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South Dakota Wing

Roundup

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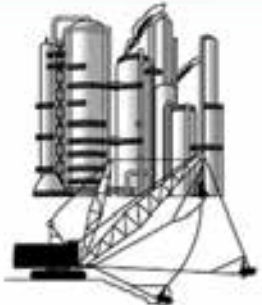


COVER PHOTO: Aerospace Education is a central part of Civil Air Patrol. Here, cadets at a South Dakota Wing Aerospace Education Day learn about aviation and STEM via remote controlled model aircraft.



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Commander's Corner

*By Col. Michael Marek, CAP
South Dakota Wing Commander*



Welcome to this 2021 Year in Review for South Dakota Wing. It was a challenging year, due to the continuing COVID-19 pandemic, including the surge in cases at the end of the year. South Dakota Wing, however, maintained its mission readiness and did outstanding work in all three of its program areas.

I became Wing Commander in December 1, the date CAP celebrated 80 years from the founding of the organization, in the dark early days immediately preceding World War II. After the war, CAP reinvented itself as the civilian auxiliary of the Air Force.

CAP has also reinvented itself over the past two years of pandemic precautions. For decades, our training had largely been via face-to-face events, which was unwise during the worst phases of the pandemic. Yes, the digital transformation of much of what we do was a reaction to the required COVID precautions, but it also greatly increases accessibility to training, programs and activities that once required expensive unreimbursed travel.

Online meetings have their own down-sides, but when handled well, they can increase the connections among members, promote understanding and lead to effective communication. The result is effective training for mission readiness.

In CAP, we have three major program areas, sometimes called our “missions.”

> South Dakota Wing flew highly-effective operational missions in 2021, including multiple missing persons searches, training exercises with the 114th Fighter Wing of the South Dakota National Guard, and a radar study for NORAD.

> We hosted a large youth program cadet encampment, attracting members from several wings. There was a small COVID outbreak, but our encampment had a solid contingency plan in place and it did not become a super-spreader event. Beyond encampment, our cadets studied, learned and advanced in rank.

> Our wing and squadron Aerospace Education program won awards and recognition well beyond the borders of South Dakota.

2021 was a year of challenges, but the leadership and members of South Dakota Wing and our squadrons rose to the challenge to provide solid training and activities for members and preserve and enhance mission readiness, while keep members and the public safe. We are volunteers, working at the professional level.

My thanks and appreciation for everything our leaders and members do to serve our communities, state and nation. 🇺🇸

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South Dakota Wing Delivers COVID Vaccination Doses

South Dakota Wing performed a second series of COVID-19 vaccine delivery flights January 5 at the request of the South Dakota Department of Health. The first deliveries in November 2020 drew national media attention.

“This is truly a turning point in the battle against COVID-19,” said Col Nick Gengler, South Dakota Wing commander. “Through the efforts by the South Dakota Department of Health, its health partners and Civil Air Patrol we were able to coordinate an effective way to contribute to this mission.

“Our professional volunteers stepped up to provide a service to the local communities,” Gengler said. “We will continue to be of service and look forward to ways we can continue to contribute.”

CAP delivered the vaccines and related supplies in its role as the U.S. Air Force auxiliary, part of the Air Force program to support civil authorities to save lives, relieve suffering, prevent property damage and provide humanitarian assistance. In addition to the aircrew, other South Dakota Wing members assist with mission planning and logistical support.

“These South Dakota Wing members exemplify the community-minded spirit and professional-level preparedness of all Civil Air Patrol volunteers,” said Brig. Gen. Ed Phelka, CAP’s national vice commander. “This vaccine transport mission is yet another example of how CAP members step up to serve their communities, their states, and the nation.”

“Thanks to the robust support of CAP National Headquarters and 1st Air Force, we are well on our way to providing a much-needed service to the people of South Dakota,” said Lt. Col. Todd Epp, mission incident commander for the December delivery flights. “We are happy to partner with Gov. Kristi Noem and the Department of Health in their efforts to keep South Dakotans safe from the coronavirus.” 🇺🇸



Vaccine delivery aircrew members (l-r) Lt. Col. Jeremy Langrock, Maj. Karla West, and Capt. Matt Meert

Unit Citation Received for 2019 Successes



Col. Joh O'Neill, North Central Region Commander, CAP, presents the unit citation in an online ceremony.

South Dakota Wing received a rare award for excellence, the Civil Air Patrol Unit Citation Award, given by CAP’s the organization’s national headquarters and recognizing unprecedented growth and accomplishments during 2019.

In the online presentation ceremony, CAP North Central Region Commander, Col. John O’Neill, praised South Dakota CAP members. He noted that the award is so rare that he has never seen one presented.

“You very clearly earned this award in 2019, but you haven’t stopped,” he said. “2020 has been a crazy year, and you in South Dakota Wing have stepped to the forefront, still, and continued this tradition.”

The citation listed several notable accomplishments, including a membership increase in squadrons in the Wing, the first wing to use sUAS (drones) in a real mission and development of training standards for the use of sUAVs, Aerospace Education camps in rural and underserved communities, and a variety of missing persons and disaster relief missions In the last several days. 🇺🇸



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SD CAP Wind Tunnel Boosts AE

Maj. John Spangler, AEO Rushmore Composite Squadron, in concert with Maj. Tim Modde, SD Wing AE officer, and new member Tom Fritz, a retired Lt. Col USAF, constructed a wind tunnel in support of SD Wing Aerospace Education activities.

The tunnel is 9 feet long, 2 and ½ feet high, and 14 inches wide. Ten interchangeable airfoil sections can be used to explore changing aerodynamic function under variable conditions of airspeed and angle of attack. Lt. Col. Fritz designed and manufactured a smoke generating system and “smoke rake” to demonstrate airflow patterns and to explore the stall characteristics of each airfoil.

Donations of about \$1,000 were used to fund the project and there was no cost to Civil Air Patrol’s regular budgets. Approximately 200 man-hours were necessary to produce this teaching aid.

The wind tunnel equipment is portable and is available to all squadrons to broaden exposure to aerodynamics. When COVID restrictions allow, the creators of the wing tunnel hope to take it on tour of CAP units across South Dakota.

Later in the year, the wind tunnel was demonstrated at the South Dakota Wing Conference, the North Central Region Conference and at multiple external Aerospace Education events. 🇺🇸



Maj. John Spangler, Maj. Tim Modde, and new member Tom Fritz, retired Lt. Col USAF, constructed this wind tunnel in support of SD Wing Aerospace Education activities.

Legislative Day Tells SDWG’s Story

Several leaders of South Dakota Wing gathered in Pierre on February 17th for the wing’s annual legislative day. In an ordinary year, the legislative day sees a show of force by SDWG, with as many members present as possible. Due to the COVID pandemic, the event was scaled back this year.

“The goal for the day was to meet with all the agencies CAP works with and remind everyone of our capabilities and what our volunteer organization can do to help,” said Col. Gengler, SDWG commander.

The day included a meeting with the SD Department of Health, for which SDWG has flown high-profile COVID vaccine distribution flights; as well as the Governor’s office; all four legislative caucuses (House and Senate, both parties); and the secretaries or directors of Education, Public Safety, Emergency Management, Game Fish and Parks, and Military and Veteran’s Affairs.

“We were able to showcase our successes and reiterate continued support for the Civil Air Patrol across the state,” Gengler added.

The SDWG legislative day was part of an intensive national effort in which CAP leaders make contact with elected representatives and agencies across the country.

In addition to the commander, Col. Mike Beason, Lt. Col. Myra Christensen, Lt. Col. Howard Steiner, Lt. Col. Loyd Tracy, and Maj. Karla West participated. 🇺🇸



SD Department of Health meeting (l-r) Tim Heath, immunization program manager for SDDOH; Justin Williams, general counsel for SDDOH; Lt. Col. Loyd Tracy; Kim Malsam Rysdon, secretary of SDDOH; Col. Nick Gengler; Maj. Karla West, & Lt. Col. Myra Christensen



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Mission Receives “Find” Award

South Dakota Wing, Civil Air Patrol, joined the search for the 74-year-old man who was missing overnight in the Bristol, S.D. area.

A mission staff, three aircraft and a ground team were assembled as part of CAP’s response to assist local authorities in the search. The missing man was found in good condition, and other than needing to get warmed up, did not need medical care.

The Air Force Rescue Coordination Center awarded South Dakota Wing personnel participating in the mission one save ribbon for this mission.

South Dakota Wing worked in close partnership with the Day County Sheriff’s Office and the S.D. Department of Emergency Management. 🇺🇸

Dougherty Family Thanks SDWG

The family of Amy Dougherty has thanked South Dakota Wing members for their efforts to find her. Dougherty disappeared in December after she left for work, driving in blizzard conditions from Andover to Bristol. Her body was found on January



The area where Amy Dougherty’s body was found, seen from a South Dakota Wing search aircraft.

29 by divers in a lake bordering the road Dougherty drove to work.

“The family has been extremely grateful for the efforts of CAP over the past

five weeks,” said Chaplain Gary Rae, Lt. Col., CAP, “Many people were involved go unnamed, and so it is really addressed to the entire Wing. Your responding to every call or missing person has a profound and lasting gratitude from family members that cannot be expressed in words.”

South Dakota Wing flew search sorties over the area and CAP’s national cell phone forensics team also provided a probability area for further searching.

“I think what we did on this mission (and what we do) exemplifies our core values,” said Lt. Col. Todd Epp, incident commander for the sorties. “Respect. Volunteer Service. Excellence. Integrity. I had no problems as IC getting people—over the Christmas holiday—to volunteer to help on Amy’s search. That speaks volumes to me. We are a force for good.” 🇺🇸



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SDWG Teams Excel in CyberPatriot

The South Dakota Wing CyberPatriot XIII teams performed admirably in their final rounds of competition.

CyberPatriot is a national youth cyber education program created by the Air Force Association to help direct students toward careers in cybersecurity or other science, technology, engineering, and mathematics disciplines and features the annual National Youth Cyber Defense Competition which challenges teams of high school and middle school students to find and fix cybersecurity vulnerabilities in virtual operating systems. Using a proprietary competition system, teams are scored on how secure they make the system. See the squadron reports below for details.



Sioux Falls Composite Squadron received the 1st Place State Award, the 1st Place Tier Award, and Gold Tier. Big Sioux Composite Squadron brought home the 2nd Place State Award, 2nd Place Tier Award, and was also Gold Tier. 🏆

CAP Recognized With Spirit of Volunteerism Award

Civil Air Patrol (CAP) was recognized by the Helpline Center of Sioux Falls and Rapid City as a recipient of its annual Spirit of Volunteerism awards. The awards recognize individuals, groups, and businesses that gave of their time and talent to care for communities across South Dakota. The awards were presented during National Volunteer Week, April 18-24.

“Civil Air Patrol is one of the premier national volunteer service organizations,” said Col. Nick Gengler, CAP commander in South Dakota. “In South Dakota, our members devote countless hours to the missions that Congress gave us when CAP was chartered 80 years ago.”

Part of the justification for the award was South Dakota Wing’s November delivery of COVID-19 vaccines and supplies to rural hospitals, among the first COVID-19 vaccine delivery flights by CAP nationally. CAP was one of over 200 Spirit of Volunteerism award recipients this year. It was recognized in a video released by the Helpline Center on Tuesday (April 20) on its website at helplinecenter.org/sva.

“This event is something we look forward to each year,” said Susie Ryks, volunteer services director for the Helpline Center. “It was important for us to recognize the ways individuals and groups who have stepped up during the pandemic.” 🏆



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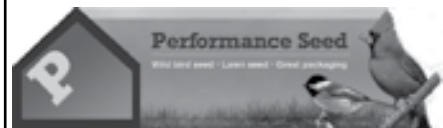
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Civil Air Patrol Aircrew finds BH fire

A South Dakota Wing aircrew on a routine training flight found a flair-up of a fire in the Black Hills on March 31 which fire crews had extinguished two days earlier.

The South Dakota Wing aircrew, consisting of Col. Mike Beason, CAP, Lt. Col Craig Goodrich, CAP, of Rapid City and MSgt. Chris Banks, CAP, of Ellsworth Air Force Base, had been conducting proficiency flying in the area.

“We were on a training flight and saw some smoke away from the known fires near Rapid City and Mount Rushmore, so we decided to check it out,” said Beason. “When we saw no one near it, we reported it to Custer County.”

The aircrew found a fresh outbreak of the blaze known as the “Bobcat Fire,” on state land just north of the Medicine Mountain Scout Ranch in western Pennington County. The fire had been listed as contained two days earlier. At least three “brush truck” fire trucks were reported to be back at the scene evening after CAP reported the reignited fire.

“They were extremely thankful we reported it,” said Beason. 🇺🇸



Black Hills fire. Photo by Col. Mike Beason

CAP Assists SDANG F-16 Training



South Dakota Air National Guard 114th Fighter Wing F16, seen from a South Dakota Wing aircraft.

South Dakota Wing, Civil Air Patrol, played a crucial part in South Dakota Air National Guard 114th Fighter Wing aerial intercept training May 12 and 13 by playing the role of adversary aircraft flying in restricted air space.

“The benefit of working with Civil Air Patrol, or CAP, is having a professional group of pilots that know and understand what we require, and what to expect. They have been very supportive of our exercises,” said Maj. Casey Minor, 175th Fighter Squadron Training Officer.

The training helped the Air Guard be ready for the possible real-world need to intercept aircraft having emergencies, violations of Temporary Flight Restriction areas, and other aerial targets.

“Our CAP pilots enjoy supporting the Air Guard with these training flights,” said Col. Nick Gengler, commander of CAP in South Dakota, known as South Dakota Wing. “F-16s fly fast, and our CAP planes fly slow by comparison. Intercepting and following a civilian target means that the jets need to fly a lot slower than usual. CAP is happy to help the guard pilots as they train for safe and effective intercepts.” 🇺🇸

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South Dakota Wing Rated “Effective”

U.S. Air Force and Civil Air Patrol (CAP) National Headquarters gave South Dakota Wing an "Effective" evaluation at the completion of its latest inspection April 9.



Compliance inspections every four years ensure that CAP state organizations are using the resources wisely that the taxpayers and the USAF have entrusted to CAP, including over \$2 million invested in aircraft, vans, radios, and other equipment.

“South Dakota Wing works hard to comply with the expectations of the Air Force and our own national headquarters,” said Col. Nick Gengler, South Dakota Wing commander. “This highly successful outside inspection validates the wing’s readiness for important missions like air and ground search, airborne photography and disaster relief.”

The “effective” rating achieved by South Dakota Wing is the highest evaluation possible.

“South Dakota Wing has just come through a very tough inspection from the USAF and HQ Civil Air Patrol with virtual ‘flying colors,’” said CAP Col. Mike Beason, who coordinated the wing’s preparation for the inspection. “I’m proud of what the staff has done to show the inspectors we know what we are doing here in South Dakota.” 🇺🇸

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Civil Air Patrol in South Dakota Recognizes Excellence

Civil Air Patrol's South Dakota Wing has recognized its Lincoln County Composite Squadron as Squadron of Merit for 2020. The award was announced June 12 at the annual wing conference in Mitchell.

"The Squadron of Merit recognizes the top performing Squadron in the Wing," said Col. Nick Gengler, South Dakota Wing Commander. "Lincoln County Composite Squadron was just formed 2 years ago and since then has shown great strength in growth, scholastic achievement, and has hosted a variety of events for their cadets. I am very proud of the Lincoln County Composite Squadron and look forward to their future growth."

Also during the awards ceremony, Capt. Donald Weiand, of Custer was named Senior Member of the Year. Weiand, a retired active-duty military officer, is commander of Crazy Horse Composite Squadron and serves in a variety of state and local roles in CAP.

1st Lt. Kyle Clement received the award of Cadet of the Year for 2020, recognizing excellence among CAP's youth members, known as cadets. Clement became an adult CAP membership earlier this year and attends South Dakota State University.

The Senior Member of the Year award recognizes a member age 21+ years, who stands out throughout the year," said Gengler. "We have so many great volunteers it is sometimes hard to distinguish one above the other. Capt. Weiand has strengthened the Crazy Horse Composite Squadron's community ties in promoting Civil Air Patrol, while increasing fundraising opportunities, involving the unit with local community activities, and keeping the unit active during the pandemic this last year. Capt. Weiand is a credit to himself and the Civil Air Patrol.

"1st Lt. Kyle Clement was in our cadet program up until he turned 21 this last year," Gengler continued. "As a cadet, 1st Lt. Clement achieved the Eaker Award, the 2nd highest scholastic achievement in the cadet program. He has been very active in our emergency services program training in search and rescue. He has done an outstanding job mentoring those around him. 1st Lt. Clement is some the cadets look up to."

Presentation of staff leadership awards included both wing- and region-level awards:

Region and Wing Professional Development Officer of the Year - Col. Mary Donley of Sioux Falls, wing staff.

Ed Lewis Incident Staff Member of the Year – Lt. Col. Todd Epp of Harrisburg, wing staff.

Region and Wing Property Management Officer of the Year, Jerome Foy of Sioux Falls, Lincoln County Composite Squadron.

Region and Wing Lt. Col. T. Keith Riddle Aircrew Member of the Year - Jeremy Langrock of Sioux Falls, wing staff.

Region and Wing Maj. Gen. Jeanne M. Holm Aerospace Education Officer of the Year – Maj. John Spangler of Rapid City, Rushmore Composite Squadron.

Region and Wing Col. David Kantor Operations Staff Officer of the Year Award - Richard Rezac of Highmore, Miller Flight.

Region and Wing Col. Bud Payton PAO of the Year – Maj. Karla West of Brandon, wing staff.

"The huge number of awards won by our South Dakota Wing Members at the region level demonstrate the great continuing commitment so many members of the SD Wing have towards excellence and professionalism," Lt. Col. Craig Goodrich, South Dakota Wing vice commander said. "We are one of the smallest wings in the region, yet we have some of the most committed members around. Our common



Col. Nick Gengler, immediate past South Dakota Wing commander.



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Wing-level staff award recipients are entered in the seven-state CAP North Central Region competition, the winners of which are candidates for the national award, to be presented at CAP's national conference in August.

The Quality Unit Cadet Award was presented to Big Sioux Composite Squadron (Brookings), Crazy Horse Composite Squadron (Custer), Lookout Mountain Composite Squadron (Spearfish), Miller flight, Mitchell Composite Squadron, and Sioux Falls Composite Squadron.

Wing Commander's Commendations were announced for Justin Johnson of wing staff; Devin Griffin and Matthew Tracy of Rushmore Composite Squadron; Chancey Hall and Pandy Rezac of Miller Flight; Myra Christensen, Richard Helton, Marsha Sumpter and Lee Vaughn, of Pierre Composite Squadron; Merrilee Shultz of Sioux Falls Composite Squadron and E. W. Filler of Big Sioux Composite Squadron.

The annual conference offered Civil Air Patrol members from around the state a wide range of seminars and workshops about CAP's operational missions, youth program, aerospace education and organizational management. 🇺🇸



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Civil Air Patrol Encampment Closes Early

The Civil Air Patrol (CAP) youth program encampment in July concluded one day early after five participants tested positive for COVID-19. All five had been sleeping in the same dormitory “bay” as a cohort.

The five members, all under age 20, were tested by external medical professionals who confirmed the positive test results. The encampment’s COVID plan was executed fully, and the cadets who tested positive were immediately isolated and promptly returned to their families. Encampment activities were curtailed, and the activity concluded one day early.

“We are deeply concerned about the cadets who tested positive and will be following up with every attendee to monitor health status during the recommended quarantine period,” Col. Nick Gengler, commander of CAP’s South Dakota Wing, said at the time. “While this scenario is unfortunate, the outcome of the encampment represents a success because our COVID-19 contingency plan worked effectively by quickly identifying the potential cases, isolating the cadets and taking steps to prevent further spread of the virus.”

There were 155 youth and adult participants at the encampment at Camp Rapid in Rapid City. All attendees were required to declare that they had been fully vaccinated, had tested negative for COVID-19 three days before arrival, had self-quarantined for 14 days before arrival, or had a physician’s note indicating full recovery from a prior COVID-19 infection.

The annual Joint Dakota Encampment is sponsored by the Civil Air Patrol wings in North and South Dakota. As this year’s host, the South Dakota Wing organized and managed the event. The encampment teaches leadership and problem-solving skills to cadets as a key component of Civil Air Patrol’s cadet program. 🇺🇸





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South Dakota Wing Assists 114th Fighter Wing in Largescale Exercise

In one of its most intensive periods of flying in recent memory, Civil Air Patrol's South Dakota Wing flew nearly 75 hours in one week in August in support of a South Dakota Air National Guard national defense exercise.

The flying and planning included 23 volunteer CAP members from Sioux Falls, Brookings, Rapid City and Custer from Aug. 4-6. The exercise used five of South Dakota Wing's six single-engine aircraft to simulate adversary aircraft in a training scenario for F-16 fighter jets from the Air National Guard's 114th Fighter Wing in Sioux Falls.

South Dakota Wing and the Air National Guard planned for months to make sure the exercise was completed safely and mimicked real-world conditions, and that the substantial number of aircraft and aircrews were closely coordinated. The multiple-day, around-the-clock exercise tested the Air Guard's ability to defend designated airspace. Five CAP aircraft acted as adversaries as they flew into the airspace.

Maj. Gen. Jeffrey P. Marlette, South Dakota National Guard adjutant general, flew a sortie Thursday with a CAP aircrew as part of the training. Marlette flew with Civil Air Patrol so he could view an engagement with the F-16s from the target aircraft's perspective.

"It was great," Marlette said. "It's impressive to see CAP's willingness to be incorporated into an exercise with us like this. It creates some great training for them and for us."

CAP aircraft from Sioux Falls, Rapid City, Brookings and Spearfish made over 30 flights as part of the Air Guard exercise. The CAP aircrews used precision in both navigation and timing in their role as adversary aircraft.

"We're pleased to provide Adj. Gen. Marlette with this opportunity to see his F-16s in action from a unique perspective," said Col. Nick Gengler, South Dakota Wing commander. "CAP in South Dakota has a long history of supporting Air National Guard training. This week's exercise is one of the most demanding roles we've played, supplying so many targets, both day and night, over multiple days.

"In addition to our primary role supporting South Dakota Air National Guard training, it's also an excellent training activity for our own aircrews," Gengler said. 🇺🇸



Major General Jeffrey P. Marlette, South Dakota Adjutant General, (l) and Lt. Col. Justin Johnson, CAP pilot. Photo by Karla West

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South Dakota CAP holds Aerospace Education Day at Philip Airport

Twenty Civil Air Patrol (CAP) members attended a Aerospace Education Day at the Philip, SD, Airport. Attendees came from Rapid City, Spearfish, Custer, Philip, Pierre and Sioux Falls.

Aerospace Education is one of three primary program areas of CAP, along with operational missions for local, state, tribal and federal agencies, as well as its youth program, known as the Cadet Program.



Maj. Tim Modde, director of Aerospace Education for South Dakota Wing expressed appreciation to the City of Philip for allowing this annual event at the airport for the last several years.

“The ability to conduct all the day’s events on the airport grounds increases the number of activities our cadets can participate in during the limited time we have together,” Modde said. “It’s truly a unique opportunity, one that would not be possible at larger airports around the state.”

Two CAP aircraft, piloted by Lt. Col. Buck Deweese and Lt. Col. Myra Christensen, flew in from Spearfish and Pierre, respectively, and provided nine orientation flights for cadets. Each CAP

cadet is eligible to have five orientation rides, including an increasing level of cadet participation in cockpit duties. In addition to aircraft flights, cadets engaged in activities involving Unmanned Aircraft Systems (drones), operation of model aircraft, construction of multi-stage model rockets (although dry conditions prevented launching), and experimentation with the new wind tunnel and wing tester of South Dakota Wing, CAP. Certified UAS CAP pilots, Col. Mike Beason and Capt.



Donny Weiland, demonstrated the capabilities of drones in Search and Rescue Operations. South Dakota Wing was the first CAP state organization in the nation to use unmanned aircraft in an actual Search and Rescue Operation.

The event, usually held over the weekend, was reduced to a single day to lower the risk of possible COVID-19 exposure. Condensing events to a single day provided the cadets the opportunity to inundate themselves in aviation-related activities, while building a camaraderie with cadets from other CAP squadrons. 🇺🇸



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Wing Staff Earns National Awards

South Dakota Wing's Col. Mary Donley and Lt. Col. Mark Huntington have received awards from outgoing CAP national commander Maj. Gen. Mark Smith.

As one of General Smith's last official actions before leaving office last month, he approved a number of awards in recognition of outstanding service by members serving on the National Staff, as a part of special working groups/projects, and special activities.

Col. Donley received two national Commander's Commendations, one for serving as a staff member for the 2020 National Staff College and one for her work on CAP's Volunteer University online educational platform.

Lt. Col. Huntington received an Exceptional Service Award for his work on CAP's National Health Services/COVID working group.

The awards were announced to region and wing commanders by Susie Parker, National Headquarters director of personnel and member actions. Award elements have been sent to the individual members.



Television Personalities Fly with CAP

KELOLAND Living's Ashley Thompson and Brittany Kaye took flight in a CAP Cessna 182 with Lt. Col. Justin Johnson on Wednesday, September 22, 2021. KELO Television, a CBS network affiliate, has four transmitters across South Dakota and covers most of the population of the state. The TV personalities talked about their flight and about South Dakota Wing on their afternoon broadcast.

Lincoln County Composite Squadron received a grant from Avera Tradition of Caring for advertising on KELOLAND TV in 2020. The media flight arrangements were made due to the grant.



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S.D. Wing Assists NORAD Wind Farm Radar Impact Study

South Dakota Wing conducted nine flights Aug. 30-Sept. 1 in support of the North American Aerospace Defense Command's 2021 Field Test and Evaluation radar coverage study in proximity to wind turbines.

CAP's flights allowed NORAD to assess whether wind turbine interference limited radar coverage of small aircraft.

The South Dakota Wing aircrews conducted multiple flight patterns at varying altitudes in the vicinity of wind farms in South Dakota and Minnesota supporting NORAD's Homeland Defense mission.

"Civil Air Patrol plays a vital role in all of our mission sets, from training our alert aircraft to natural disaster recovery assistance; they are a valued member of the Continental U.S. NORAD Region-1st Air Force (Air Forces Northern) team," said Brig. Gen. William Betts, vice commander, 1st Air Force, Air Forces Northern. "With their [South Dakota Wing's] assistance, NORAD was able to complete field testing ahead of schedule by one week."

The wing performed a radar coverage study in proximity to wind turbine farms for NORAD at the request of CAP's National Operations Center at Maxwell Air Force Base, Alabama.

"We came up with a plan to fly approximately 100 hours in support of the NORAD mission," said Lt. Col. Craig Goodrich, incident commander for the mission and South Dakota Wing vice commander. "We're glad we could be of service supporting NORAD."

"We are a go-to resource for local, state, tribal and federal agencies needing aircraft, ground teams and small search drone operational support," said Lt. Col. Jeremy Langrock, South Dakota Wing director of operations. "We're trained in air-to-ground visual searching, airborne damage assessment photography and ground operations." 🇺🇸



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College Class Learns from SD Wing Wind Tunnel

Maj. John Spangler demonstrated the SDWG Wind Tunnel to a class at the South Dakota School of Technology on October 8. The class was EE457, Avionics Systems. Spangler is assistant director of Aerospace Education for the wing.

The School of Mines public relations office attended the presentation and highlighted his presentation on their website. (Photo by School of Mines and used with permission).

Within a few days, the post had reached over 10,000 people across the various School of Mines social media platforms, according to Mike Ray, SDSM&T communications manager. The national CAP social media accounts also shared it on their platforms which boosted the reach nationwide. 🇺🇸

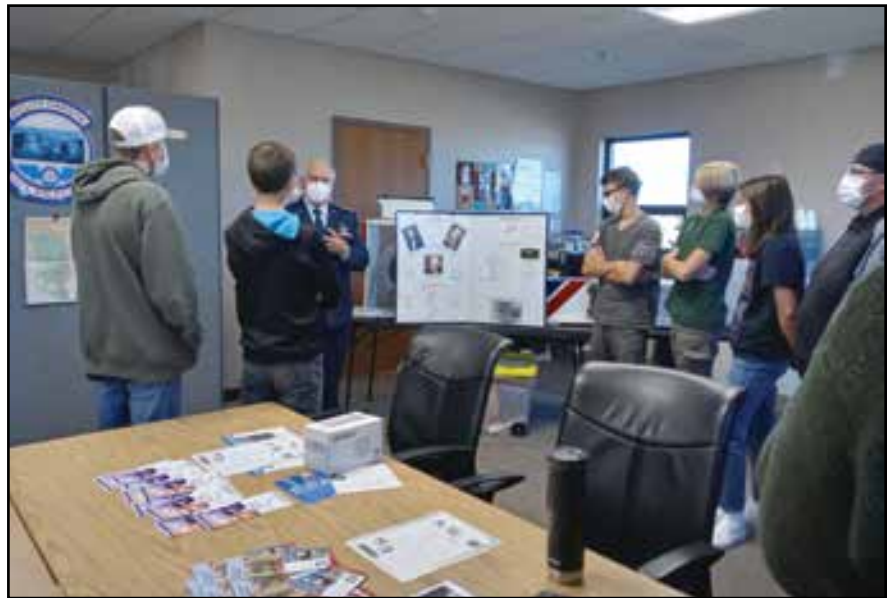


High School Visits SDWG HQ

Rapid City Christian High School visited South Dakota Wing Headquarters on October 27. It was the school's Enrichment Day and students visited Rapid City Regional Airport, where the Civil Air Patrol state headquarters office is located.

Maj. John Spangler briefed the students about the opportunities that CAP has to offer in its youth program, called the CAP Cadet Program. He also gave them an eye-opening demonstration of the wing's Aerospace Education wing tunnel. Lt. Col. Loyd Tracey also talked with them about membership and career opportunities.

Several took information about CAP membership and said they would consider getting more information about joining. 🇺🇸



Maj. John Spangler briefs students from Rapid City Christian High School about the opportunities that CAP has to offer in its youth program, called the CAP Cadet Program.

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CAP Inventory Affirms Stewardship of Governmental Assets



Capt. Tyler Gross (l) and SM Malissa Lindell of CAP's Big Sioux Composite Squadron enter confirmed property data in CAP's national inventory database.



Capt. Jon Becker (l) and Lt. Col. Myra Christensen of CAP's Pierre Composite Squadron check serial numbers to confirm property in the squadron's possession.

South Dakota Wing, Civil Air Patrol, completed its annual inventory of all CAP property in November, with no discrepancies. The survey audit is performed each year to ensure that property supplied by federal and state funds is accounted for and managed wisely.

“Civil Air Patrol holds in trust property received or funded from governmental and private sources and it must be accounted for and used properly,” said Col. Nick Gengler, CAP’s South Dakota Wing commander at the time. “Of course, there are many legal restrictions and conditions for its care and use, but even more important is CAP’s obligation as public servants to be scrupulous in caring for the property and funds provided to us.”

South Dakota Wing manages property funded from federal and state sources valued at over \$2.5 million to support its operational missions, youth program and aerospace education program.

At the beginning of each fiscal year, CAP units across the country verify the condition, location and requirement for retention of all property, tracked in CAP’s national Operational Resource Management System database. Inventories are complete when all individual items have been revalidated and the conditions and locations of all items have been verified. Any lost, damaged, destroyed or misappropriated items must be investigated via a formal process prescribed in CAP regulations. In South Dakota Wing, however, no missing or damaged property was identified, making this year’s inventory 100% successful.

“In every CAP unit across the state, members double checked their inventory records to ensure that nothing is missing and that all equipment is in serviceable condition,” said Maj. Jonathan Owen, director of logistics for South Dakota Wing. “The survey audit includes our aircraft and vehicles, of course, but also a wide range of other communications gear, supplies and equipment assigned to the wing or purchased with governmental funds.”



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Marek Assumes Command of South Dakota Wing, CAP

Civil Air Patrol North Central Region Commander Col. John O'Neill named Michael Marek, of Vermillion, as the next state commander of Civil Air Patrol (CAP) in South Dakota in late 2021. Marek succeeded Col. Nick Gengler. A change of command ceremony, including Marek's promotion to CAP colonel, was held December 1, the 80th anniversary of the founding of CAP.

"I have full confidence that Col. Marek has the skills and experience needed to command South Dakota Wing," said O'Neill. "He is the right person at the right time."

"I have worked with Col. Marek for a number of years," said Gengler. "His experience in Public Affairs and Communications will continue to lead the SD Wing Civil Air Patrol in the right direction by both getting our name out and improving our radio training and structure. I have no doubt Col. Marek will lead with our members admirably."

Marek joined Civil Air Patrol in 1984 and has held a series of progressively more responsible staff positions, including many at the wing (state) level, as well as region and national CAP staff positions.

"Thank you to Col. O'Neill for giving me this opportunity to give back to South Dakota Wing and to Col. Gengler for his outstanding service," said Marek. "I hope my background and experience, both in and outside of CAP, will bring things to the table that benefit the wing."

For his work on the national headquarters staff, the commander-select received two highly prestigious CAP Distinguished Service Awards, has master ratings in communications and public affairs and served as the North Central Region Encampment Commander in 2009 as well as other encampment staff positions in other years.

In operational missions for the U.S. Air Force, Marek has CAP mission qualifications as high as operations section chief and wears senior observer and master ground team leader badges. He was public information officer for South Dakota Wing's December, 2020, COVID vaccine delivery missions, which gained national media attention. He has completed eight FEMA/ICS/IS courses and designed national-level training exercises.

Marek holds an earned doctorate in educational administration, a masters in mass communication and a bachelor's degree in communication. He is an emeritus professor at Wayne State College, Wayne, Nebraska. He met his wife, Charlotte, in an online discussion group about Star Trek. 🇺🇸





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The CAP Chain of Command: It's probably not what you think

Col. Michael Marek, Commander, SD Wing

Many people misunderstand what it means to be commander in a military-style organization, like Civil Air Patrol. It's not the Hollywood version of the commander makes all the decisions and when the commander says "Jump" everybody else says "how high."

Particularly in CAP, the chain of command is not supposed to be a "top down" structure. The commander should rarely give an order or make a decision without solid advice from appropriate members of the staff and other stakeholders. Civil Air Patrol, when it works best, uses a staff-driven decision-making structure.

In this structure, staff members are the "subject matter experts" whereas the commander is, by definition, a generalist. A generalist has broad understanding of the range of the things that happen in his or her command, but likely not the depth of knowledge of the subject matter experts. The commander also has responsibilities both up and down the chain of command. In Civil Air Patrol, the wing commander is middle-level management.

Certainly, the commander may identify an issue and direct that it needs to be addressed. But the commander should not just go ahead and issue an order. Rather, the commander refers the problem to the appropriate subject matter experts on the staff to review it and consider how to address it. Given one or more potential solutions recommended by the staff, the commander reviews the recommendations in light of the broader scope in which the commander works, taking into account those responsibilities both up and down the chain of command.

But even more often, it may be the staff members who first identify an issue within the scope of their responsibility, based on their experience, and bring it to the attention of the commander. Again, the commander reviews and validates the recommendations and makes the final call on how to proceed.

Part of the "staffing" of an issue means coordination across CAP directorates. Initially, all relevant staff members are kept informed, a process known as "situational awareness." As the staff member with the primary responsibility for "staffing" the issue, develop proposed solutions, all of the other relevant directorates have the opportunity to comment from their own perspective, before final recommendations go to the commander.

Two Lines of Authority

It took me a long time to understand that CAP, and all military units, actually have two lines of authority that they function within.

The program management line is not really about command decisions, but rather about how things get done in compliance with regulations and other policy. In Public Affairs, for example, the South Dakota Wing Public Affairs program is overseen by the North Central Region PAO, who interactively mentors, gives advice, and sometimes directs how something needs to be done. The NCR PAO is overseen by CAPNHQ/PA (MAC), which also interactively mentors, gives advice, and sometimes directs how something needs to be done. CAPNHQ/MAC serves as leadership staff for the national commander.

The CAP regulations in each directorate give the basic requirements about what needs to be done, but the program management chain interprets the requirements and determines how to accomplish them, as a practical matter.

The second chain of command is the operational mission structure. AFRCC, or another agency, informs CAP's National Operations Center (NOC) about a needed mission and the NOC alerts the appropriate wing. But the NOC does not simply call the commander. The NOC calls names on the wing's alert roster. Whoever takes the call is responsible for referring it to an Incident Commander. The IC then organizes a mission staff and alerts aircrews and ground teams.

The key factor here, that some do not understand, is that each of the IC's staff members functions as

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directed by training from their program management structure, as well as from the specific CAP training task guides for their operational position.

A Finance/Admin Section Chief cannot violate CAP's finance regulations, as interpreted and directed through program management channels. The FASC task guides are on top of CAP's program management structure.

CAP's radio communications regulations have many rules about frequency and channel use, as well as radio operating procedures. The IC cannot overrule these regulatory requirements, just because it is an operational mission. We call it "emergency services," but doing what we train to do is not an emergency that justifies breaking the rules.

So, just as AFRCC or some other local, state, tribal or national agency, is the "customer" for our operational mission, the IC is the "customer" for the rest of the mission personnel. The IC sets the objectives and requirements and the staff and tactical forces meet those objectives, within the scope of their program management and operational training.

But you might say, "but the wing commander is THE COMMANDER. How can the commander not be the boss?"

The wing commander does oversee operations and mission readiness. Although the position of the wing commander is not within the direct line of authority in a given mission, the commander oversees it by virtue of authorizing members to train and become qualified as IC and other mission positions.

Of course, the commander will likely have mission qualifications and may be among the mission personnel, particularly on a big mission, but that is a different role, wearing a different "hat" than wing commander duties.

I first heard this explanation of the dual lines of authority from a North Central Liaison Region commander at the NCR conference several years ago. I have never seen it addressed in CAP regulations or training. But the fact remains that a staff-driven command structure and dual lines of authority is how military organizations, including CAP, are supposed to work. 🇺🇸

DECEMBER

South Dakota Wing Mourns Col. David Small Jr.

Former South Dakota Wing Commander Col. David Small Jr., of Piedmont, died December 2 after hospitalization in Utah.

"Our program flourished under his leadership and enthusiasm," said CAP Lt. Col. Rodney "BUCK" DeWeese, commander of Lookout Mountain Composite Squadron, Spearfish. "I have never seen such patience and mentoring skills with all the cadets and Seniors. He was an icon in CAP and life in general."

Small served as South Dakota Wing Commander from June 2016 to May 2020. He had previously served as wing chief of staff, Lookout Mountain Composite Squadron commander, and multiple other wing and squadron staff positions. He held CAP's highest professional development award, the Gill Robb Wilson Award, and was an incident commander for CAP's operational missions.

He and his family had been in Utah for a Thanksgiving gathering. They held a private service there, and Small's body was cremated according to his wishes.

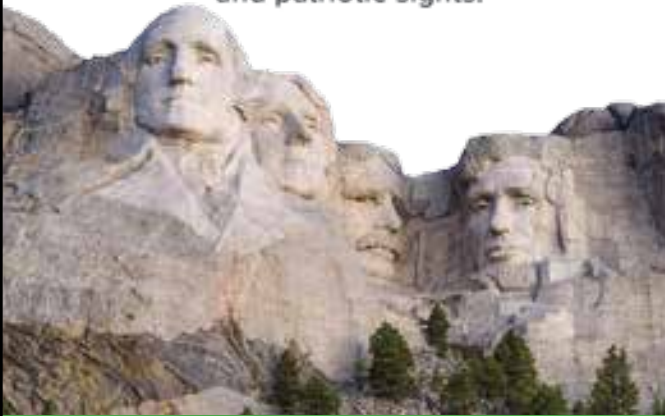
"CAP is planning to honor David in a way that will keep his memory alive," said Col. Michael Marek, South Dakota Wing commander. 🇺🇸





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History of the B-1 Bomber

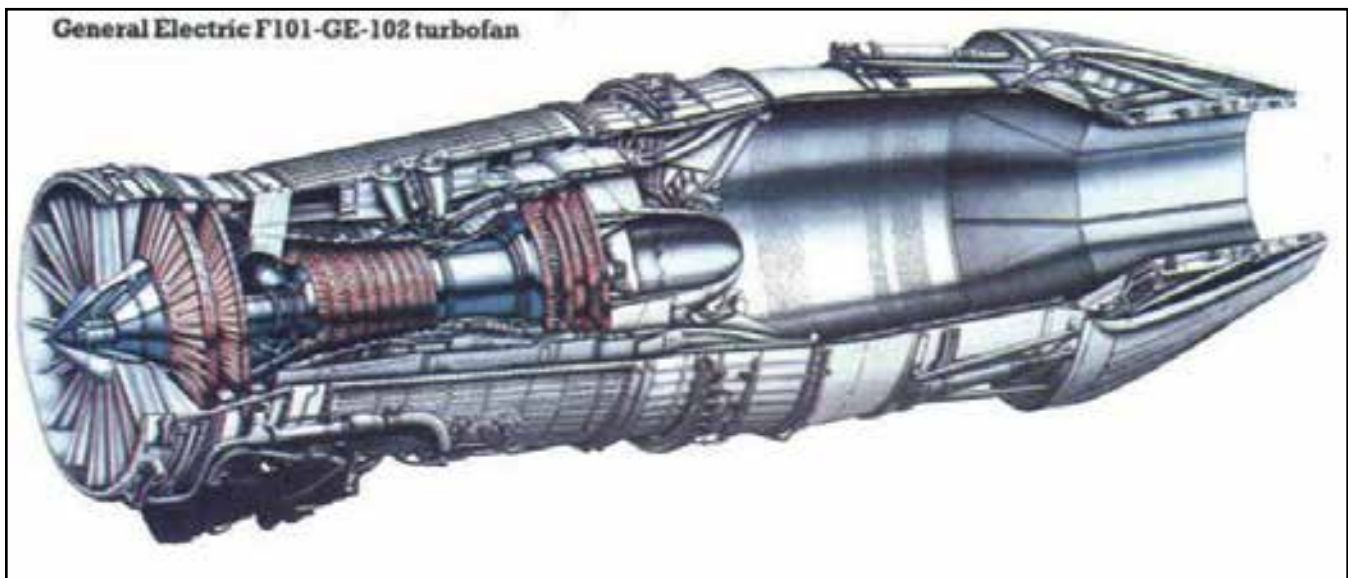
By Lt. Col. Craig Goodrich, South Dakota Wing Chief of Staff

I've been able to correspond a little bit with a sharp 91-year-old gentleman, Jim Nelson about the history of the B-1 "Bone", also known as the Lancer. I'm writing this article to share a bit of the history of the B-1 with you. Enjoy.

Jim was Deputy for Propulsion at the Engine Systems Program Office (SPO) from '80 thru '84. At that time, the SPO was in AF Systems Command, Aeronautical Systems Division (at Wright-Patterson) and he worked directly with the B-1 and its engine development. He ran the Propulsion SPO, just as President Reagan began the DOD recovery, and was responsible for the engines for the B-1, F-15, F-16, KC-135 upgrade, C-5 upgrade, B-2 (then a black program), TF-34, Component Improvement Program (all engines), etc.

He worked under a \$15 billion contract in '83/'84 that they called "The Great Engine War". It was formally known as the "Fighter Engine Competition" (FEC) which was a competition between the Pratt and Whitney (PW) F100 and the General Electric (GE) F101. The F100 was the engine for both F-15 and F-16 and had what he called, "major 'ility problems" (maintainability, reliability, safety, etc.).

When he took over the program, the F100 was becoming so expensive, it was affecting the USAF's ability to support all fielded engines. When he was hired, his boss told him he wanted a competitor and wanted a program to back up the fighter engines. They ran the FEC with Pratt providing the F100-220 with Digital engine controls and many other improvements they had under test, and the competitor F110 from GE, which included the F101 core (high pressure compressor, burner, high-pressure turbine) and a redesigned, fan, fan turbine, augments, and nozzle group that fit the F-15 and F-16 aircraft. They had a common engine bay, so either aircraft could accept either engine. The result was two new very good engines which have powered F-16 first, then F-15.



After he retired in July '84, GE called him and recollected that his SPO evaluation had dinged them on their quality program. It was a good program; they just weren't following it consistently...they said they now agreed and asked if he would consider coming to GE to run their quality program. So, he worked with the ASD Legal Office and structured a program where he ran the GE quality program for 10 years. He instituted GE's Continuing Improvement Program to establish quality as number one priority. It took 4

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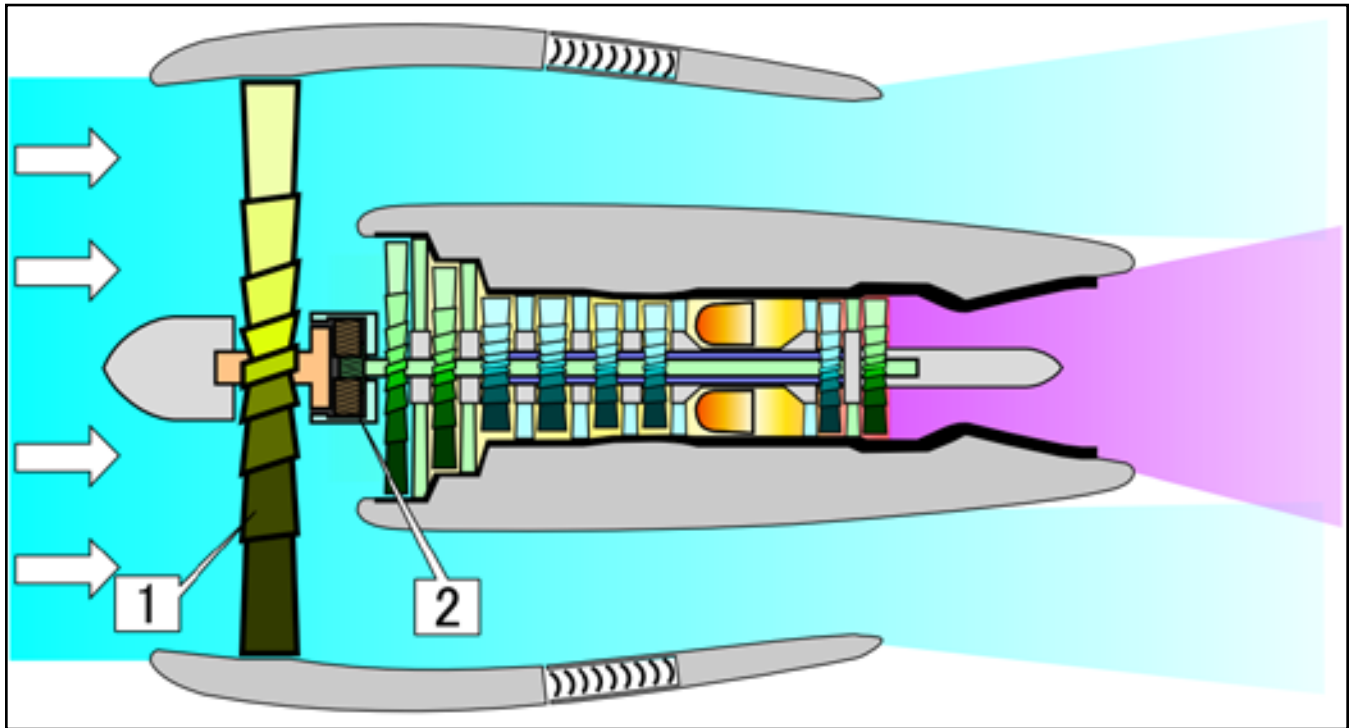
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years, but they got their USAF quality rating moved from *unacceptable* to *all green*, and it applied to all programs at GE Aircraft Engines, both military and commercial.

Many operators don't realize that the F101 provided the baseline technology that let GE design the F110. Both are very successful military engines that have served us well over a long period. For you F101/B-1 fliers you might also know that the B-2 engine, and the current U-2 engines are un-augmented versions derived from the F101...they have different fans/fan turbines and FADECS (Full Authority Digital Engine Control System).

The resurrection and completion of the B-1 development program under President Reagan was a unique program where they were able to sell Congress on a major multi-year acquisition program. Before that, although there was a lot of talk about multiyear programs in that time period, very few came to fruition because if Congress approved/appropriated for a multi-year, they lost the ability to play around with the funding year to year. He helped GE complete the buildout in 4 years, and delivered 120 engines per year for the four years.

The USAF got those engines for about \$1.2 million each. We also got the F100's and F110's for the F-16/F-15 for about \$2.2million each as a result of the Fighter Engine Competition. Compare that with now. The USAF is trying to bring down the acquisition cost of F-35 engines to 10's of millions each. According to an article on medium.com, a single Air Force F-35A costs a whopping \$148 million, one Marine Corps F-35B costs an unbelievable \$251 million and a lone Navy F-35C costs a mind-boggling \$337 million. The engine cost for the PW F135 engine that powers the F-35 in 2013 dollars was about \$29 million apiece. But that engine has seen several problems, and the military is looking for better solutions, so who knows how much each engine will eventually cost.

The current competition that is set up to acquire new F-15's is under the contract they structured in 1983-4, and they are still requiring both Pratt and GE to sharpen their pencils to provide those engines at competitive costs today!!! I'll be interested to see what USAF gets 'em for!!!

Thanks to Jim Nelson for all the history and the majority of the narrative for this article.

Craig Goodrich 🇺🇸



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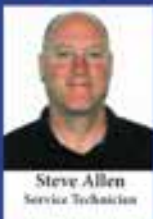
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