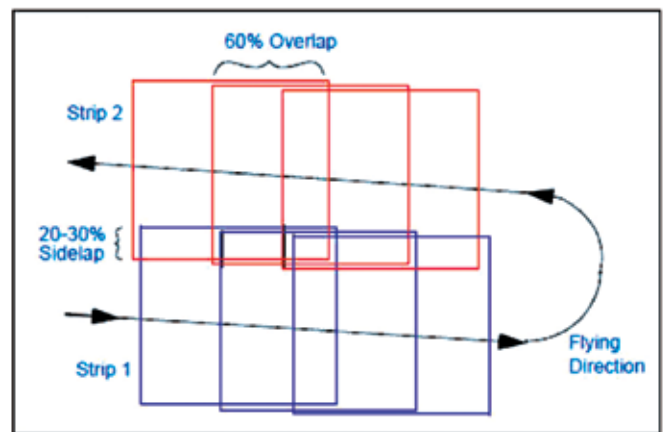
*An example of a VIRB nadir photo with geo-tagged data.*

ture. The photos and video can be delivered electronically to FEMA or other governmental agencies who have requested the coverage.

CAP aircrews are all highly trained volunteers. The CAP VIRB photo platform provides a very cost effective tool that is available for use by South Dakota emergency management officials at all levels.



*VIRB coverage provides a 1/2 mile grid or “line-to-line” spacing.*



*Coverage (overlap and sidelap) of VIRB photos based on the flightpath of the aircraft.*

# SOUTH DAKOTA WING ADDS TO AIRCRAFT FLEET

*By Lt. Col. Richard Larson, CAP  
Wing Vice Commander*

The “Eyes in the Skies” of South Dakota Civil Air Patrol (SDCAP) have a new aircraft. Just this week, SDCAP Wing Commander, Col. John Seten, Vice Commander, Lt. Col. Rick Larson and Maintenance Officer, Maj. E.W. Filler traveled to Cessna Aircraft’s production facility in Independence, Kansas to take delivery of a brand new Cessna-182T “Skylane”. The aircraft are purchased for the Civil Air Patrol by the United States Air Force, and can cost over a half million dollars when equipped.

The new aircraft brings the South Dakota CAP state fleet to seven. “It’s quite an honor...we were selected to receive this airplane based on our member’s exemplary record of service and accomplishment,” said Col. Seten. He adds that the SD Wing’s performance has netted regional and national recognition for outstanding operations and emergency services response. This will be our third digital airplane...we’ve had great results from this aircraft!” said Seten. Other CAP planes are based in Pierre, Spearfish, Brookings, two in Rapid City and two in Sioux Falls.

Equipped with the latest state-of-the-art Garmin G1000 aircraft avionics suite, SDCAP crews can more easily get the job done on their myriad of missions. Those tasks include Search and Rescue, Homeland Security, and support of USAF missions. Lt. Col. Larson says the airplane has systems that



*Garmin G-1000 advanced avionics package in our new Skylane.*

aid in accuracy and safety. This includes advanced digital instruments, weather avoidance display, autopilot and photo mapping. “This will be a major asset when it comes to wide area search or damage assessment missions,” said Larson.

The Cessna-182T Skylane is one of over 550 aircraft operated by the Civil Air Patrol, the official auxiliary of the U.S. Air Force. The Skylane can cruise at up to 145 knots (167mph) at altitudes up to 18,000 feet, has a 915 mile range and a 982 pound payload.



*South Dakota CAP Aircraft Maintenance Officer Maj. E.W. Filler gives a “thumbs up” to the new craft as he reviews aircraft records as part of the acceptance process.*



*South Dakota Wing Commander Colonel John Seten (L) and Wing Vice Commander Lieutenant Colonel Rick Larson (R) at Cessna’s delivery hangar.*

# WING LEGISLATIVE DAY AT THE STATE CAPITOL

*By Capt. Karla West, CAP  
Sioux Falls Composite Squadron*



*Officers and cadets of the South Dakota Wing of the Civil Air Patrol pose with Gov. Dugaard on the Grand Staircase of the Capitol Rotunda.*

On Wednesday, 17 February members of the South Dakota Wing (SDWG) from across the state converged on the state Capitol in Pierre to meet with legislators to remind them who we are, what we do, and to thank them for their support. Some 30 Wing members participated; fourteen of them were cadets from squadrons in Custer, Rapid City and Spearfish. For many this was their first visit to the state capitol.

South Dakota Wing Commander Colonel John Seten commented, “The purpose of Wing Legislative Day is to tell state policymakers the story of Civil Air Patrol in South Dakota, of the many volunteer hours spent on air and ground missions

for local, county, tribal, state and federal government, law enforcement agencies and first responder organizations. It is important the legislators understand that in a time of limited budgets, SDWG helps stretch the resources of the state and saves



*Platter of cupcake snacks decorated with CAP's 75th Anniversary logo.*

money by using well-trained, professional volunteers, volunteers who are held to the same level of performance and knowledge as their paid colleagues. We also want them to know of our cadet program that prepares young people not just for careers in the military, but to be good citizens.”

One of the ways SDWG interacts with state legislators is to recruit them into the Wing’s Legislative Squadron. We are fortunate to have Lieutenant Manny Steele, a former state legislator, and now SDWG’s Government Relations Advisor on the Wing Staff. Membership in the Legislative Squadron is open to state legislators, their staff and aides, and elected state officials free of charge. Lt. Steele passed out an informational letter to members of the House and Senate followed up with a personal visit on the floor with each member. Those who have a family member involved with CAP were eager to join. Those not sure of what we do are usually willing to join and find out more about how our unique organization of volunteers can help their communities and the state. To date we have 31 legislators signed up.

At mid-day the officers and cadets set up hospitality tables and served afternoon snacks in the Speaker’s Lobby (House) and the President’s Lobby (Senate) for legislators, lobbyists, staff and others. This year the cupcakes featured the logo of CAP’s 75th Anniversary which is also the 75th Anniversary of the South Dakota Wing. This offered us the opportunity to chat with the legisla-



*SDWG hosts an afternoon snack in the legislators’ breakrooms.*

tors. They are used to working with adults so when Civil Air Patrol brings in a group of cadets dressed in their best uniform and able to speak with them on important issues and the future, it makes an impression on them on how CAP is training intelligent, capable leaders of tomorrow. Our personnel briefed senators and representatives on the latest enhancements and advancements to the Wing’s abilities and capabilities, answered questions and handed out copies of CAP’s annual financial report and SDWG’s legislative brochure.

In between manning the hospitality areas and visiting with legislators and staff, the officers and cadets sat in on both the House and Senate legislative sessions. At the opening of their respective sessions members of both legislative chambers recognized the members of the South Dakota Wing with a standing ovation for their attendance

and their service. Sitting in on the legislative sessions was a rare chance for our members to see state government in action. The cadets also found the day the perfect opportunity to tour the capitol building itself, wandering everywhere from the many libraries, to the Supreme Court rooms, and even to go on the infamous blue tile hunt.

Later that afternoon Governor Dennis Daugaard met the visiting Wing members on the Grand Staircase of the Capitol Rotunda for a brief chat and a group picture. 📷



*SDWG members observe a legislative session.*

# NCSA BLUE BERETS AT OSHKOSH

*By Lt. Vincent Brown, CAP  
Sioux Falls Composite Squadron*

*[Editor's Note: Each year the Experimental Aircraft Association (EAA) holds a week-long extravaganza of an airshow called "AirVenture" at the Wittman Regional Airport in Oshkosh, Wisconsin. In 2015, AirVenture featured nearly 1,000 vendors, a plethora of aviation industry exhibits and displays, some 10,000 aircraft, and 500,000 visitors.*

*Through a partnership with the EAA the Civil Air Patrol (CAP) provides a large contingent of cadets and officers to help the EAA manage the airshow. This contingent is called the "National Blue Beret" (NBB), a two-week long summer activity. NBB is just one of many National Cadet Special Activities (NCSA) for cadets each year. CAP members are competitively selected for NBB from across the nation to participate in this prestigious event. Cadets who complete NBB are authorized to wear the coveted blue beret with its prized St. Alban's pin.*

*The first and most important mission of the NBB program is to assist with flight line marshaling operations. Cadets are posted along taxiways during the operational hours of the air show to direct pilots to their parking destinations. Cadets also staff two station towers to observe aircraft landing on each runway to help keep track of which aircraft are on the ground. The second mission is crowd control at the ultra-light and military aircraft areas. This includes one flight of cadets dedicated to standing guard around the clock for the aircraft of the "Thunderbirds", the USAF precision flying team. The third mission is emergency services. This entails locating any lost or overdue aircraft by tracking its emergency locator beacon (ELT).*

*NBB Operations are based out of "the compound," as it is called. This compound includes a hangar for sleeping, an open field for formations, a communications building and, most important to every teenage cadet, a mess hall. The compound is run entirely by CAP personnel.]*

My son Devon and I have shared many experiences and travels together, but one in particular stands out. In 2004, when he was seven, we were invited to Oshkosh Wisconsin to attend AirVenture. We primarily went to get reference material (pictures) for my radio-controlled airplanes and to indulge in our love of aviation. But little did we realize that we would gain so much more. As we wandered around taking pictures we saw young people in camouflage uniforms guarding and marshaling aircraft. We spoke to one of them who explained who they were, what they were doing, and what Civil Air Patrol was all about.

We did not think much about it after that till we met a WWII pilot by the name of Col. Charles McGee, one of the Tuskegee Airmen. I have had an interest in what was known as the Red Tail squadron. In fact, I had built a RC version of one of their aircraft and brought it with me to the airshow. I hoped to meet some of these famous aviators. We sat down for what seemed like hours and spoke to some of the airmen who had also attended. I had no idea it would have such an impact on my



*Colonel Charles McGee, one of the famed Tuskegee Airmen and member of the WWII "Red Tails" squadron, with Cadet Second Lieutenant Devon Brown. Cadet Brown holds a photo of himself at age 9 when he again met Col. McGee.*



*Cadet Devon Brown's coveted Blue Beret with St. Alban's pin and his National Blue Beret patch.*



*The CAP contingent at AirVenture 2015 shows the size of CAP's annual commitment to the airshow.*

son's future. On our way back to Chicago we discussed our trip and what we had learned. Devon turned to me and said, "I want to be an aviator, a Naval Aviator". I figured it was probably just a passing idea. Not that I was dismissing his goal, but thought he was a little young to know what he wanted to do.

We attended AirVenture again in 2007 and again saw the CAP cadets performing their duties on the airfield. Devon said, "I want to do what they do."

We also had the opportunity to speak with Col. McGee one on one, or two in this case. We were stirred by his stories of trials and triumphs. I could see that Devon really looked up to him as a person and pilot. We also found out he was an enthusiastic supporter of Civil Air Patrol and their cadet program. He was also one of the founders of the EAA's Young Eagles Program that emphasizes math and science in relation aviation. Col. McGee noticed Devon's growing interest in being a pilot and recommended that we look into these programs. Devon was still too young to be in CAP as he was not yet twelve years old.

After our visit with the colonel and one of the CAP cadets, Devon seemed pretty determined to follow through with what he had said. When he turned twelve, he joined CAP. I joined as well, as they were looking for senior members that could help



*Lt. Vincent Brown (l) and Cadet Lt. Devon Brown (r) at CAP's NBB Facility.*



*CAP's NBB Command Post at AirVenture.*

out. Being a retired Navy sailor, I figured I would have something to contribute. Fast forward to six years later....

We attended the 2013 AirVenture, this time with a joint CAP/EAA group. Unfortunately Col. McGee was not in attendance, but we found out more about what would be a defining part of our CAP careers. It is the premiere CAP cadet national activity, dubbed "Blue Beret." It is two weeks of intensive training and work providing various services to help the airshow run smoothly and keep the spectators and pilots safe. These are hand-picked cadets from all over the country, 16-20 years of age performing these tasks. I would have to say, after learning more about the program that I was very much impressed with the maturity and responsibility of these cadets.



*Overhead view of the aircraft static display and part of the crowd at AirVenture.*

The following summer, Cadet Devon Brown would indeed follow through with working towards his goal of being a pilot. We traveled to Nacogdoches, TX for a CAP flight academy where Devon would train and have his first solo flight in a Cessna-172. I was starting to see the reality of what my son was trying to accomplish, and where it all started. On the same trip, we drove to the Naval Air Station at Pensacola, Florida where I used to be stationed and trained pilots and crewmen in open water survival. After seeing where he may train as an aviator, he was more determined than ever. But Devon thought there was still something missing.

Our past experiences had come full circle; Cadet Brown and I were selected to attend NCSA Blue Beret 2015. The signature blue beret worn by the CAP officers and cadets is earned, not given. Not only do the cadets perform their duties for the airshow, but they are ambassadors of the core values of what Civil Air Patrol is all about on a national level. It was a hard but rewarding two weeks. Not only did we work and have fun, but we forged friendships, memories and values that would last a lifetime.

Additionally, Col. Charles McGee was in attendance at that airshow and we were able to see him again. We were excited to show him that Devon had been following through with his goal in aviation and how he had grown as a young man in CAP's cadet program. It was an emotional and memorable moment for us, especially for Col. McGee as he is such a proponent of young people in aviation and seeing how much Devon looked up to him.

What started as a passing idea eleven years earlier for a wide-eyed seven year old who saw a CAP cadet with a blue beret and had met a WWII pilot had come full circle. Now a blue beret cadet himself,



*Cadets along the taxiway directing aircraft to their parking area.*

Devon would now be the one answering questions from young wide-eyed kids at the airshow.

Civil Air Patrol Cadet First Lieutenant Devon Brown is now a senior at Roosevelt High School in Sioux Falls and plans on joining the Navy after graduation. He would like to attend the U.S. Naval Academy or a Naval ROTC program majoring in Aeronautical Engineering and then hopefully on to a flight school position. 🇺🇸