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The Coordinator's Desk

What a great break!! I hope everyone was able to spend a lot of time with family and friends over the last couple of months. December and the beginning of January, were slow as predicted, but as of the 17th of January, there had already been 3 incidents in the state. One of those was ours – See Page 4 for further.

Personally, I apologize for the cancellation of December and January trainings. I do not feel right asking persons to risk personal injury or property damage for training. Hopefully, our training on February 13th will be fruitful and well attended. This will be a good time to concentrate on certain skills and also train for the competition. Remember 2 PM. I cannot promise those that are coming to work on base ops will have a place inside – as the way we've done things in the past is changing.

Those wishing to compete on the BDSAR Competition team, please contact Greg Osborne. If you do not know how to contact him, please let me know and I'll make sure he gets that information.

The Competition is April 2, 2011 and I will be taking the names of those wishing to help, so let me know. There will also

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be an FTM & FTL re-cert on the following Sunday, so if you're certification is due in April, this will be the only time to re-cert.

On the next page, you will see some totals which were given to me at the latest VASARCo meeting in Richmond. Although we were first in total Mission Hours, we were 17th in total Training Hours. This is out of 22 teams. Given the number of missions we have each year, I would say this is pretty poor.

If I shoot for one goal this year, it is to make sure that we increase our Training Hours in 2011.

*The Best vitamin for a BDSAR member? **B1***

Be a member, not just a name on a roster!

Upcoming Training Events

Lisa Laughlin - Training Officer

- March - Land Nav Class with Rob Speiden
- April 2, 2011 - BDSAR 4th Annual Invitational
- April 3, 2011 - FTM & FTL Re-cert
- April 2011 - VASARCo SAR Conference
- May 13-15, 2011 - Rocky Knob SAREx
- Third Weekend of June, July, August, September - Backbone - Subject to change
- Sept 16-18 - SWVaMRG SAREx

The will to win means
nothing without the will
to prepare

2010 at a Glance

There were 77 missions in the Commonwealth in 2010. Of those (22) were Cadaver / evidence searches. The next highest number of searches were Not Otherwise Specified (NOS). These were missions that may have ended quickly or found by Law Enforcement. The third highest number was for Alzheimer and Dementia patients.

2010 was also the year for the first PLB search (Personal Locator Beacon) in Virginia. This was in Rockingham County and found by Law Enforcement before SAR could respond.

There were a total of 9001 mission hours at Virginia Incidents. Volunteers saved the Commonwealth \$188,390.93*. There were a total of 182,346 mission miles driven saving the Commonwealth an additional \$91,173.

Of those totals BDSAR contributed 1193 mission hours and 15,031 mission miles. For Mission Hours, we were first out of 22 teams, however; we were 17th in Training Hours. I feel that some of that would be higher if all training were reported. Hopefully by increasing our attendance, and also improving our reporting, we will move up the list considerably in 2011.

- The Value of a volunteer is established by the Virginia Office of Volunteerism at \$20.93 / hour.

Black Diamond Competition 2012

All

It's time to start ramping up for the competition, which should be larger and greater than last years. A couple of things - Mike and I are going to start trying to get our Sponsors from last year to be sponsors once again.

I have a feeling that BDSAR will just want to put in mixed teams as I'm not sure any 'local' team will have enough participants. That being said, if I could get a couple of persons - who would like to be team leaders, please let me know. Also, if you'd like to compete, send me an email as well, and I'll keep a list.

Some of the stations will change this year, and you will have some form of Leadership/team building station which will be interesting for all. I envision the knot tying, fire starting and sign line stations still being there, and hope that Bill Keith and Rob Speiden will get together to build an incredible clue awareness/ LKP station.

We may have to do multiple (duplicate) stations this year depending on the number of teams we have enrolled.

Last, we will be hosting a re-certification for FTM and FTL on Sunday. If you need to re-cert, please let me, or Lisa Laughlin know, so we can start planning for that.



A&L is now a fully authorized PMI and Petzl dealer and offers discounts on their full line of products to all Black Diamond SAR teams and members. Make sure to give Rob a call if you need anything for your personal or team gear.

Rob Blevins, owner

email: aloutfitters@comcast.net

Our latest callout VA-003-11- Bryan Saunders

BDSAR was called out on 17-Jan-2011 at 0348 AM. Billy Chrimes explained to me that two subjects had been 4 wheeling in a jeep on a snow covered road when they became stuck. A 4WD wrecker with chains attempted recovery the night before and became stuck as well. No wheeled vehicles could make it to the subject and BDSAR was tasked with going in and escorting the subjects to safety.

As I spoke with the US Forestry Service LEO, it was apparent that only a few persons would need to go in and make sure those persons had the right clothing on to walk out in snow that was approximately 6 - 12 inches deep. This is why most of you had not heard about the call-out until now.

I picked the phone up and started calling folks that were close and would be able to miss work. The first 3 I called could respond, so I didn't call anyone else.

At 0621 Nina Cipriani, Don Cipriani, Greg Osborne and I entered the woods via State Route 84. We met the subjects walking at 0840 and they were soaking wet from walking in the snow. The LEO had advised them to stay with the Jeep, they did not.

The male subject was wearing jeans (wet above the knees) and white sneakers. He was given dry pants and socks and he stood by the great fire that Greg started, and stayed warm.

The female subject was wearing pink sweatpants, tennis type socks and running shoes. She was much worse than the male subject as the sweatpants were completely wet and she could not feel her feet, or lower legs. Nina helped the subject change into warm/dry clothes and we began to warm her using hot hands, warm soup, and several blankets. The subject became much warmer and was ready to walk out within an hour and 20 minutes.

Both subject's feet were placed in trash bags before they were placed back into their shoes to keep the snow from affecting the dry clothes and both subjects walked out on their own. All six persons exited the woods at 1140 AM.

From Your Training Officer - Lisa

Warning! This training officer report may not be politically correct. Sometimes I think, in an effort to be politically correct, we lose sight of what needs to be said.

BDSAR was established to serve others by offering assistance and response capabilities in southwest Virginia. Like many other pursuits, search and rescue requires that training be ongoing. If an athlete showed up for a competition without preparation and training, we might question why, but we would easily understand a less than desirable outcome. In search and rescue, nonparticipation in training events has the potential to have ramifications, too. The personnel that represents BDSAR at incidents needs to be active in training activities.

We all have busy lives, filled with obligations, such as work, family, etc that limit how we can contribute. We may also have financial limitations. However, being a member of search and rescue team necessitates that we commit *some* time to advancing our knowledge, skills, and abilities in relevant SAR topics.

Individually, we need to reflect on why we joined BDSAR and the contribution we hoped to make and re-dedicate ourselves to that end. I urge you to email me at lyounglaughlin@gmail.com and let me know what type of training you would like to participate in. BDSAR is your organization and I am here as your training officer to meet those needs. I want to hear from you! Let me propose that we gather on the 2nd Sunday in March at 2 p.m. at Hungry Mother for a couple of hours and train together and enjoy the fellowship the BDSAR family has always had. *I ask that you make this a priority.* Whether you are new to BDSAR, haven't trained in awhile, joined and never trained, or live to train, I ask that you come and show your support for BDSAR, the training program, and your team mates.

Wilderness Survival and Outdoor Skills with Will Dotson and Roy Hutchinson is scheduled for Feb 19 and 20. I have seven people registered and need to have 10 in order for this class to "make." The skills taught will be relevant to the work we do in SAR. Please email me if you can attend.

Base training has been moved to Friday, Feb 18 at Hungry Mother. Rob Speiden's land navigation class will be held on March 5-6. Payment in full will be required to reserve your seat in this course. Due to the small class size, I will not be able to hold a seat just by an expression of interest. Refunds will be issued only if the course is cancelled. The itinerary is: Saturday 8am-12 pm- Land navigation for base/comms personnel- map reading exercises, planning, task writing, etc- \$20.

Saturday 1pm- 5pm- Back to basics map and compass skills- great for beginners and as a refresher for all- \$20.

Sunday 8am-12pm and 1pm -3pm- Intermediate skills with field exercises that build on Saturday afternoon's instruction- \$20.

The focus of this training will be to ensure everyone "gets it" and will allow time to practice skills so proficiency is developed. What to bring: Your compass, clothing appropriate for the weather, a lunch to eat in the field, and a willingness to have a good time. Rob will have UTM grids available for \$3.

To register, please send the session(s) you would like to attend and the appropriate fees to: Lisa Laughlin 1209 Ernest McMahan Road Sevierville, TN. 37862. Make your check payable to Rob Speiden. Fees will be refundable until Feb 10. A maximum of 15 participants can be accommodated on a first serve basis.

Mike Maggard and I will be traveling to Richmond for a 3-day seminar Feb 22, 23, and 24. The training event is called Wide Area Search and will outline the tactics used in incidents such as the Columbia Space Shuttle where a large search area was involved and contained many objects. I look forward to sharing what we learn with you.

Below is an exercise in map reading skills. I encourage you to give it a whirl.

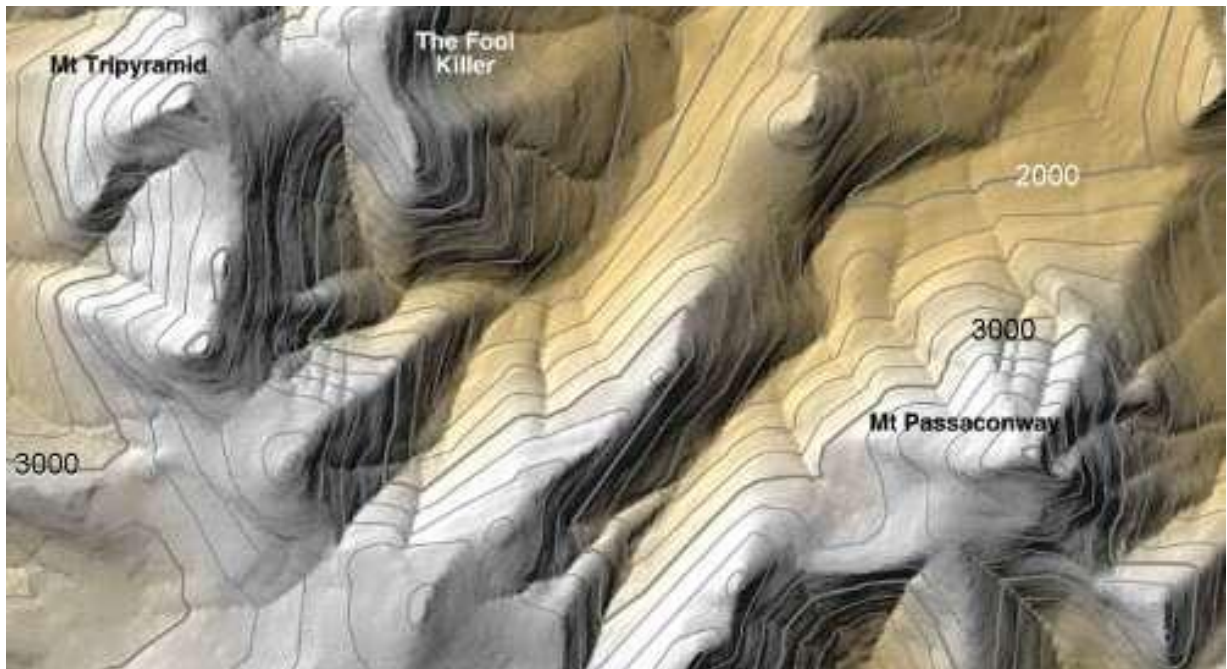
Please mark your calendar for the 2nd Sunday in March! I look forward to seeing you there. As always, email me with any questions.

A Topographic Map includes *contour lines* drawn to represent changes in elevation. When you follow a path on a topographic map that crosses these contour lines, you will be either climbing or descending. A path running parallel to contour lines is relatively flat.

When reading a topographic map, you need to visualize in your mind's eye a 3-dimensional view of what the symbols and contour lines are representing. An important thing to remember is that

CLOSE contour lines mean STEEP terrain and OPEN contour lines mean FLAT terrain.

Shaded relief added to a topographic map makes it more realistic and helps visualize the real landscape. For example, see how the mountains and canyons stand out on this map?

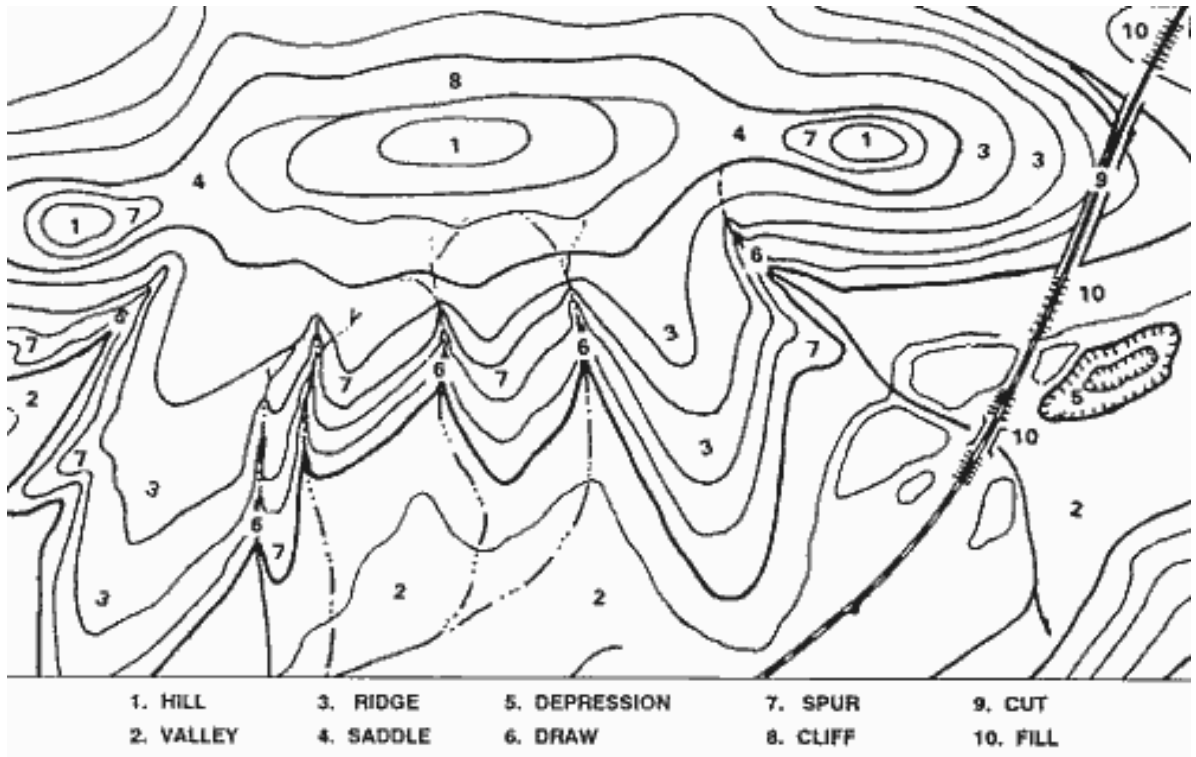


What is the elevation of Mt. Passaconway? _____

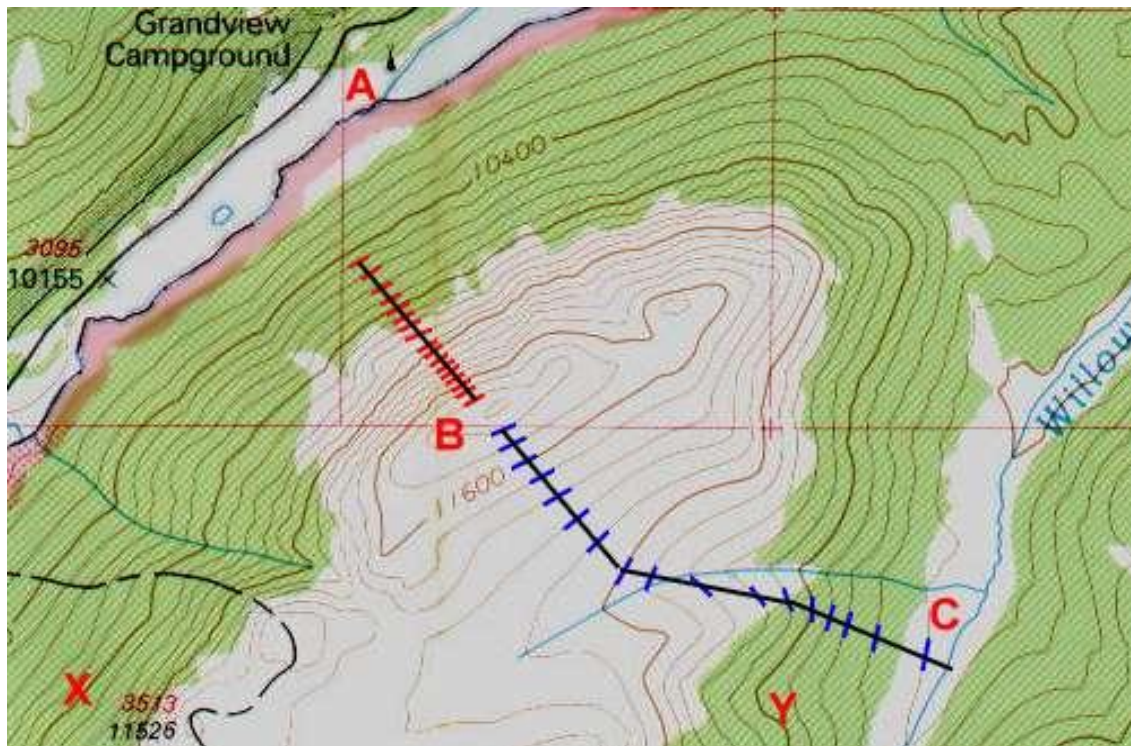
What is the elevation of Mt. Tripyramid? _____

The closest Index contour line for both peaks is 3,000 feet. You can see another Index line of 2,000 feet. There are 4 Intermediate lines between 2000 and 3000 so each intermediate line represents a 200 foot change in elevation. Counting up from 3,000 feet, there is 3200, 3400, 3600, 3800, and the top line is 4000 (actually the next index line). So, both peaks are over 4000 feet and it looks like Mt. Tripyramid is possibly almost 4200 feet high.

This example of a very simple topographic map shows many common features. Keep your eyes open to see these features on other maps and you will start to understand how a topo map works.



Even without elevation numbers, clues that #1 is a hill include streams converging away from the hilltop, contour lines pointing sharply towards the hilltop (indicating draws), contour lines pointing widely away from the hilltop (indicating rounded ridges)



Using contour lines, you can tell a lot about the terrain, including steepness, ruggedness, and ground cover. On the image above, look at **point A**. There are no contour lines around this location so it is relatively flat here and a good place for a campground by the lake. You can tell from the elevation listed at **marker 3095** that the campground is at 10155 feet.

You can also tell the elevation change between each contour line by looking at the Index lines. Notice that the Index line near **point B** is labeled 11600 feet and the one due north of it is labeled 10400 feet - that is a difference of 1200 feet. Between these two Index lines are two more Index lines so each index line represents a change in 400 feet of elevation - 10400, 10800, 11200, and 11600.

Count the lines between two index lines and you should see there are 4 lines which cause the 400 feet between the two index lines to be divided into 5 intervals, each one being 80 feet in elevation. So, now we know that *on this map* every contour line represents 80 feet of elevation change.

If you follow a single contour line, your elevation remains constant. For example, starting at **point X** and following the Index line to the Northeast, around, and down South to **point Y**, you would stay at about 10,800 feet.

When you cross contour lines, you are either hiking up or down. Look at the two routes to get to the peak at **point B** - the **red route** and the **blue route**. Each path reaches the top, but the **blue route** is three times as long as the **red route**. That means it covers more distance to gain the same elevation so it is a more gradual slope - and probably an easier hike. Going up the **red route** may require a lot of scrambling and hard work.

Using the map above, pretend you are camped at the Grandview Campground but you heard there is great fishing in Willow Creek at **point C** over the mountain to the Southeast. How could you get there? Well, a straight line to the Southeast would be shortest on the map, but would include a climb of over 1500 feet! Instead, heading East from camp and circling the north side of the mountain will result in a longer distance covered but only about 325 feet in elevation! That may be a much better hike.

One other thing to take into consideration: notice that the ground is colored green up to about the 10,800 foot index line. The white area above that is open ground while the green area is forested. This can be good or bad. The forest can offer shade and coolness, but on the other hand, it may be thick and difficult to navigate. Hello, Rhodo!

Quick Test

Take the test and find the answers on Page 11.

- 1) BDSAR is a state agency and answers to which agency?
A.) VSP B.) VDEM C.) Va. Dept of Fire Programs D.) Va Assoc. of Vol Rescue Squads
- 2) The Responsible Agent (RA) for most searches is usually the....
A.) National Park Service B.) Coast Guard C.) Air Force D.) Sheriff of that jurisdiction
- 3) True or False - BDSAR must show proof of every member's first aid certification for our Group Accreditation and Memorandum of Understanding?
- 4) Finish this statement - If you don't write it down... A.) you saved ink B.) It didn't happen C.) You won't remember it.
- 5) True or False - persons may be on a local team of BDSAR without being a member of BDSAR??
- 6) Which settings are best for your GPS? (you may pick more than 1)
A.) WGS 84 B.) NAD 27 C.) WGS 87 D.) Military Grid Reference System
- 7) Finish the statement. Cotton....
a. It's what for supper B.) Kills! C.) the environmentally-friendly fiber
- 8) True or False - The Rocky Knob SAREx was voted by the membership to be a BDSAR wide training event?
- 9) True or False - Red lights on personal vehicles give persons the right to break traffic laws?
- 10) Member's personal training records/hours/after action reports should be forwarded to A) the Coordinator B) the Training Officer C) The Secretary D) a and b
- 11) Training can best be accomplished A) from the couch B) working together as a team C) by being an active member D) b and c
- 12) One of the most important things within a team is A) who has the best toys B) Good Communication C) pointing fingers D) events with food

Let There Be Light – Bob Barlow

Every SAR bag must have at least two sources of light.

The VDEM equipment list for FTM and FTL requires one each 1) Headlamp with a set of spare batteries and spare bulb and 2) One other alternate source of light with spare batteries and bulb.

The VDEM Field Team Signcutter equipment list requires the basic FTM Equipment, and in addition 1) One large flashlight with spare batteries and bulb and 2) one small flashlight (mini-mag type) with spare batteries.

“Have two sources of light” sounds easy, until we try to choose a good SAR-quality light. The Recreational Equipment, Inc. website offers lights from \$500 for a Petzl Accu 4™ headlamp to a Maglight AA cell MiniMag™ for \$12. Light output varies greatly, as does the quality of light output. This article uses two Maglight flashlights as examples to make sense of the many lighting systems in catalogues and stores.

Our first SAR light is usually from the glove compartment of our vehicle. There is absolutely nothing wrong with a lightweight \$1.50 Eveready™ plastic light with an incandescent bulb and fresh D-cell batteries. Add a spare bulb, slap a patch of duct tape over the sliding switch to prevent the thing from turning itself on, and we have a handheld suitable for navigating a trail, task lighting, and map reading. We can look for a smaller and lighter light later. Signcutters will need brighter lights for studying clues and totrack artifacts.

Good handheld flashlights suited for surface SAR tasks are readily available in the \$10 to \$25 range, and good headlamps are available from \$30 to \$40. Many of the lower priced lights feature reliable twist-bezel switches and beam adjustment from spot to flood patterns and either incandescent bulbs filled with Krypton or Zenon gas to improve bulb life and output, or LED bulbs with simple circuits to power the light emitting diode modules. More expensive lights offer more elaborate battery systems, regulated power supply circuits, ruggedized cases, and highly engineered reflector designs. Their light output is excellent, but the added expense probably is overkill for most SAR tasks.

\$1.50 Eveready™ plastic D-cell lights don't stay in the SAR bag for very long because of their weight and limited ability to resist damage from being dropped, stepped on, and otherwise abused. For our next try, we look for a more sturdy case, better reflector, and a smaller, lighter case. Reliable brand names include Pelican and MagLight brand hand lights and Petzl and Black Diamond brands for headlamps.

1.B, 2.D, 3.True, 4.B, 5.False, 6.A, 7.B, 8.True, 9.False, 10.D, 11.D, 12.B

