



South Dakota Wing Roundup



CIVIL AIR PATROL • SUMMER 2017 • UNITED STATES AIR FORCE AUXILIARY



The 75th Anniversary of the Civil Air Patrol's Cadet Programs marks seven and a half decades of providing young people with the training, skills and experience to take an active role in building and leading our society."



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South Dakota CAP Cadets Compete in National Cadet Competition

*By Cadet Chief Master Sgt. Annabelle Klosterman, CAP
Public Affairs NCO, Big Sioux Composite Squadron*

Sixteen teams of highly skilled Civil Air Patrol cadets from across America gathered near Dayton, Ohio, from 29 June to 4 July for the 2017 National Cadet Competition, renewing a prestigious CAP event that originated 70 years ago. This year's competition was especially significant as it celebrated the 75th Anniversary of the Civil Air Patrol's Cadet Program.

For the second year in a row "Team Big Sioux", having won the South Dakota Wing cadet competition back in March, had the privilege of being one of two teams that represented Civil Air Patrol's North Central Region at the national competition.



Team Big Sioux members in phase one of the indoor presentation of the colors competition.

Team Big Sioux consisted of Cadet Chief Master Sgt. Mariel Klosterman, Cadet Chief Master Sgt. Annabelle Klosterman, and Cadet Technical Sgt. Caleb Hofer of the Big Sioux Composite Squadron in Brookings. They were joined by Cadet Senior Master Sgt. David Willison, Cadet Technical Sgt. Peter Willison, and Cadet Technical Sgt. Isaiah Klosterman from Sioux Falls Composite Squadron. The team was supervised by 1st Lt. Tyler Gross of the Big Sioux Composite Squadron and 2nd Lt. Mimi Klosterman of the Sioux Falls Composite Squadron.

The ninety-six cadet competitors demonstrated skills that included indoor and outdoor presentation of the colors, a written test of leadership and aerospace knowledge, a Jeopardy!-style CAP knowledge game, physical fitness test, public speaking, a pre-competition service project, two robotics challenges, a land navigation (geocaching) course, a team leadership problem, a uniform inspection and standard drill movements. During the physical fitness portion of the event, Cadet Chief Master Sgt. Mariel Klosterman hit 68 three-second interval pushups, the highest number by a female competitor. Several judges suggested her pushups be the NCC standard for a perfect pushup. In individual events Team Big Sioux placed 3rd in Physical Fitness, 5th in the outdoor presentation of the colors and 9th in both



The members of South Dakota Wing's Team Big Sioux pose with North Central Region commander, Col. Regina Aye, at the 2017 National Cadet Competition.

The ninety-six cadet competitors demonstrated skills that included indoor and outdoor presentation of the colors, a written test of leadership and aerospace knowledge, a Jeopardy!-style CAP knowledge



Team Big Sioux being evaluated in the outdoor presentation of the colors competition.

Continued on page 5 . . .

AERIAL WILDLIFE SURVEYS

*By Lt. Col. Craig Goodrich, CAP
Wing Director of Operations*

Each month there is an article in the South Dakota Wing e-newsletter the “Skychaser” reporting the statistical data for aerial wildlife surveys carried out by SDWG in support of research projects by the Office of Natural Resource Management of the College of Agricultural and Biological Sciences of South Dakota State University (SDSU) and the Office of Terrestrial Resources of the South Dakota Department of Game, Fish and Parks (GF&P). Both organizations have continually ongoing research projects surveying mountain lions, bobcats, swift foxes, white-tailed deer, mule deer, elk, bighorn sheep, and mountain goats.



Logo of the South Dakota Department of Game, Fish and Parks, one of the principal participants in the aerial wildlife survey program.

The CAP pilot flies with either a representative from SDSU or from GF&P onboard the CAP aircraft. The animals being tracked have been fitted with collars that send out a tracking signal on a discrete frequency. For this type of sortie, the CAP aircraft has a special external antenna mounted midway up the wing strut on each side of

the aircraft. These antennas feed the signals to a portable radio operated by the animal researcher. The CAP pilot tracks the location of the animal by switching between antennas, and comparing the signal strength coming to each side of the aircraft by

listening to the audio levels of the signal the collar is transmitting. When the pilot determines the aircraft is over the animal, he notifies the researcher who marks the location of each with a hand-held Global Positioning System (GPS).

The aerial surveys help researchers assess parameters such as population size, the animals’ home range, if the animals are traveling to new areas, their survival rates and mortality rates.



Clamp-on radio-telemetry collection antenna on the right wing strut. There is a matching antenna on the left wing strut.



Forward view of the aerial wildlife survey aircraft with radio-telemetry antenna on both struts.



Radio-telemetry signals relay box in the cockpit.



Mountain lion wearing a radio-telemetry transmitted around its neck.

Wildlife Surveys

Continued . . .



Logo of South Dakota State University, one of the principal participants in the aerial wildlife survey program.

By way of example, South Dakota Wing flew 22 aerial surveys of terrestrial wildlife over 10 days in April in support of the Department of Game, Fish & Parks and South Dakota State University. The result was 50.7 hours flying over western South Dakota and the Black Hills and 2.4 hours flying over eastern South Dakota for a total of 53.1 flight hours. CAP pilots were: Lt. Col. Gary Hewett flew 11 sorties; Lt. Col. Albert Trumble flew 7 sorties; Capt. Neil Schmid flew one sortie; Capt. Joshua

Hall flew one sortie; and Lt. Col. Craig Goodrich flew two sorties.

In the first four months of 2017, South Dakota Wing has flown 147 aerial wildlife survey sorties.



GF&P intern on an aerial wildlife survey sortie on 14 April operating the radio-telemetry signals recording device. The locations of 100 Mule Deer and 94 Pronghorn Antelope were tracked that day.

National Cadet Competition

Continued from page 3 . . .



Team Big Sioux members in phase two of the indoor presentation of the colors competition.

the indoor presentation of the colors and the team leadership problem.

Judges included members of the Wright-Patterson Air Force Base Honor Guard, as well as CAP officers and cadets including Cadet Lt. Col. Joshua Klosterman of the Big Sioux Composite Squadron who served as a judge at the National Cadet Competition.



Team Big Sioux members take part in the land navigation (geocaching) competition.

“This is a one of CAP’s major annual cadet events,” said activity director Lt. Col. Robert



Participants at the 2017 National Cadet Competition are tested on their physical fitness.

Shaw. “Teams train and compete throughout the year in order to compete against the best. The teams making it to this level are the best each region has to offer. Officers and cadets look forward to participating, whether on staff, judging or as a competitor, to carry on the tradition of excellence in all we do.”

South Dakota Wing Flickr has photos of the NCC competition: <https://www.flickr.com/groups/cadetcomp/>.



Commander's Corner

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

Living Core Values

**Integrity * Volunteer Service * Excellence * Respect*

The other day I called one of our younger senior members to thank them for dedicating their Saturday to train fellow pilots. In the course of conversation I suggested that giving up a Saturday meant that the member wouldn't be with their family and that their sacrifice was appreciated.

The member's response took me a bit aback; "I owe it to CAP".

Why would one of our members say that they owed anything to CAP? All too often we feel that the world owes us something, not the other way around.

"I owe CAP" wasn't a grudging, calculated comment. It was truly an appreciation for the fact that CAP played an important role in their life.

The CAP cadet program fulfilled its mission when it helped train and form this young person from a teenager to an adult, mature and contributing to the wellbeing of our world. This member recognizes that CAP played an important role in their development and now

they give back so that they can help others.

Living Core Values isn't just memorizing the words, Integrity, Volunteer Service, Excellence and Respect. Living Core Values means these words become more than just mere words, they become part of our lives. They are reflexive and not planned. Members display these core values – but may not immediately be able to list them when asked.

Integrity - often discussed in cadet character development seminars, can be summed up as what you do when no one is looking. Integrity is who you are; it guides every action and every thought. Integrity is not situational; integrity is built into the core of a person.

Volunteer Service - often members joke that CAP means "Come And Pay". There is a kernel of truth to this. But, I contend that what we get from CAP is of far more value than the cost in time and money. Frankly, if members are not getting more



out of CAP than they are putting in they really don't belong in the organization. Personally, the greatest reward that I see in CAP is when a cadet develops from a scared 12-year-old into an adult brimming with confidence, living CAP's core values. I can think of many members who I was privileged to know as cadets who now are living exemplars of our core values.

Excellence - if it's not worth doing right it's not worth doing at all. Excellence was profoundly displayed in our recent Compliance Inspection. The USAF team leader at the inspection rhetorically commented that our aircraft looked like they were member owned. He had never seen aircraft so well prepared for an inspection. A core of dedicated members tended and cleaned the aircraft as if they owned them. Excuses weren't made for windy, chilly weather. The job was done and it was done with excellence.

Respect - is what holds our

Continued on page 13 . . .

THE FIRST YEAR AT THE UNITED STATES AIR FORCE ACADEMY – CADET 4TH CLASS NICHOLAS NASH

By Maj. Karla West, CAP

Five years ago a quiet kid with a huge smile joined South Dakota Civil Air Patrol with the intention of someday going into the Air Force and flying airplanes. Over the next few years I had the honor to work with and watch Nick put his best effort into everything he did promoting, learning and becoming a leader in the cadet program.

In Nick's senior year in high school he was accepted into the Air Force Academy near Colorado Springs, Colorado. The Air Force Academy (USAFA) is a military academy for officer cadets of the United States Air Force. The academy's mission is to educate, train, and inspire men and women to become leaders of character, motivated to lead the USAF in service to our nation. Graduates of the academy's four year program receive a Bachelor of Science degree and receive a commission as a Second Lieutenant in the Air Force.

I have kept in contact with Nick since he left for the academy and enjoy hearing about all his adventures and watching him turn into an amazing young man and an outstanding Air Force Cadet. The USAFA isn't just a premier higher education establishment; it's an un-paralleled academic and military institution that provides young men and women with rewarding opportunities to transform into the leaders of tomorrow. "It's life at a different altitude." Nick and I sat down for a quick bite to eat and chat while he was home, which quickly turned into several hours of stories.

When did you report for induction into the academy?

I reported for Basic Cadet Training (BCT), or "Beast", on June 30th, 2016. There are 40 flights divided amongst 8 squadrons, abbreviated A-H. I was assigned to Guts Squadron (G), so my report time was towards the end of in-processing day, around 1130.

What was your first week at the Academy like?

I would describe it simply as a rough transition. Going from civilian life doing more or less



US Air Force Academy Cadet 4th Class Nicholas Nash.

whatever you feel like, to an intense military environment in which everything you do is scheduled was certainly a shock. Having been to Civil Air Patrol's summer encampments for three years, a USAFA Summer Seminar, and doing plenty of research on the Academy, I thought I was prepared... but plenty of things still seemed foreign. The daily routine through the first week of BCT was pretty consistent; wake up around 4:30am, go to breakfast right away, go to briefings, cadet issue, physical training or miscellaneous training, then lunch, more training, dinner, training, and bed around 9:30-10:00pm. For the first week in particular, the majority of the training periods focused on getting everything issued to the approximate 1200 basic cadets, as well as learning basic military knowledge and marching. Being involved in Civil Air Patrol definitely made the uniform inspection, knowledge, and marching facets of basic training much easier than it was for those who came in with no experience.

Describe life in the cadet dormitories.

Life in the dorms is definitely much different than at any other college. Jumping ahead to the school year and not BCT, there are two dormitories: Sijan and Vandenberg Halls. To start, things are unique for freshmen until March in the sense

that doors must be open from 6:30am-7:45pm, rooms must always be inspection ready, and freshmen walk at attention on the right side of the halls, greeting any upperclassmen by name, cadet rank, and job title. A lot of freshmen just end up meeting in the library or Fairchild academic hall to do schoolwork. One benefit of dorm life is being so close to everyone else, regardless of class. All squadrons occupy a common, connected area within the dorms, and with every squadron event comes a lot of interaction that you wouldn't necessarily find at a civilian school.

What are some of the traditions at the Academy?

There are too many to say, but a lot of the fun traditions pertain to the freshman class specifically. One tradition includes bringing “smokers”, or treats/snacks, to lunch on Fridays for the table. Originally being interpreted as literal cigars back in the 60's, it eventually changed into treats and other junk food; one of the most common among the freshmen is double stuff Oreos. Another tradition, coincidentally on Fridays as well, is the process of courting a “cadet” for the meal. Whenever there is an open seat at a lunch table, it is the freshman's duty to bring a treat or present of some sort, go to another squadron, present the offering to the table commandant, and creatively win over the heart of another cadet to bring them back at that cadet's own table, should he/she accept. Finally, every year, when there are at least three 2-3 inches of snow on the ground, the freshmen conduct what is called “first-shirt, first snow” in which all of the freshmen fight through the upperclassmen to get into the cadet first sergeant's room, restrain him/her, and carry



Nick Nash and 1,199 of his fellow classmates on the move.

him/her down to the snow. To any onlookers, it would probably seem like a small riot.

What are mealtimes like and how is the food?

It has its ups and downs. Keep in mind, the Mitchell Hall staff is trying to feed over 4,000 cadets, so you can't really expect a five course meal, but Mitchel Hall (“Mitches” as we call it) certainly throws out some curveballs. The most common meal is chicken... with the majority of lunch and dinner meals being some kind of chicken. The best meal, however, has to be chicken strips and mac and cheese. They even post Mitches workers in the buffet lines to make sure people don't take all of the chicken strips in one serving. The worst I've ever had was Jerk Turkey. I can't even really describe it, besides saying that there wasn't enough ranch dressing in the world to cover the taste up. Mitches never served it again.

Breakfast is optional in the morning and cadets usually get there at 6:55am at the earliest and leave at 7:20am at the latest, depending on if a cadet has 1st period class or not. Lunch is mandatory, and usually begins after about 15 minutes of Noon Meal Formation, in which all of the squadrons line up around the Terrazzo and march into Mitches. Cadets then have between 20 and 25 minutes to eat and converse with their element; again depending on if they have class immediately following lunch. Dinner is also optional and runs from 5pm to 7pm. Both breakfast and lunch are served family style (meal delivered to table), while dinner is a buffet line. Oftentimes, cadets will sit with their friends from other squadrons, sports teams, or clubs when they go to dinner. Sometimes I'll sit with my squadron, but typically I'll end up sitting with the debate team, as our practice ends right as dinner begins.

What classes are you taking?

Roughly 60% of the USAFA curriculum is core classes, meaning that the soonest cadets begin taking their major's courses is usually fall semester sophomore year, among other core classes. This semester, I am taking Intro to Engineering, Calculus III, Honors Physics, Chemistry, Chinese, and English Composition. All cadets are required to take or validate one year of a foreign language, but I plan to continue on and minor in Chinese, as well as major in Aeronautical Engineering.

How difficult are the classes?

Classes are very difficult. I would say that the actual curriculum is marginally more difficult when compared to developing the study habits and routines that are necessary for success in these classes. Once you get a routine down and commit to powering through the week to get to the weekend, school becomes much more manageable.

What is cadet life like?

In general, cadet life is all about enjoying things as they come. Sounds cliché, but going to a service academy definitely challenges your time management abilities as well as tests your reasons for being here, especially freshman year. Enjoying the little moments that come your way, realizing that things can only get better from here go a long way, and taking advantage of the opportunities the Academy throws your way always makes the harder things that much more bearable. Friends are also very important. I always kind of discounted when people said “you’ll never make it through here alone,” but after the first semester, it became apparent that by having a group of friends, whether it be to go off base with, do schoolwork with, or just rant about the Academy with, things end up being much easier than going through it all alone.

What extracurricular activities are you involved with?

With regards to extracurricular activities in general, there is a ton of opportunities. About 75% of all cadets are active in at least one club or activity the Academy offers, and there are over 90 active clubs available. Personally, I made the USAFA Speech and Debate (Forensics) team and practice 2 hours a day after school, as is similar with most clubs.

I am not an intercollegiate athlete, or IC for short, but all non-ICs are required to do intramurals for four weeks each semester, and those sports range anywhere from Ultimate Frisbee to Volleyball to Basketball.

What are your long term goals?

Looking long term, I would love to go to space. I still have a lot of steps between here and there, but the biggest step towards that dream is to fly for the Air Force after graduation. More specifically, I would absolutely love to fly F-22 or F-35 fighters or B-1 bombers should fighters not work out.

All the members of the South Dakota Wing of the Civil Air Patrol wish USAFA Cadet Nick Nash all the best in his Air Force career. 🇺🇸

Commander's Comments

Continued on page 7 . . .

South Dakota Wing “family” together. As I’m writing this I’m sitting in a hotel in Shanghai China. Last evening I had a discussion with a Shanghainese who directed the conversation toward how Americans look like we are arguing and at odds with each other but at critical moments we come together. Respect is the answer. Members in our Wing come from widely varying backgrounds of education, experience and philosophy. It is precisely this variety that adds strength and depth to our Wing. Respect for our fellow members keeps us united. Respect for our communities, state and nation is evident when we put on our uniform and participate in a mission.

**Don’t just memorize CAPs core values
– live them!** 🇺🇸



WHERE ARE THEY NOW? South Dakota Civil Air Patrol Cadet Alumni

*By Maj. Karla West, CAP
Wing Director of Administration*

Do you ever think about where cadets go after leaving the Civil Air Patrol's cadet program? Are there real opportunities for former CAP cadets who chose to enter the military after graduating from High School? The answer is YES.

When I joined CAP with my son, I was just in it because I didn't know much about Civil Air Patrol and wanted to find out more about this unique organization. As I got more involved I had an interest in working with the cadets and finding out more about them and the program. I progressed from being a cadet sponsor, just driving them around to being one of the main senior members in charge of running the cadet program and color guard. As I worked more and more with these young people I not only enjoyed being around them and learning alongside them I became lifelong friends with many of them. As I watched them grow and graduate from the program I found myself patting my own back knowing that in some small way I had helped them become the amazing young adults they grew into. Here are a few of those amazing young men and women who went through the cadet program at the Sioux Falls Composite Squadron that I am still friends with. Some I talk to every week and some I only hear from now and then but will always call them "my cadets".

Second Lieutenant Eric Menholt, US Marine Corps



Second Lieutenant Eric Menholt, USMC, poses with his wife Rachel.

After graduating from high school in 2011, Eric attended the U.S. Naval Academy Foundation School in Alabama for a year. After prep school he went on to graduate from the US Naval Academy in Annapolis, Maryland in 2016. Life during basic was tough and rewarding at same time. Eric stated that "you don't think for yourself, basically it is shut up and do as you are told." His best advice for basic is "count down the days and get lots of mail". Eric has always wanted to be a pilot so after graduation when he was offered a slot in the Marines to fly he took it. "Marine pilots tend to focus on supporting the troops on the ground versus talking about themselves. Plus Marines have the best uniforms and haircuts". Eric trained in Quantico, Virginia for six months with the Marines where he was taught a variety of subjects ranging from Marine officer leadership to infantry tactics. After initial training in Virginia he moved to Pensacola, Florida for flight school. His goal is to put 20 years in the Marines and then end up back in Sioux Fall flying for one of the hospitals.

"I wouldn't have had the opportunity for flight school with the Marines if it wasn't for CAP. Through CAP I made connections that would set me up to go to the Naval Academy. As a young CAP cadet I learned how to fly and gained leadership skills on how to work as a team and sacrifice my time and energy for the greater good. I will never forget the people and opportunities I was given in Civil Air Patrol through encampments, flight academy and the Specialized Undergraduate Pilot Training Familiarization Course. They have contributed to where I have gotten today. I hope to one day come back and train CAP cadets to take my spot".

Second Lieutenant Kendra Lauer, US Air Force

After graduating in 2011, Kendra went on to Florida State University to get a degree in criminology. Kendra did not go to the USAF Academy; rather she joined her university's Air Force ROTC program. She attended



Kendra Lauer receives her commission as a Second Lieutenant in the U.S. Air Force.

a month long field training activity with the AFROTC. “It was the best 30 days I never want to do again”. Kendra chose the Air Force because of the positive experiences both her parents had in the Air Force as well as the power aspect of the Air Force. Currently Kendra is a Personnel Officer stationed at Beale Air Force Base in California working at the 9th Force Support Squadron overseeing the base food operations. “I enjoy how dynamic my career is managing a variety of activities on base and helping provide a better standard of living to all who work and live on base. According to Kendra, “Civil Air Patrol helps you get your feet wet when it comes to the military but most it depends on your skills and experiences as a leader in CAP. That being said, you still do not know everything, being humble and open to all perspectives will help you in the Air Force or whatever goals you are working toward.” Kendra would like to pursue a master’s degree in project management or business administration and live abroad. “Life is not just about your job, but a myriad of experiences and people. I have been in the Air Force for just over a year and am excited to see where life will take me. Currently I love what I am doing, providing the best service to our Airmen.”

Staff Sergeant Jordan Flesner, US Air Force



Then Secretary of Defense Chuck Hagel thanks SSgt Flesner for his service to our nation.

Jordan headed off to Basic Military Training (BMT) at Lackland Air Force Base in San Antonio, Texas after graduating from High School in 2012. “BMT was a challenge. It is meant to be. Who goes through BMT with you can really make a difference. If you can get a good bunch of men and women by your side it can be quite fun when you are not beating Texas with your face (pushups)”.

Jordan chose the Air Force over other branches due to his experience with the recruiters and from the advice of friends who were already active in other branches of the Armed Forces, not to mention the fact that the “Air Force has the best food.” He is currently stationed at Joint Base Elmendorf-Richardson, Alaska. Jordan’s primary job is Air Surveillance Technician aboard an E-3 “Sentry” Airborne Warning and Control System (AWACS) aircraft. “An Air Surveillance Technician’s bread and butter are detection, identification, reporting, and tracking of all air and surface contacts in their area of responsibility. He provides the best air picture possible for battle management and command and control. When Jordan is not flying, he is working as an Executive Assistant at the 3rd Operations Group.

“Civil Air Patrol was extremely helpful in BMT by providing a lot of skills and knowledge to excel in training. The leadership opportunities and experiences you can get in CAP can also give you some background to help prepare yourself for some of the early leadership positions in the military. Since I was very active in the Aerospace Education side of CAP, it helped dung my Enlisted Aviator Fundamentals course.”

Due to a career field merge a few years ago Jordan can fly on numerous different aircraft now. Even though flying on AWACS is fun, he would like to broaden his experience as an aviator and fly on a different aircraft in the future. Jordan is considering Battlefield Airman or Special Missions Aviation as other options to look into. “I have only been in the Air Force for a little over 4 years now and my enlistment is up at 7 years. Who knows what I will be doing then. My future goals are to finish my schooling and make a career in the mountains as an Alpine Mountain Guide.”

Information Systems Technician Second Class Alex Lerdal, US Navy

After graduating High School in 2012, Alex headed off to basic training with the Navy and, surprisingly, he found it to be easy. Alex chose the Navy so he could help men and women that are deployed to get home safely. “I merely answered the call to serve something bigger than myself and to drive fast boats”. Originally Alex was a Special Warfare Combatant- Craft Crewman riding in small boats that deploy and extracted special warfare operators (SEALS), but decided to change to Explosive Ordnance Disposal (EOD). Alex will be trained to disarm explosives, neutralize chemical threats and render nuclear weapons safe so basically he is a hero. “The number one killer of troops is bombs. If I can help one soldier get back to his/her family I have done my job.”



Alex Lerdahl, upper right in red and white (gray and white) helmet, takes part in an at-sea rescue training exercise.

Currently Alex is in Yokosuka, Japan aboard the USS Shiloh working with Ballistic Missile Defense. “If any other countries shoot missiles at America, we shoot them down. The stress and work pace is unreal. I have had a number of my crew lose their hair (literally) over it.” Alex is proud of his Midwest roots, “the Midwest does a hell of a job raising people to have good values and a strong work ethic. Usually around 90% of those who pass the SEAL’s basic underwater demolition course are from the Midwest. The biggest detriment to the military is the way kids are raised now. The “snowflake” generation is making it hard to do the job well. They don’t want to have their feelings hurt and expect a participation ribbon just for showing up. We as a whole are not teaching them to work hard and be adults.” Alex has also traveled to Singapore, Philippines, Malaysia, and South Korea.

“CAP helped me create my military bearing and showed me the type of people that I would like to work with in the Navy. Training in Civil Air Patrol Search and Rescue missions was a good introduction to being a Search and Rescue swimmer on a boat. If someone falls overboard or a boat is sinking the Navy sends me in to find those people, get them to safety and give basic first aid”.

Cadet Colonel Elizabeth Foy, Air Force ROTC



NDSU AFROTC Cadet Col. Elizabeth Foy will receive her commission as a Second Lieutenant in the Air Force when she graduates in fall 2017.

After graduating from High School in 2013, Liz attended Northwestern Preparatory Academy and is currently attending North Dakota State University where she is a member of the Air Force ROTC program. She will graduate this fall. “I attended Field Training, now called Leadership Evaluation and Developing (LEAD), a summer training period for AFROTC cadets seeking to become officers. The main difference between this evaluation and basic training is that cadets are to come well prepared with knowledge of Air Force Drill and Ceremonies, military customs and courtesies, and armed with leadership skills. It is the most intense period a cadet will encounter outside of those applying for combat roles. Cadets with prior experience such as CAP do have a slight advantage because of the ability to act calmly under pressure.”

“My time in Civil Air Patrol was similar to my participation in Air Force ROTC. Over the past few years, I was able to lead and serve the cadets from AFROTC Detachment 610 in many different positions. Currently I am the Cadet Wing Commander and this summer will be going to Maxwell Air Force Base as a Cadet Training Assistant, in the training and evaluating sophomore level cadets. This December, I will be commissioned as a Second Lieutenant in the USAF and will move to Tyndall Air Force Base in Florida as an Air Battle Manager to continue my training. In the future I hope to be able to stay

with the Air Force and cross train into the Intelligence field or work as a Foreign Area Specialist and spend time in Japan or Germany”.

SrA Ben Jared, US Air Force



Ben Jared in his Civil Air Patrol uniform prior to induction into the U.S. Air Force.

A graduate of Yankton High School in 2012, Ben choose not to attend a service academy and enlisted straight into the Air Force. Basic Military Training (BMT) for Ben was “very hectic and quite the challenge, as it is meant to be. They have to break you down in order to build you back up into a soldier. Much of what you go through in BMT is something that you just want to forget, like when I get bored now.

After BMT, Ben was stationed at Elmendorf Air Force Base, Alaska. He is trained in ammunitions systems as a Munitions Systems specialist which are enlisted airmen tasked with handling, storing, transporting, arming and disarming non-nuclear weapons systems. Munitions Systems Specialists are commonly referred as “AMMO” or as Ben refers to it “IYAAYS” (Google it).

Long term goals for Ben are to end up in emergency management for the Air Force. Emergency Management specialists are trained for response and recovery operations anywhere in the world. These specialists help develop a game plan to ensure all Air Force personnel are trained to minimize casualties and damage. His ideal location would

be to end up working overseas in Germany or Italy.

“Civil Air Patrol was a great experience and helped me gain the basic knowledge and history of the Air Force. This in turn gave me a leg up on others that had no basic understanding of things like drill and chain of command, not to mention the lifelong friendships that I made from being a member of the organization.”

South Dakota Air National Guard Recruit Lathen Norling

A 2017 graduate from Beresford, SD Lathen was a CAP member for several years. In November of 2016 he took a big step in his future and joined the South Dakota Air National Guard. He will head out to basic training at Lackland Air Force Base in Texas the middle of June 2017. He is excited to go and knows it will be very challenging. Lathen joined the SDANG because he liked the benefits they provide and the aspect of being able to be in the military and to go to school. He would like to end up working for the county sheriff’s office close to his home in Beresford and will be going to Southeast Technical Institute in Sioux Falls for law enforcement technology in the fall of 2018. “CAP had a very positive influence on me. It taught me to grow up and learn the military aspect. The family feeling was a huge impact on me as well. Everyone cared about me and how I was doing and that made it an enjoyable experience.”



Lathan Norling being congratulated after having taken the oath of enlistment.

U.S. Navy Recruit Devon Brown



Devon Brown taking the oath of enlistment in the U.S. Navy.

After graduating in 2016, Devon, as many kids are, was unsure on what to do with his life. After many hours of going back and forth he chose to join the Navy. Joining the Navy is a family tradition with both of his parents being Navy veterans. He is proud to carry on this tradition. “I joined the Navy not only because it was a family tradition but also out of a sense of duty to my country. I can and will defend every one of our men and women of this great country and fight for the freedoms we have.” Devon is in the Navy’s delayed entry program and is contracted to leave for the Great Lakes Naval Training Center near Chicago in October 2017 for boot camp and then on to train as an Air Traffic Controller. Devon is not slacking off before he takes off; he is working on taking multiple physical standard tests in an attempt to earn a spot in Naval Special Warfare as an Aviation Rescue Swimmer. “CAP taught me self-discipline, respect, and leadership skills that will be hugely beneficial in my military career; as well as the idea of “chain of command” and how to respect everyone.” In addition to learning valuable lessons, being in CAP has earned Devon an accelerated promotion to the rate of E2 (Seaman Apprentice) upon entry into the Navy.

U.S. Naval Academy Midshipman Blake Hayden



Midshipman Blake Hayden with his Dad, CAP 1st Lt. Jerry Hayden, at the US Naval Academy at Annapolis, Maryland.

A graduate of the class of 2016, Blake discovered a passion for military service in his junior year of high school, particularly in the military’s special operation forces. After having talked to para-rescuemen that he met at a Civil Air Patrol special activity he discovered that some of the best trainees came from the Naval Academy and decided that this would be the best route for him. Blake decided the Naval Academy would be the best fit for him with the career opportunities along with the lure of sailing and coastal living. “I would be lying if I said I wasn’t a little nervous about what Annapolis will be like, but I am not concerned about getting through the day to day. I feel like some of the camps I have attended in CAP have given me the state of mind I will need to succeed.” The ultimate goal for Blake would be a career in special operations as a SEAL, but he is also willing to keep his options open for new opportunities. “CAP gave me leadership opportunities at a young age that helped develop maturity and discipline to get an edge over some of the individuals that I competed against for a slot at Annapolis. Additionally, attending camps in CAP such as the Para-Rescue and Survival Orientation Course offered truly life-changing experiences that shaped my mindset to allow me to succeed.” 🇺🇸

TWO “FINDS” IN ONE DAY

By Col. David Small, CAP

Incident Commander, REDCAP Mission #17-M-0344



The Sioux Falls Composite Squadron aircrew consisted of Mission Pilot, SM Duncan Kiernes; Mission Co-Pilot Cadet Maj. Brandon West; and Mission Scanner, Maj. Karla West.



Sioux Falls Composite Squadron cadet participants Cadet Chief Master Sgt. Robert Boecker and Cadet 1st Lt. Kyle Clement and Big Sioux Composite Squadron cadet participants Cadet Technical Sgt. Andrew Sweebe and Cadet 2nd Lt. Jaden Petersen.

On the evening of 23 May, the Air Force Rescue Coordination Center (AFRCC) at Tyndall Air Force Base, Florida requested South Dakota Wing’s assistance in locating an aircraft Emergency Locator Transmitter (ELT) reported broadcasting in the vicinity of Watertown, SD. Wing Commander Col. David Small took on the role of Incident Commander and began activating resources to begin the search. Shortly after Col. Small placed the Wing on alert a Sioux Falls-based Cessna-182/G100 took off and flew toward Watertown. At the same time a Sioux Falls-based Ground Team and a Brookings-based Urban Direction Finding (UDF) team were organized and dispatched. The UDF Team headed towards the Watertown Regional Airport intending to use their hand-held radio-direction-finding gear to search the area. While flying towards Watertown the CAP search aircraft picked up a strong ELT signal broadcasting from Arlington Municipal Airport. The aircraft landed at Arlington and directed the Ground Team and the UDF Team, which had not yet reached the Watertown airport, to come to the Arlington Municipal airport. The two teams used hand-held radio-direction-finding gear to pinpoint the ELT to a plane in a hangar. The ELT was turned off and everyone thought the mission had ended. Col. Small called the Watertown Regional Airport manager to let him know - and to verify that the ELT was off the air. However the airport manager reported that they were still receiving an ELT signal. The UDF Team, who joined up with the Ground Team at Arlington, was dispatched to Watertown Regional Airport. However, before they arrived the airport manager was able to find and silence the other ELT.

Two ELTs active at the same time within 40 miles of each other is an extremely rare occurrence. With both ELTs shut off the search aircraft and the Ground Team and UDF Team returned to base. The AFRCC closed out the mission and credited South Dakota Wing with two “Finds” for the mission.

The Sioux Falls Composite Squadron aircrew consisted of Mission Pilot, SM Duncan Kiernes; Mission Co-Pilot Cadet Maj. Brandon West; and Mission Scanner, Maj. Karla West.

The Big Sioux Composite Squadron Urban Direction Finding Team was made up of Cadet 2nd Lt. Jaden Petersen, Maj. E.W. Filler and Cadet Technical Sgt. Andrew Sweebe.

The Sioux Falls Composite Squadron Ground Team was made up of 1st Lt. Sam Huntington, Cadet Chief Master Sgt. Robert Boecker, 2nd Lt. Denise Clement and Cadet 1st Lt. Kyle Clement.

Mission Base at the Sioux Falls Composite Squadron was made up of Maj. Todd Epp, Ground Operations Director and Mission Safety Officer, and Capt. Robert Hinkhouse, Mission Radio Operator.

Civil Air Patrol's Drone Escort Mission

*By Capt. Neil Schmid, CAP
Sioux Falls Composite Squadron*

I looked forward to the week of 29 April through 5 May for many months. The mission was to escort MQ-9 Reaper Remote Piloted Aircraft (RPA also called drones) from the 174th Attack Wing stationed at Hancock Field Air National Guard Base, Syracuse, New York to Restricted Areas, over Lake Ontario or near Ft. Drum in the Adirondack Mountains.

Background

Hancock Field was formerly an F-16 Air National Guard base which converted to RPA operations several years ago. Its mission is to provide qualified airmen and weapon systems engaging in global air, space and cyberspace operations; supporting homeland defense, joint operations and aid to civil authorities at the direction of the Governor. The focus for the base is to operate and train pilots and crew members in flying the MQ-9 Reaper. Powered by a single turbine propeller engine the highly advanced airframe can fly continuously for 24 to 42 hours depending on the load and mission.



One of the CAP Cessna-T182T aircraft we used as drone escort planes.



N538CP, the Cessna-T182T escort aircraft in flat gray paint scheme giving it a rather spooky, clandestine appearance. Prior to being acquired by CAP it was used by the USAF to train Afghan Air Force pilots.

Escorting Need

In order for RPA to fly in controlled airspace from Syracuse to the Restricted Areas, the FAA requires that the RPAs must have “see and avoid” presence in order to notify the RPA pilots of other aircraft, obstructions or weather avoidance. There are letters of agreement with CAP which allow for the escort operations and funding for the mission.



An MQ-9 drone in flight viewed from the escort aircraft.



An MQ-9 drone being moved to the flight line in preparation for launch.

CAP Aircraft

We used turbocharged, fuel-injected Cessna-T182T/G1000 aircraft which have excellent climb to altitude performance. There were four such aircraft available for the two crews. Other than the turbo feature, they are identical to the aircraft we fly in the South Dakota Wing. One of the aircraft available for our use was painted flat grey and we found out that it was formerly used to train pilots of the Afghanistan Air Force. This aircraft was returned to the U.S. and acquired by CAP. It was fun to fly and its unusual paint made it memorable.

Air Crews & Flying

The two CAP flight crews are broadly experienced with multiple qualifications and are highly skilled. My three crew members were from Michigan, Alabama, and Colorado Wings. All

were Mission Pilots and two of us were instructors.

The plan was for two crews each week consisting of at least two mission pilots. The reason for two crews is the possibility of exceeding the duty day and to make sure we have people should someone get ill. The first crew would be on standby until mid-day in case of an early return and the second crew would take over standby until the return of the MQ9's. It will be a two person crew with one crew escorting two MQ9's from Syracuse to the Restricted Area over Lake Ontario in the morning and the second crew escorting from the Restricted Area back to Syracuse in the evening. The pilot's main duty is to keep the drone in sight, stay in proper position and fly the chase aircraft.

A normal week is training and check-rides for the turbo qualification on Sunday, fly Monday through Thursday and travel home on Friday. A typical day is a briefing for all at 0700, first RPA on its way by 0830, second RPA at 0930 after one is escorted 30 to 60 miles and chase aircraft returns. A second briefing is held at 1330 for the evening recovery at 1800 and 1900. Times were subject to change depending on weather and other factors. A typical week was about 20 hours of flying over the four days. My crew ended up flying 12 hours, with one day off for an unscheduled Safety Down Day.

The way it really worked is that one crew launched before the RPA was ready for taxi. We held in a position about a mile from the departure end of the runway and watched the RPA depart from the runway. As the RPA was departing we would join up and trail it about one to two miles behind and 300 feet below. We were in radio contact with the RPA pilot and could direct them to turn if necessary. If the RPA was too fast, we could ask them to slow up so that we could maintain our visual contact. Each day we alternated so that one crew had two flights in the morning and one in the afternoon.

Weather was usually an issue, since every day had a combination of rain showers with a little sunshine, but the ceilings were high enough that we could operate in visual flight conditions. The weather made for interesting flying. The RPAs launched in the morning and we returned to the Restricted Areas in late afternoon to escort them back to Syracuse.

Observations

This mission exceeded my expectations in every way. The accommodations at a local motel were very good and a CAP van was provided for the 10 minute drive between the motel and the Mission Base.

Each RPA had a call sign; Cobra, Apex, or Python, and the chase aircraft call signs were Charlie Chase, Alpha Chase, or Papa Chase. Is it a coincidence that it spells CAP?

If you love to fly I can't think of a better way to spend a week, meet some new friends and experience a rare flying opportunity!



Heraldry of the **BIG SIOUX COMPOSITE SQUADRON PATCH**

*By Lt. Col. Bruce Kipp, CAP
Assistant Wing Historian*

The Big Sioux Composite Squadron, CAP designation NCR-SD-058, is located in Brookings, SD. It is one of six squadrons in the South Dakota Wing.

The squadron is named after the Big Sioux River that flows past the city.

The squadron's distinctive unit patch is in the traditional shape of a shield with a scroll at the bottom. The entire patch is outlined in yellow. The scroll at the bottom bears the squadron's motto in blue on a silver-gray field. The field of the shield is divided with the upper three quarters in red and the bottom quarter in dark blue. At the top of the red field is the name of the squadron in white. Below this are two crossed flags on staffs; a stylized U.S. flag on the left and the flag of the state of South Dakota on the right. The flag's staffs cross at the apex of a white triangle containing a red three-blade propeller, one of the organizational symbols of the Civil Air Patrol. At the bottom of the red field, to the left, in white is "USAF AUX." indicating that the Civil Air Patrol is the official auxiliary of the U.S. Air Force. At the bottom of the red field to the right is "CAP" in white, the acronym of the Civil Air Patrol. In the blue field are three Civil Air Patrol badges in silver-gray. To the left is the CAP Ground Team Master badge. To the right is the CAP Master Paramedic badge. At the bottom center of the blue field is CAP Command Pilot Wings.

The patch was designed in 2009 by then Capt. (now Maj.) Nick Gengler, Capt. Dan Gerwing and Lt. Travis Rup. It was approved for wear shortly thereafter.



*Distinctive
squadron
patch for the
Big Sioux
Composite
Squadron in
Brookings, SD.*

South Dakota CAP Cadet Shoots For The Sky

*By Lt. Col. Bruce Kipp, CAP
South Dakota Wing Director of Public Affairs*



Cadet 2nd Lt. Julia Lair with her flying instructor, CAP Lt. Col. Greg Lair, after returning from a training flight.

Cadet 2nd Lt. Julia Lair, a member of the Sioux Falls Composite Squadron of the South Dakota Wing of the Civil Air Patrol, is working toward earning a private pilot's license. In addition to many hours of study on the ground she is also required to complete numerous hours of in-the-air flight instruction. Her flying instructor is also a member of the Sioux Falls Composite Squadron, CAP Lt. Col. Lair, who just also happens to be her dad, Colonel Greg Lair, Operations Group Commander of the 114th Fighter Wing of the South Dakota Air National Guard.

While not everyone is privileged to have a fighter pilot for a Dad, every officer and cadet of the Civil Air Patrol's South Dakota Wing has the opportunity for training and assistance with their private pilot training program and perhaps even a scholarship to help offset the cost.

SOUTH DAKOTA WING HALL OF FAME

*By Lt. Col. Todd Epp, CAP
South Dakota Wing Historian*

The newly created South Dakota Wing “Hall of Fame” came about as part of our planning for the Civil Air Patrol’s 75th Anniversary commemoration. As we looked for living members from World War II to honor with the CAP Congressional Gold Medal we discovered a number of former members who did extraordinary things for CAP, for South Dakota and for the nation in the years following the war. Therefore, we decided to include in the eligibility current South Dakota Wing members who have gone “above and beyond” the call of duty in their accomplishments. We stand on the shoulders of giants who impact us to this day.

The Hall of Fame selection committee played an important role in seeking out candidates past and present, researching their stories, and helping to drive the nomination and selection process. We plan to induct additional honorees in the coming years.

The physical location of the Hall of Fame will be in the hallway outside of the headquarters of the Sioux Falls Composite Squadron at Sioux Falls Regional Airport. In addition, information and photos of Hall of Fame members will soon be posted on the Wing website at sdcap.us.

Congratulations to the first five individuals to be inducted into the South Dakota Wing Hall of Fame! These five have all had a major impact on South Dakota Wing and the Civil Air Patrol. The induction ceremony was held during the luncheon at the annual South Dakota Wing Conference on 22 April 2017 at the Arrowwood Resort and Conference Center at Cedar Shore in Oacoma, SD.

- Col. Mary Donley was inducted in the category “Contributing Member”. Her contributions to CAP as a cadet, a senior member, as a former Wing Commander, as a mentor to past, present and future SDWG and CAP leaders, and all the things this nearly 50-year member continues to do have helped, help and will continue to help make our organization successful.
- South Dakota U.S. Senator Mike Rounds was inducted in the category of “Service to the Nation”. He learned how to fly while he was a CAP cadet in Pierre. He was also an International Air Exchange



Col Mary Donley accepting her HOF award plaque from Wing Commander Col. David Small Jr.



Ms. Rebecca Herman accepting the HOF award plaque on behalf of U.S. Senator Mike Rounds from Wing Commander Col. David Small Jr.



South Dakota’s U.S. Senator Mike Rounds, a former South Dakota Wing cadet.



Lt. Col. Roberts HOF award plaque was accepted by his daughter Nancy Seger on behalf of the family from Wing Commander Col. David Small Jr.



Lt. Col. Thomas B. Roberts Jr. South Dakota Wing’s first commander from 1941-1945.

Cadet, a very high CAP cadet honor. He has also been an advocate of aviation and a strong defense. As a Senator, he is a member of the Congressional Squadron and has been a great friend and supporter of the Civil Air Patrol and the SDWG.

- **Civil Air Patrol World War II veteran Vernon Jeffries** was inducted in the “Excellence in Aviation”



Captain Michael Johnson accepting the HOF award plaque on behalf of the family of Vernon Jeffries from Wing Commander Col. David Small Jr.



Lt. Col. Lois Schmidt accepting her HOF award plaque from Wing Commander Col. David Small Jr.

category for his flying for CAP during WWII and his other aviation related activities. Vernon is a recipient of the CAP Congressional Gold Medal awarded to the patriotic men and women who unselfishly answered the call to help protect our homeland during a dark period in our nation’s history.

- Lt. Col. Thomas Roberts Jr. was inducted into the “Service to the State” category. Roberts was appointed the first commander of the South Dakota Wing of the Civil Air Patrol in December 1941. He created the wing from scratch, formed it, nurtured it and led it throughout World War II. Lt. Col. Roberts is a recipient of the CAP Congressional Gold Medal awarded to the patriotic men and women who unselfishly answered the call to help protect our homeland during a dark period in our nation’s history.

- Lt. Col. Lois Schmidt was inducted into the “Founding Member” category. She joined CAP as a 16-year old cadet in 1943 during World War II. Lois is a recipient of the CAP Congressional Gold Medal awarded to the patriotic men and women who unselfishly answered the call to help protect our homeland during a dark period in our nation’s history. She continues on active Civil Air Patrol service as a member of the Pierre Composite Squadron. 

CIVIL AIR PATROL MEMBERSHIP STATISTICAL SNAPSHOT

*By Lt. Col. Bruce Kipp, CAP
Wing Assistant Recruiting & Retention Officer*



Technical specialty badge for a Civil Air Patrol recruiting and retention officer.

Each month Civil Air Patrol’s National Headquarters sends out a statistical analysis of its membership to each Wing’s recruitment and retention officers. It provides a useful snapshot of the status of the current membership and compares it to the previous month and the corresponding month of the previous year. Some of the statistical analysis is pretty detailed but I thought you might like to see the overall organizational numbers for June 2017.

Total Overall Membership
57,229 June 2017
 57,153 May 2017
 56,575 June 2016

Cadet Membership
24,145 June 2017
 24,174 May 2017
 23,745 June 2016

Officer Membership
33,084 June 2017
 32,979 May 2017
 32,830 June 2016