



# South Dakota *Wing Roundup*



**CIVIL AIR PATROL • WINTER 2017 • UNITED STATES AIR FORCE AUXILIARY**



**Lieutenant Colonel Thomas B. Roberts, Jr., early aviation pioneer and the founder and first commander of the Civil Air Patrol's South Dakota Wing from 1941 to 1945. He was inducted into the South Dakota Aviation Hall of Fame in September 2017**



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# AEROSPACE EDUCATION EXTRAVAGANZA WEEKEND 2017



*By Lt. Col. Buck DeWeese, CAP and  
1st Lt. Tim Modde, CAP*

Aerospace Education (AE) for our members is one of the three congressionally mandated missions of the Civil Air Patrol. The weekend of 18-20 August 2017, vehicles and aircraft brought officers and cadets from across the state to Sioux Falls to participate in South Dakota Wing's Aerospace Education Extravaganza Weekend for 2017.

The AE event was a tremendous success thanks in large part to organizers Lt. Col. Todd Epp and Cadet 2nd Lt. Julia Lair. The mission base was at the headquarters of the Sioux Falls Composite Squadron at the Sioux Falls Regional Airport.

From there cadets had the opportunity to fly on powered aircraft orientation flights in and around the Sioux Falls area. In addition, cadets were fer-



*Preparing for a glider orientation ride.*

ried in groups to Worthington, MN where they participated in glider orientation flights. In all a total of eight powered aircraft orientation rides



*Up, up and away with a CAP cadet at the glider's controls.*



*Constructing the Goddard model rocket.*



*Launching the Titan model rocket.*

and 19 glider aircraft orientation rides were flown.

While awaiting for their turn to fly in the aircraft and gliders the cadets at mission base took part in a plethora of activities including building and test flying balsa-wood model gliders, building and launching model rockets, flying radio-controlled model powered aircraft and model powered gliders and “flying” on computer flight simulators.

Later, everyone toured the South Dakota Air National Guard’s 114th Fighter Wing facilities at Joe Foss Field with a personal overview by CAP Lt. Col. Greg Lair (who is an F-16 fighter pilot for the SDANG). It was a great, event filled weekend. The next South Dakota Wing Aerospace Education Weekend is tentatively set for June or July 2018. 🇺🇸



*Constructing and flight testing balsa-wood gliders.*



*Cadet Master Sgt. Peter Willison getting outfitted with F-16 pilot’s gear.*



*Lt. Col. Lair adjusts the F-16 pilot’s helmet on Cadet Master Sgt. Peter Willison’s head completing his F-16 pilot’s “uniform”.*



## Commander's Corner

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

# Rambling Thoughts from the Wing Commander

Something is really odd with some of our South Dakota Wing members.

Eight volunteers from the wing took at least a week off from work and their normal lives to spend time down in wet, sloppy, humid, flooded Texas. Mind you, not one of these members was paid a cent. Tough choice, sitting on a beach in the Caribbean drinking a Pina Colada or grabbing four hours sleep in a grungy motel then going back to spend hours looking at flooded cities.

The really odd thing was that when these members returned they were more excited and pumped up than if they had just taken a vacation. We spend weekends and our off hours training in CAP. When a real crisis calls we are ready. Service validates our training.

From all accounts our Texas volunteers really showed the South Dakota Wing in good

light. Their training, their competence and their commitment were noted by FEMA and CAP leadership from the Texas Wing and above. Though we are a small wing our training and skills are world class; something we can all be proud of.

I'd like to publicly thank the following members for volunteering to help in the aftermath of Hurricane Harvey in Houston:

- Capt. Jon Becker – Mission Observer, Airborne Photographer
- Lt. Col. Myra Christensen – Mission Observer, Airborne Photographer
- Capt. Jason Erickson – Mission Pilot
- Capt. Scott Giles – Mission Observer
- Lt. Col. Craig Goodrich – Incident Commander, Air Operations Branch Director and Mission Pilot
- Capt. Patrick Nowlin – Air



Operations Branch Director and Mission Pilot

Capt. Joe Oye – Air Operations Branch Director and Mission Pilot

2nd Lt. Tom Redlin – Mission Scanner, Airborne Photographer

If you see one of these members, please thank them for their service.

Now that fall is upon us and the start of a new CAP fiscal year we are planning training events for the coming year. Events are scheduled throughout the year; in the cold of winter and the heat of summer. The South Dakota Wing is preparing for any eventuality.

Why do our members give up their weekends to tramp through the woods or sit in cramped cockpits? It is because volunteer service is rewarding. As our Texas volunteers showed, it is far better to give than to receive. That is the volunteer service of CAP shining through.

*Integrity \* Volunteer Service \* Excellence \* Respect*

# Citizens' Police Academy in Sioux Falls

*By Maj. Karla West, CAP and Capt. Robert Hinkhouse, CAP  
South Dakota Wing*



*Big smiles as our two officers graduate from the Citizens' Police Academy program.*



*Maj. Karla West and Capt. Robert Hinkhouse*



*Maj. West dons the Bomb Squad's protective suit.*

During the first part of the year South Dakota Wing members Maj. Karla West and Capt. Robert Hinkhouse had the opportunity to participate in a Citizens' Police Academy in Sioux Falls which provides an overview and orientation on what local government agencies do on a daily basis. The government agencies involved included the Sioux Falls Police and Fire Departments and Metro Communications, which operates the Consolidated Public Safety Answering Point (911 call center), and the civilian company Paramedics Plus. To participate in the Citizens' Police Academy you must fill out an application, pass a background check, be a citizen of the community, be able to dedicate three and a half hours on Thursday nights for ten weeks, and be selected to participate.

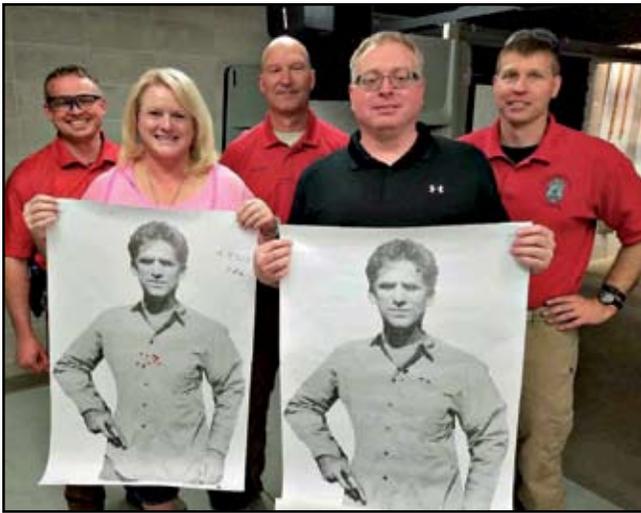
Karla and Robert saw Facebook postings and local news coverage about the Sioux Falls Citizens' Police Academy which were going to be held at the Sioux Falls Law Enforcement Center and thought it would be a great way to gain awareness of how the local government agencies respond to and provide emergency services. The Citizens' Police Academy that Sioux Falls provides is comprehensive, starting from when a call for the need of emergency services is received all the way to the conclusion of the emergency. Also, the Citizens' Police Academy provided detailed information about the processes, procedures, standards, and

policies our local law enforcement and emergency services professionals abide by while completing their multiple roles within their job functions.

Week 1 – Week one included a welcome presentation by the training staff, introductions of the leadership and instructors from each government agency and the citizen participants, an overview of the Citizens' Police Academy, being provided our official identification badges, a comprehensive tour of the Sioux Falls Law Enforcement Center, and a high level overview of what agencies and their specialized services will be involved with over the next nine weeks. To round out this week the Sioux Falls Police Department (SFPD) provided an overview of their administrative staff and outlined the organizational structure of the department.

Week 2 – The focus was on Sioux Falls Fire & Rescue (SFFR) where a Battalion Chief briefed us about the department's history, growth, volume of calls for service, trends they are seeing, firehouse locations, diversity, specializations, training, specialized tools and equipment, apparatus and how they are dispatched in teams, and of, course, we got to see, touch, climb on, and ask questions about an equipped out of service fire engine.

Week 3 – We had the great pleasure of having



*Firearms training results in some serious consequences for two bad-guy targets.*

the Deputy Director and Training Coordinator of Metro Communications present their history, staff selection process, challenges during calls for service, dispatching (for SFPD, SFFR, Paramedics Plus, Minnehaha County Sheriff Department, County Ambulance, County Fire, and PD requests for tow trucks), interagency communication, communications to other 911 centers, tornado siren activation, warrant services, data lookup service, and vehicle impound documentation. The Metro Communications staff is responsible for taking 911 calls and also completing all of the other functions while on the phone. For those not around the Sioux Falls area that is where all emergency service (911) calls go to be answered by a very professional team of skilled staff for Minnehaha County, South Dakota. We had the opportunity to complete a sit-along with these skilled professionals for a full shift on a Friday night and were completely impressed with their ability to communicate as a team, multi-task, document, request assistance, and keep their composure while being on the phone with citizens who were in stressful situations. Paramedics Plus provided a presentation about their organization's structure, policies, and procedures at locations where services are needed.

Week 4 – The Uniformed Services Division (Traffic and Patrol Officers) presented the policies and procedures used to determine their response to resistance from subjects. This included a matrix of risk to officer/civilians and the threat of a subject



*Maj. West and Capt. Hinkhouse examine the interior of a Sioux Falls police patrol cruiser.*

to appropriately respond to threats. The officers discussed the different tools they have at their disposal and how they are deployed to bring subjects into compliance with or reduce the threat to civilians. After this the officers took us to the garage to review their vehicles which include: four-wheelers, utility vehicles, bicycles, motorcycles, Ford Explorers, Ford Taurus's, ghost Ford Explorer and undercover vehicles. We had the opportunity to complete a ride-a-long with the SFPD Patrol Officers for a full shift on a Friday night and it was not like "COPS" or negative in any way. The SFPD Patrol Officers show an amazing amount of compassion for the citizens they serve and were shown as being patient with an individual who was having a bad day to relating with individuals involved in a dispute. These officers have to be able to go from being compassionate to doing what needs to be done to protect human life within seconds when a threat is presented.

Week 5 – The SFPD Investigative Services Division give a tour of their offices and discussed types of cases, case load, skills to be a detective, career paths, closed case statistics, how cases are investigated, and the level of effort required for staff to follow-up on every case. Sections of the Investigative Services included: Property Crimes, Crimes Against People, Fraud, and Internet Crimes Against Children. This same evening the Street Gangs and Narcotics Units presented statistics, local examples of drug manufacturing, drug trafficking, drug routes, warrant

servicing, undercover drug purchases, examples of narcotics and drug paraphernalia.

Week 6 – This week was both sad and fun. The presentation started with detectives from the Internet Crimes Against Children team who provided an overview of their operations, statistics, interagency cooperation, national databases, investigation processes, evidence collection, case creation and expert testimony. The second half of the evening was the SFPD K9 Services who presented an overview of their operations, sourcing of K9s, state and local K9 training, narcotics the K9s alert on, how a K9 finds items which are discarded by subjects, and the K9s home life. The K9 Unit demonstrated some of their training which included the K9 subduing a subject, situation where the officer needs K9 assistance, and a demonstration of K9s alerting on narcotics.

Week 7 – The SFPD Crisis Negotiations Unit presented policies and procedures, the need for patience during situations, examples of situations, and training required. Special Weapons And Tactics (SWAT) presented their specialized training, tools, weapons, distraction devices, breaching tools, protective equipment, and allowed us to see, touch, climb on their “BearCat” SWAT vehicle which is an all-terrain four wheel drive armored vehicle.

Week 8 – The SFPD Firearms Trainers presented the training that officers go through prior to receiving their service weapons, the maintenance that is completed on the firearms, customized situational training they complete in their on-site gun range, training completed at the state police academy, and safety procedures. We were allowed to shoot on the range; we did quite well, and all the shots would have stopped a subject. The second portion of the evening was with the SFPD Bomb Squad which presented their organization’s structure, specialized training, interagency cooperation, territory serviced, safety equipment, transport truck, robot, and x-ray system. We were able to look over their transport truck, robot and even got to wear the bomb protection suit.

Week 9 –The SFPD Crime Lab presented their



*Capt. Hinkhouse geared up to breach and enter with the Sioux Falls SWAT Team.*

organization’s structure, their specialized training in crime scene investigation, discussed graduate educational degrees, outlined documentation requirements, chemical analysis of all drugs, evidence control procedures, mass spectrometry analysis, and evidence preservation processes. We were able to review the “Crime Lab” SUV, evidence storage rooms, chemistry lab, and even got to lift a set of fingerprints.

Week 10 – The final night was graduation which included a potluck dinner and cake and photo opportunities with the leadership of the government agencies, law enforcement and first responders.

This was a great experience to gain a better understanding for how our local law enforcement professionals respond to emergency situations and will definitely assist us with how we work with them in partnership with the Civil Air Patrol. 🇺🇸

# Hurricane Harvey Disaster Recovery Mission

*By Col. David Small, CAP and Lt. Col. Craig Goodrich, CAP  
South Dakota Wing*

In late August 2017, Hurricane Harvey, an extremely destructive Atlantic hurricane, made landfall in the U.S. near the city of Rockport, Texas. In a four-day period many areas received more than 40 inches of rain as the system stalled near the coastline of the state. The torrential rain-fall caused disastrous flooding. The news coverage was extensive showing dramatic rescues, distressing scenes of destruction and many, many acts of folks helping folks.

The country quickly geared up for a massive humanitarian relief effort with first responders, relief organizations and repair and restoration crews racing to the area in the aftermath of the hurricane to save lives, house and feed evacuees and help restore essential services.

To gain situational awareness of the extent and degree of the damage and to prioritize the emergency services response the Texas state Office of Emergency Management (TOEM) and the Federal Emergency Management Agency (FEMA) sent teams to the area to begin assessing the situation. To help accomplish this task the two agencies turned to the Civil Air Patrol (CAP) to fly over and photograph the affected areas; a task which the CAP is especially well-equipped to perform.

As luck would have it, Lt. Col. Craig Goodrich, the South Dakota Wing (SDWG) Director of Operations, was in San Antonio for the CAP National Conference. It quickly became clear to him that the Texas Wing personnel working the relief effort were overwhelmed and his offer of additional help from the South Dakota Wing was readily accepted.

South Dakota Wing initially sent two aircraft and five air crewmembers to Texas to assist with disaster recovery operations. About a week later a third SDWG aircraft flew down to Texas with two aircrew members. The aircraft and crews were used for aerial photography of the affected Gulf Coast region and to augment the Texas Wing's



*The Civil Air Patrol emergency services patch worn by those personnel trained and experienced in performing CAP's emergency services mission.*

mission staff personnel. Occasionally the aircraft were also used for communications relay and to transport supplies and ferry emergency management officials to and from the area.

Due to his expertise, Lt. Col. Goodrich alternated between working on the Incident Command staff as a mission staff assistant and as a Transport Pilot. In addition, for several days he was the officer-in-charge at a CAP staging area at San Marcos, TX that had about 16 CAP aircraft assigned.

In all, SDWG provided three aircraft and eight officers to the Hurricane Harvey recovery mission. They were: Capt. Jon Becker, Lt. Col. Myra Christensen, Capt. Jason Erickson, Capt. Scott Giles, Lt. Col. Craig Goodrich, Capt. Patrick Nowlin, Capt. Joe Oye and 2nd Lt. Tom Redlin.

Lt. Col. Rick Woolfolk, the Incident Commander for the Texas Wing's Hurricane Harvey Disaster Response Team reported that the CAP mission ended with the last photo sorties flown on 13 September. In all, 13 CAP Wings provided support with 33 aircraft, numerous vehicles and some 250 personnel. Around 375,000 photos were taken of the disaster area that required about 745 hours of flying. The SDWG aircraft and personnel that were in Texas supporting the disaster response mission returned home by 14 September.

# National Cadet Special Activity – Pararescue-Survival Orientation Course

*By Cadet 1st Lt. Blake Hayden, CAP  
Sioux Falls Composite Squadron*

[Editor: Every summer the Civil Air Patrol sponsors a number of National Cadet Special Activities (NCSA) affording cadets advanced training opportunities in science, technology, engineering, robotics, mathematics, aviation, and aerospace science to name just a few. The following is Cadet Hayden’s report on his participation in the NCSA Pararescue Orientation Course hosted by the U.S. Air Force in June 2017.] Cadet Hayden is in his first year at the Naval Academy in Annapolis.

During my four and half years in the Civil Air Patrol, I have never experienced something as incredible as the Air Force’s Pararescue-Survival Orientation Course (PJOC). PJOC is an NCSA dedicated to introducing the U.S. Air Force Guardian Angel Weapon System to cadets who might be interested in a future career in Air Force Special Operations.

I was privileged to attend the 2017 PJOC at Kirtland Air Force Base, New Mexico. PJOC is a course offered to Civil Air Patrol cadets as an introduction to the rigorous training of Special Operations Forces. The course is taught by six

instructors: four Air Force Pararescuemen and two Air Force Survival, Evasion, Resistance and Escape (SERE) Specialists. They are part of the Air Force’s special operations units - America’s elite, on par with the Navy SEALs and Army Green Berets.

The main purpose of PJOC is to introduce cadets to the Guardian Angel Weapon System (GA). The GA rescues individuals in distress, whether they are behind enemy lines or at the forefront of the battlefield. This goal coincides with the Pararescue Creed,

“It is my duty as a Pararescueman to save life and to aid the injured. I will be prepared at all times to perform my assigned duties quickly and efficiently, placing these duties before personal desires and comforts. These things we (I) do, that others may live.”

PJOC originated in the 1970s, with the intent of teaching Civil Air Patrol cadets fundamental survival skills, land navigation, and the art of rappelling. Along with these skills, cadets also experience intense physical training throughout

*Continued . . .*



## NCSA - Pararescue

*Continued . . .*



*Cadet 1st Lt. Blake Hayden wears his hard-earned PJOC patch on the left breast pocket of his BDU shirt.*

the entirety of the activity. These experiences pushed me to my limits physically and mentally. In order to ensure the integrity of the course I cannot provide specific details, partly for security reasons and partly to keep it a mystery to future attendees. I can confidently say that it was the most challenging thing I have ever done, and my fellow graduates would say the same.

From the moment you first meet the instructors until the graduation banquet at the end of the activity, they do everything they can to challenge and make cadets into better individuals. In addition, they inspire many cadets to follow in their footsteps both as Pararescuemen and SERE Specialists. The lessons they taught me are lessons I will never forget. They've convinced me that becoming a member of the Guardian Angel Weapon System is a path I was meant to take. 

## DISCOVERY CHANNEL'S MINI-SERIES

### “THE AGE OF AEROSPACE”

*By Lt. Col. Bruce Kipp, CAP  
World War Two History Buff*

On 12 August 2017 from 7:00pm to 8:00pm, the Discovery Channel aired an episode of the mini-series “The Age of Aerospace”. This episode was titled “Miracle Planes” (Season 1, Episode 2). There currently appear to be eight episodes in the mini-series that explores the last 100-years of aviation history.

This episode, produced by the Boeing Aircraft Manufacturing Company, detailed the role of America’s aviation industry in producing the Boeing B-17 (Flying Fortress) and B-29 (Superfortress) bomber aircraft and the North American P-51 (Mustang) fighter escort and the role they played in the Allied victory over Germany and Japan in World War II.

The first half of the episode covered strategic bombing in Europe and was devoted to the development and use of the B-17 Flying Fortress and P-51 Mustang aircraft. The second half covered strategic bombing in the Pacific and was focused on the development and use of the B-26 Superfortress.

What made this episode especially interesting to me was that it included a great deal of original black and white wartime footage. It also had brief footage of 5-Star General Henry H. “Hap” Arnold (the man for whom CAP Cadet Achievement #2 for promotion to the rank of Cadet Airman First Class was named). It isn’t often that you get to see footage of 5-Star Generals. Equally interesting was footage of the atomic bomb being loaded on the B-29 “Enola Gay” on Tinian Island.

I highly recommend this episode of the Discovery Channel’s “The Age of Aerospace – Miracle Planes” (S1 E2) to those interested in US aviation during World War II. The episode is available on YouTube and on various sites on the Internet.

# SOUTH DAKOTA AVIATION HALL OF FAME

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

The South Dakota Wing was privileged to have two of its alumni honored at the 26th Annual Induction Ceremony to the South Dakota Aviation Hall of Fame held on 9 September 2017. Black Hills Aero, an aviation services company at Black Hills Airport-Clyde Ice Field in Spearfish, generously provided their hangar for the event. 105 people were in attendance. The ceremony began with the posting of the colors. The four-person Color Guard consisted of Cadet 2nd Lt. Thomas Dillon and Cadet Senior Master Sgt. Hunter Rice from Crazy Horse Composite Squadron (Custer) and Cadet Staff Sgt. Thomas Friedrich and Cadet Airman 1st Class James Crenshaw from Lookout Mountain Composite Squadron (Spearfish). It was much appreciated by the crowd who commented that it added dignity and honor to the occasion. The Pledge of Allegiance was given by Crazy Horse Cadet Rihanna Jones and Wing Chaplain (Lt. Col.) Rae sang the National Anthem.

Two SDWG alumni were inducted into SD Aviation Hall of Fame; Thomas Roberts, Jr. and Forrest Wixon.

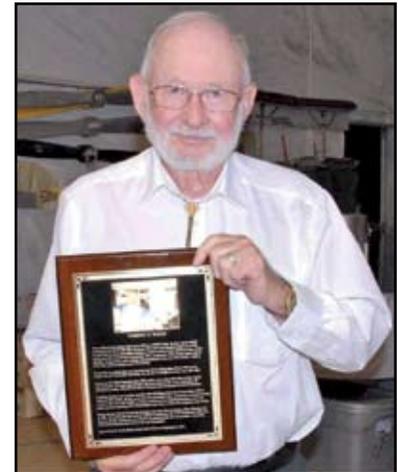
• **THOMAS ROBERTS, JR.:** His passion for flying began after World War One as an owner of several aircraft, but his aviation vision and organizational skills earned him leadership as the first chairman of the State Aeronautics Commission in 1935. As chair of the Aeronautics Commission, he enabled the establishment of airports and air service across the state. He was instrumental in getting the first municipal airport in Pierre. Lieutenant Colonel Thomas Roberts, Jr. was the organizer and first commander



*Lt. Col. Thomas B. Roberts, Jr.  
in his WWII CAP uniform.*

of the South Dakota Wing of the Civil Air Patrol. He commanded the Wing from December 1, 1941, when Congress authorized formation of CAP, throughout World War Two until October 1945. He created, organized and built up the Wing to train pilots and cadets to enter active military service. He posthumously received the Civil Air Patrol Congressional Gold Medal for service during World War Two in December 2016 from U.S. Senator John Thune. Lt. Col. Roberts was represented at the ceremony by his family who accepted the award on his behalf.

• **FORREST WIXON:** His first military flight was in 1954 as an ROTC Cadet. In April 1956, he began pilot/officer training as a USAF Aviation Cadet and graduated in September 1957. He was pinned with his silver wings and gold bars on Friday the 13th of September 1957 when he joined the South Dakota Air National Guard for



*Mr. Wixon was present to receive  
his membership plaque.*

an eleven-year career. Forrest flew as a charter pilot on a part-time basis for Ice Flying from 1976-1983 and for Capital City Air Carrier from 1995 to 2006. He provided flight instruction from 1986 to 2017 and taught some 130 South Dakotans how to fly. Forrest flew with Civil Air Patrol from 1987 to 1989 and then rejoined the Pierre Composite Squadron in 1998 and flew with CAP until 2013. During his time in CAP he served as mission pilot and instructor pilot and also as the Pierre Composite Squadron's Operations Officer, Deputy Commander and finally Squadron Commander during his tour with CAP he served as an FAA Safety Counselor for many years and is an FAA Safety Team member for the Pierre area. He still flies regularly.

# WWII Parachutists of the Civil Air Patrol

*By Sergeant Major Eugene Cousineau (USA Ret.), a former CAP Cadet Parachutist, CAP CGM recipient  
Originally published in Colorado Wing magazine "Peaks and Planes" Summer 2017*

One of the most interesting and least known United States Military parachutist wings was authorized during World War II. In the early 1940's the Civil Air Patrol (CAP) was created by the Office of Civilian Defense to assist the Army Air Force with five basic missions:

Coastal Patrol – Anti-Submarine warfare

Forest Patrol – Early fire reporting

Border patrol

Air Search and Rescue

Courier Service – Carrying vital defense production parts and ferrying aircraft

In 1943, CAP National Headquarters decided that a parachute unit was needed to better assist in the rescue of downed pilots, and the CAP Michigan wing was tasked to organize and train such a unit. Thus, Group 639 was formed (63 being the designator for Michigan and 9, the group designator) with four squadrons, two of which were parachute squadrons. With this action the CAP parachute badge was created.

The squadrons were called parachute squadrons and not airborne squadrons. Each parachute squadron consisted of approximately fifty male



and female senior and cadet members including some pilots with about thirty qualified parachutists. Squadron 639-1 conducted all parachute training which included male and female students.

An eight-month course for student parachutists was conducted once per year from September to May and consisted of land survival/navigation, communications, advanced first aid, map reading, parachute packing and simulated missions. To

qualify for parachute training a member had to be physically fit and at least sixteen years of age with parental permission.

Jump training was conducted by civilian parachutists during World War II and later by airborne veterans. One jump was required to qualify, which included satisfactory exit from an aircraft. Jumps were usually made from an altitude of 2,000 to 2,500 feet from a PT-17 or L-4 aircraft.

When a prospective parachutist entered training, he was issued a small cloth parachute patch with a CAP emblem inserted to wear on the upper right arm of the uniform (Item 1). On graduation, the parachute qualified member was presented a certificate of completion and cloth parachutist wings (Item 2) which replaced the small parachute patch on the right arm.

This unique CAP parachute unit was discontinued in late 1949 after the Air Force (a separate service since 1947) established the current Air-Sea Rescue Service.

The brief historical information for this article was provided by Eugene G. Cousineau SMG USA ret. who was a member of the Michigan CAP parachute squadron 639-4 from 1949 to 1950.



CAP mass jump exercise conducted from an Air Force C-47 aircraft at Selfridge AFB in 1948

*CAP parachutists in mass jump from a C-47 at Selfridge AFB, Michigan in 1948.*



*(Item 1) WWII CAP parachutist patch worn on the right arm of the uniform during training.*



C/CAPT COUSINEAU COMMANDING

1949 CAP NATIONAL DRILL TEAM  
COMPETITION, LOWRY AFB



*(Item 2) WWII CAP parachutist wings worn by qualified CAP parachutists.*

# Our Ageless Hero

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

The 25th of August, 2017, was Lt. Col. Lois Schmidt's 90th birthday. She joined the Pierre Squadron of the Civil Air Patrol as a cadet at the age of 16 in 1943 during the darkest days of World War II at home and overseas. At that time the CAP provided homeland defense and helped prepare American boys and girls for further service in the military in World War II.

Lois says it was her love of airplanes that led her to join the CAP as a cadet when she was just 16-years-old. She recalls learning Morse code, the alpha-numeric alphabet and German and Japanese aircraft recognition silhouettes.



*Wing Commander, Col. David Small, presents a plaque to Lt. Col. Schmidt honoring her as a founding member of the South Dakota Wing and one of the initial inductees into the newly created South Dakota Wing Hall of Fame.*

She studied aircraft flight dynamics and put in some time in basic flight training instruction in the Link pilot training device. She also recalls marching in drill and ceremony sessions. She served as a cadet in the Civil Air Patrol for about a year. In grateful recognition for her wartime service Lt. Col. Schmidt received the Congressional Gold Medal presented to Civil Air Patrol veterans of World War II.

As the war ended Lois resumed her civilian life, was married and raised a family. But never forgot her association with CAP. She rejoined CAP in 1968. In those days, she served with the Pierre squadron and later the South Dakota Wing Public Affairs Officer. As



*Lt. Col. Schmidt is presented with the CAP Congressional Gold Medal by South Dakota Governor Dennis Daugaard.*

her husband's health declined in recent years, Lois was inactive until his passing in November 2014. Since then Lois has been very active in the Pierre Squadron.

In April 2017, Lois was honored for her extraordinary contributions to the Civil Air Patrol and to the South Dakota Wing when she was one of the first five members inducted into the newly created South Dakota Wing Hall of Fame. Lt. Col. Lois Schmidt will achieve the remarkable milestone of 50 years of service in the Civil Air Patrol in October of 2018.



*Lt. Col. Schmidt (center) helps plan the activity for a squadron fund raiser at the Pizza Ranch in Ft. Pierre.*

# National Cadet Special Activity - USAF Space Command Familiarization Course

*By Cadet 1st Lt. Kyle Clement, CAP  
Sioux Falls Composite Squadron*

From 3-10 June 2017 I had the privilege of attending the National Cadet Special Activity (NCSA) hosted by the 45th Space Wing of the Air Force's Space Command (AFSPC) at Patrick Air Force Base, Florida. The purpose of this NCSA is to showcase the AFSPC's roles and missions in the exploration of outer space. Cadets that chose the Air Force Space Command Familiarization Course experienced "behind the scenes" tours, briefings and guest speakers on the various aspects of America's missions and roles in space. Cadets got first-hand opportunities to meet the many talented men and women of the 45th Space Wing and NASA supporting the exciting business of space launch and exploration.

The first day of the course was filled with excitement and the beginning of new friendships with the other cadets from California, New Mexico, Texas, Oregon, Missouri, Wisconsin, Florida, North Carolina, and Vermont to name just a few of the Civil Air Patrol Wings represented.

Initially, we watched the takeoff of a Falcon-9 rocket made by the SpaceX Corporation. The launch, CRS-11, was a resupply mission to the International Space Station reusing a Dragon payload capsule. It was also the 100th takeoff from Launch Pad 39A.

During the week we were there we toured the Kennedy Space Center and Cape Canaveral/Cape Canaveral Air Force Station. We visited the Morrell Operations Center where all launches from Cape Canaveral are controlled and tracked, toured historical launch sites from the Mercury



and Apollo programs, seen satellites readied for launch, as well as tours of Delta and Atlas rockets on their launch pads. In addition, we visited NASA's Kennedy Space Center where we were able to go inside the cavernous Vehicle Assembly Building where elements of the new Space Launch System will be prepared for flight. We also had a tour of Patrick Air Force Base.

Among the many highlights of the NCSA was the opportunity to meet and talk with two astronauts:

- Samuel Durrance who logged over 615 hours in space as a member of the crew of Space Shuttle Columbia for the STS- 35/Astro-1 and Space Shuttle Endeavour for the STS-67/Astro-2 missions.

- Retired Air Force Colonel Richard Searfoss. On his first space mission he served as STS-58 pilot on the seven-person life science research mission aboard the Space Shuttle Columbia. His second mission was as pilot of STS-76 aboard the Space



Shuttle Atlantis. During this 9-day mission the STS-76 crew performed the third docking of an American spacecraft with the Russian space station Mir. Searfoss then commanded a seven person crew on the STS-90 Neurolab mission, the 16-day Spacelab flight, where the crew served as both experiment subjects and operators for 26 life science experiments focusing on the effects of micro-

gravity on the brain and nervous system. STS-90 was the last and most complex of the twenty-five Spacelab missions NASA has flown.

The activity was an outstanding experience and was very well organized. The Activity Director was Air Force Lt. Col. Gary Dahlke, who worked for NASA in the Space Shuttle's Solid Rocket Boosters program. 



*Cadet Clement meets with Astronaut Samuel Durrance to discuss space exploration.*



*Cadet Clement receives his certificate of participation from Astronaut Richard Searfoss (left) and commemorative shirt from Lt. Col. Gary Dahlke (right).*

# *Heraldry of the*

## **2014-2015 CyberPatriot Team of the Big Sioux Composite Squadron**

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

In 2014, the Air Force Association hosted CyberPatriot-VII, the nation's premier cybersecurity competition for high school age youth. Once again "Team Big Sioux", a cyber-security team from the Big Sioux Composite Squadron in Brookings, took part. They competed in the "All Services Division" which is open to CAP teams, Junior ROTC units from the Army, Air Force and Marine Corps and Navy's Sea Cadets. Beginning in October of each year the teams compete in a series of qualifying rounds in order to advance to the national finals in March of the following year.

This logo consists of a white ring in the center of which is a white downward pointing sword. In heraldry a sword often represents authority. In this case, it also represented Team Big Sioux being on the cutting edge of technology. The red and blue pixilation on the sword's blade is deliberate and represents the digital nature of the competition. Along the upper arc of the ring in white is the Latin motto "Ne Timeas, Neque Intelligenti Tibi" (Fear Not, For You Shall Understand). Along the lower arc of the ring in white is "T34M\_Big\_Sioux". The "T34M" portion of the text is the word "Team" written in what is referred to as Leetspeak, an alternative alphabet popular in hacker culture. The "3" roughly resembles a backwards capital "E", while the "4" roughly resembles a lowercase "a", "Big Sioux" was the team's name.

The logo was designed by Cadet Lt. Christopher Dinnel of the Big Sioux Composite Squadron in Brookings. It was approved by Maj. Nicholas Gengler of the Sioux Falls Composite Squadron and Cadet Lt. Col. Joshua Klosterman of Big Sioux Composite Squadron.



*This white logo was worn on black jackets from 11-15 March 2015 while the members of Team Big Sioux were at the CyberPatriot-VII National Finals in Washington, DC.*

***SUPPORT OUR CADETS . . .  
THEY ARE OUR FUTURE!!!***