



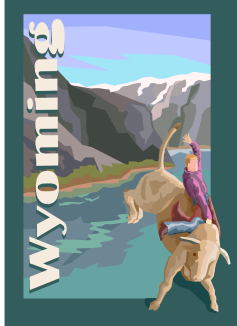
SAR Dog News

January 2010 Published by the National Search Dog Alliance

Vol. 4, No. 01

The Voice of K-9 Search and Rescue @ n-sda.org

Founding members: K-9 Stryker, K-9 Thor, K-9 Beau, Eileen M. Nobles, Susan Bulanda, K-9 Roo, Leslie Godchaux, Brian R. Hendrickson, Continental Kennel Club, Inc., K-9 River, K-9 Persha, Jan Thompson, K-9 Cali, Peggy Ann Buchman, K-9 Geist

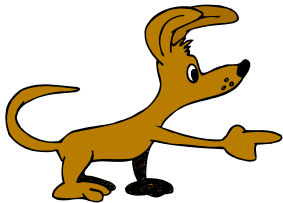


CODY 2010

Join NSDA, High Country Search Dogs and nationally renowned instructors for three days of Area and Human Remains Detection education. The 2010 Seminar will be held outside Cody, Wyoming, June 17-19, 2010. In order to keep

the student/instructor ratio low, space is limited so register early to insure a spot. Cost is \$325 per person which includes room and board.

TRAILING BETA TESTING



NSDA will be conducting Trailing beta tests tentatively in February. If you or your team is interested in participating in this testing, please contact Cam Daggett at camdaggett@cox.net

January is Mentoring Month

What is a mentor? Synonyms are adviser, counselor, guide, tutor, and teacher.

Do you or your team need help? Ask NSDA for a mentor.

Have you been in SAR for years and are willing to share your knowledge and experience? Then be a mentor.

If you would like to be a Mentor or like to have a Mentor assigned to you or your team, contact Dee Wild at dwild1@bellsouth.net. Applications are attached to this newsletter.

NSDA Special Meeting
January 21, 2010
8:00 p.m. EST (7 CST, 6 MST, 5 PST)
Remember to send proxies to the Secretary or any Board member for voting on revisions to the By-laws if not able to attend.



New NSDA MEMBERSHIP

Bring in a new member and get your one (1) year membership free! In order to extend the reach of the Voice of K-9 Search and Rescue, NSDA is offering a free, one (1) year membership to any current member who brings in a new member.

When the recruit applies, have them write "recruited by _____" and your membership number in the notes section of the application. This will ensure your free year's membership



NSDA wants to make things easier in these financially difficult times. In order to do that, NSDA will now accept payments for Life Memberships.

NSDA is offering two payment plans:

- 6 month payment plan: 5 months @83.34 + 1 month @ 83.30 = 500.00
or
- 12 month payment plan: 11 months @41.67 + 1 month @41.63 = 500.00

People wishing to use either one of the payment plans need to make a note on the application as to which one is wanted.

In either case, applications can be filled out online and paid through PayPal or a check can be mailed with the application to NSDA, 1302 Waugh Drive, #121, Houston, TX 77019.

NSDA BACKTRACKING & BORSTAR

In December 2009, the US Border Patrol, Tucson Sector, Border Search, Trauma, and Rescue (BORSTAR) participated in the National Search Dog Alliance's Back-Tracking Certification.

The Tucson BORSTAR team is comprised of approximately forty (40) fulltime law enforcement agents who maintain the collateral duty of specializing in search and rescue. The unit has five (5) canine teams currently holding certifications through the US Border Patrol in Trailing and SAR Area Search & Obedience. One of the teams is dual certified in Human Remains Detection (HRD) through the US Border Patrol and the North American Police Working Dog Association (NAPWDA).



The NSDA Back-Tracking Certification is a unique and prestigious certification. Prior to this certification, only one canine team in the nation was certified through NSDA in Back Tracking. The certification of all five (5) BORSTAR canine teams in the USBP Tucson Sector is an amazing accomplishment and is a testimony to the incredible and unique work these teams accomplish on a regular basis.

Case in point, during the certification process, a USBP SAR mission initiated and a canine team was requested. The search was for an eleven year-old boy separated from his mother at time of arrest. The responding canine team started a

back track to the last known location and then transitioned into a forward track ultimately leading to the location of the boy and several other individuals. The canine team finally returned to the trials and quite readily passed the certification.

Through the hard work and dedication of many individuals, the Tucson Sector BORSTAR canine teams now additionally carry certifications from NSDA in Back Tracking.

Ring in 2010 with the first NSDA PODCAST of the New Year !

By Larry Welker

The popular NSDA PODCASTs will start up again with the first episode of the New Year scheduled for 8:00 PM EST, January 24, 2010.

Our first PODCAST of 2010 will be a panel discussion conducted by our Board of Directors. They will discuss what NSDA is planning for the coming year. Topics will include, but are not limited to, our first regional seminar that will be conducted in Cody, Wyoming, status of each of our new canine search dog standards, our evaluator work shop program, NSDA publications, our NSDA Alliance Depot found on our Website, and much more.

Our PODCASTs are conducted to support search dogs teams across the country. If you have a topic you'd like discussed, please contact a Network Committee member or send an email to lwelker@aol.com.

The best part of the NSDA PODCAST program is that you don't have to participate directly in the live episode. The general public can listen or download NSDA Episodes by merely going to <http://www.talkshoe.com/tc/21763>. All PODCAST episodes remain available for download indefinitely and are labeled by topic so you can pick and choose the program you're interested in.

The NSDA PODCAST can also be updated automatically via an RSS on iTunes.com. Just go to iTunes.com or Google and enter 'NSDA PODCAST' as your search term and you will find additional ways to listen to and download all of the NSDA PODCAST episodes.

Perspective

By Pat Totillo

The Board of Directors conference call was held on December 10, 2009.

Present were: Terry Crooks, Cameron Daggett, Sherry Scruggs, Norma Snelling, Dee Wild and Sue Wolff.

Absent were: Cris Goodhue, Jacob Weaver and Larry Welker (working),.

Planning for the Cody WY Seminar was the hot topic. I have attended many seminars but I had no idea what was involved. Imagine hosting a party and not knowing how many people were coming!

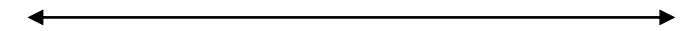
The Board is determined to keep the 8 to 1 instructor/student ratio so handlers can get the most from the seminar. Arranging for instructors is difficult when you do not know if you need one or ten. Since certification testing is going to be held at the seminar, do you do it during the seminar...the day before...the day after? These are some of the logistic's problems involved in planning the seminar. If you are planning or thinking about attending the seminar, it would be a huge help if you would drop a line to a Board Member and express your feelings.

There is an Avalanche Workshop and Certification scheduled for March 2010 in Western Montana. This will be a very intense workshop consisting of a backcountry and ski area events.

The Water HRD Standard has been tested. The Evaluator Workshop is being developed.

Comments from the Tracking/Trailing Standard Peer Review have been received and are being compiled. The standard should be ready for beta testing shortly.

NSDA is very aware that the current economic conditions have placed a huge burden on handlers and the organization wants to assist handlers in getting their certifications. There was a discussion on what would be the best way to do this. There were several options discussed and no decision was made. In listening to the discussion, I was reminded of why NSDA came into existence....to help the K9 handler.



The NSDA Quarterly Meeting was held on December 30, 2009.

Present were: Sue Wolff, Norma Snelling, Terry Crooks, Cameron Daggett, Sherry Scruggs, Larry Welker and Cris Goodhue.

Absent were: Dee Wild (due to illness) and Jacob Weaver.

Also present were Mary Jane Boyd, Jan Meyer and Pat Totillo.

Planning for the Cody WY Seminar continues. The hosting team is High Country Search Dogs. They are busy lining up subjects and collecting items for the auction/raffle. Cris Goodhue confirmed that buildings will be available for training and certification.

The proposed HRD Water standard has been beta tested. The presentation for the Evaluator Workshop is being developed.

Current NSDA membership is at 275. It seems there was a problem with sending out renewal notices. Your membership may have expired without you being aware of it. Renewal notices will be going out and members will be contacted by phone.

A membership drive will be kicked off this month. Details will be discussed during a Podcast.

The Podcasts will start again on January 24th, 2010. The first one will be a panel discussion between the Board and the membership talking about plans for the coming year.

Mary Jane Boyd addressed the Board regarding the proposed By-Law changes to be voted on January 21, 2010. Mary Jane asked the Board why they felt the need to eliminate the term limits for Board Members. Mary Jane felt the term limits allowed new people to come onto the Board and prevent Board members from burn out.

Board Members responded stating the perfect board would be comprised of experienced board members and new blood. Unfortunately, getting members to sit on the Board is very difficult. Few, if any members, are stepping up to the plate to take on this task. Board Members are pulling double duty.

The purpose of the Board is to oversee the operation of the organization. Currently, not only does the Board have this responsibility, they also are the human resources who are carrying heavy workloads.

The feeling was Board members who were willing to serve and take on this challenge should not be forced to step down because of term limits. The Board explained the By-Laws can be changed (with proper notice) at any time. In the future, if the need arises, this will be done.

Mary Jane Boyd announced that she is submitting an application to AKC for a grant. If approved, this grant will be used to cover Evaluators expenses for certification. This would be a huge benefit for all handlers!

FLIGHTS WITH A K-9

By Roy Ferguson, PhD



Raising puppies for a dog guide school for the past ten years has afforded my wife and me the opportunity to fly on various airlines during the training process. More “situations” were encountered in those few years than SAR handlers experience in a lifetime. The occasional mishap is the exception, not the rule.

Though not a definitive guide, this article will hopefully provide background information on do’s and don’ts for NSDA members who require transportation on commercial airlines. Whether by virtue of a call-out or training, unknown anticipations can create panic; advance knowledge can make for a totally enjoyable and non-eventful flight.

Leaving Albuquerque with a GSD vomiting his way through the hotel, cab ride, and airport waiting area still didn’t prepare us for cleaning hurl out of seat rails on the plane. Thankfully, the appropriate dog gods postponed the projectile diarrhea until safely outside our destination airport. One dog blessed the Atlanta terminal with a “deposit” and another took a couple of dumps in the Seattle airport. Who would have guessed that one puppy would dive headfirst into the cleavage of a flight attendant who bent over to say hi; by joking that, “Your lotion must smell like Pro-Plan,” the event simply evolved into a laughing fit by the crew. These and other experiences from our excursions have provided a measure of expectations when traveling by air with K-9’s.

Ditch the emotion and just deal with the situation. As my favorite T-shirt reminds me, “Shed happens, brush it off!”



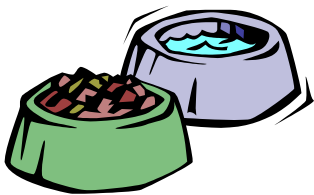
Regardless of how much you love your K-9, a sector of the general public will resent that “Fluffy” has been relegated to the baggage compartment while your dog travels in the cabin with you.

These folks will be searching for anything offensive to substantiate complaints to the airline staff. So, basic hygiene and controlling bodily functions become first and foremost in maintaining peace and harmony.

Prior to flying, thoroughly bathe and brush your K-9 – no “doggie wipes” please. Kids, adults and airline employees all want to pet, love, hug, and hold your traveling companion. A smelly handful of fur (or mouth full for kids) will certainly forge a negative impression.

Wear your team uniform and make sure your K-9 is wearing a clean harness with clear Search and Rescue identification to differentiate them from a pet; you are both professionals, so look the part.

Ok, down to basics. All animals, both two and four legged, eat, drink, and eliminate. The travel industry has learned how to provide for the humans; thus, numerous bathrooms are located throughout most airports to accommodate you, but no provisions are made for your K-9. So, the goal becomes managing the process adequately for your traveling companion and requires adapting to the situation at hand.



Cut off virtually all food and water the night before travel. In the wild, your K-9’s forefathers could survive for days without liquid or munchies; a plane trip is not a huge hurdle. If you feel inclined to “do something”, a few ice cubes and a handful of kibble will appease your momentary guilt but don’t get carried away. Remember, what goes in must come out and, if nothing is in the digestive system, the elimination process will be less likely to take place at an inopportune moment.

Along this line, you should teach your K-9 partner to attend to their needs on command. This valuable command prevents a short potty break from becoming a major social interaction as that “special spot” is sniffed out. Use the same approach as teaching “speak” – only with different results. Wait until they do their deed, give the action a name, and praise them. By the way, use one command for both functions – “break”, “park”, “empty”, “do it” – whatever you choose, be consistent.

When planning the trip, be sure to factor in break times for your companion. The first and longest takes place after you check in and drop off your bags. Provide this break before going through security. This is where you have the chance to first employ the “chosen command.” Once through security, you may be able to forget elimination issues for short flights. However, for those long cross country jaunts, a few minutes outside during your lay-over or between connecting flights may be in order. This will involve leaving the terminal, finding an appropriate spot, and then winding your way back through security. Security is the hiccup in this step, so factor in enough extra time to take care of K-9’s needs.

Make a “doggy bag” to keep with you for potential mishaps. The contents should include, in no particular order, a small spray bottle of cleaner (1/2 ounce), paper towels, pick-up bags, a collapsible bowl and a small container of food. As for the container of food, make sure the food is of the dried variety and in a sealed package. Your local pet supply store will gladly give you sample packages of dry food which is sufficient for an emergency meal in case of flight delays. A couple of Imodium capsules and Pepto Bismol tablets are good insurance measure for you and your K-9 – stress can upset more than one system. If an accident occurs indoors, clean it up! If your K-9 takes a dump outside, clean it up! Everyone is watching. Like it or not, you represent the ENTIRE Search and Rescue community.

When making reservations, be sure the airline knows you will be traveling with a Search and Rescue K-9 and the nature of your SAR travel. Correspondence or travel orders supporting and substantiating your reason for travel are mandatory if you wish to minimize delays and unwelcome confrontations with security. Many airline employees simply do not know that you can travel with a SAR dog in the cabin. Be nice, patient, and prepared to explain the same facts over and over.

Also, pick up a State Health Certificate from your veterinarian. When crossing state lines, this is mandatory documentation and is not to be confused with a vaccination record. You may or may not be asked to present the document. The only problem will be if you don't deliver if requested.

When checking in at the airline counter, make sure the representative knows you are flying with a K-9 and ask if they wish to change your seating. Most airlines will try to seat you in bulkhead or move you to an area that will have an adjoining vacancy. If none is available, you will have to use the space available. This means your K-9 will curl up under your feet and out of the aisle. Try for the aisle seat. By the way, if you happen to be on a flight with someone who is frightened of dogs, you may be asked to move to another seat or wait for the next flight. If you are, relax and either relocate or enjoy the ambiance of the terminal.

When approaching Security, it's important to keep in mind that not all security personnel are comfortable around dogs. If the TSA agent spots your K-9 and scurries down the hall screaming "Oh Lord, don't let that dog bite me!", take this as a broad hint that you have just entered the Newark airport like I did. Wait patiently until another agent arrives.

For flight purposes only, use a non-metallic collar and leash. While you are removing your personal effects to place on the conveyer belt,

take the identification harness off of your K-9, and send it along with your shoes (don't even think about wearing your boots).

When going through the metal detector, place your K-9 on a sit/stay and walk through while holding the leash. Once through, simply use the "Come" command and watch as applause bursts forth from those who wish their kids would do as well. Next, you may be asked for your K-9 to submit to a pat-down by a non-phobia laden TSA agent. By the way, if you have to pry loving



arms off your K-9 in order to proceed, you're in Salt Lake City where this happened to me.

Now inside, it's time to face other issues. Adults will stop you and ask about Search and Rescue. Take a handful of pamphlets to pass out and talk to everyone who wants information. Be prepared to hear the same question(s) dozens of times.

Kids will charge up and grab your K-9, especially when you're not looking. This is not the moment to determine whether or not there are aggression issues with crumb-crunchers. If unsure, your best bet is to intervene before there is a confrontation. Be your K-9's advocate and make sure attention from the public does not become overwhelming. Take control of the situation if needed and, if necessary say, "He's tired of being petted but you can pet me!"



Never allow anyone to feed your dog ANYTHING on or off the airplane. Interaction of teeth against fingers, no matter how minor, is grounds for accusations of a "bite". Also, any unfamiliar food could trigger a digestive upset or become a catalyst for your SAR dog to interact with folks who probably don't want to share their peanuts.

Stay off the escalators, moving sidewalks, and out of revolving doors – this cannot be stressed enough! If children lose toes on escalators and moving sidewalks, your K-9 certainly can. If you fling common sense aside and charge forward, pick up and carry your K-9. If you have the intelligence, decency, and common sense of most SAR personnel, the elevator will be the device of choice.

Next, revolving doors were designed for humans; thus, a tail was not placed into consideration. Since a pinched or severed appendage is not conducive to concentration on a search, use a normal door and make sure the tail clears before it closes. As an added consideration, make sure when opening doors you place yourself between the door and your K-9 to avoid opening the door into your dog's nose, which would definitely take his/her mind off searching.

When moving between gates, you may be required to travel on the inter-terminal subway system. To avoid being trampled by the disgorged masses, stand off to one side. Once you enter, move over and keep your K-9 close to your side, or behind you, to prevent feet from crushing paws. While standing there, you will most certainly be answering questions about what a Search and Rescue dog does. Exit at your gate and go merrily on your way.

Once you arrive at the gate, approach the desk and announce to the agent that you are there and traveling with a K-9. I know you just went through this at the check-in counter; unfortunately, information does not always travel forward. Ask the agent if you are to board in any particular order. Often, you will be asked to board with the first class to avoid any delay in the process. Just follow their directions. Then sit down, relax, and answer the same questions again.

When boarding an airplane using steps, your canine should be in a "follow" behind you. This allows

your control over the unknown ahead – you don't want to put your K-9 in a compromising situation which can ultimately take place before you are able to intervene. On most other occasions, a heel position will be appropriate.

Proceed to your seat and make your K-9 comfortable as quickly as possible. Minimize your carry-on luggage since it becomes clumsy and slows the other passengers. Your K-9 will be expected to fit in the space under the seat immediately in front of you. If forced to share available space with a bag, comfort for all concerned is sacrificed.



This is where the "what the heck are you talking about" moment crops up. How can anyone carry all the items mentioned and not have carry-on baggage? Tactical pants with huge pockets work well, especially when matched with a similar vest. The 5.11 series of clothing works as well

as anything, although there are countless alternatives. Such dress allows you to carry the K-9 paraphernalia and provides room for a book, camera, etc. Think compact and necessary only! Otherwise, you'll be confused with the Michelin Tire man.

At this point your K-9 will probably curl up and go to sleep. Don't worry about it being scared of flying; that's reserved for you. In general, dogs regard traveling in the passenger compartment as exciting as spending an hour or so on an enclosed elevator. In all my travels with K-9's, the only fear demonstrated came from human passengers.



Once airborne, and after cabin service, you will find that other travelers may approach to pet your companion, marvel at how calm it is, and give you the opportunity to answer the same inquires again.

On long, cross-country flights, if you wish to go to the lavatory, you will be faced with a couple of choices. Due to space limitations, allowing your K-9 to accompany you is not a viable option. In the past, I have either asked the person in a nearby seat to watch the K-9 or, depending on their workload, the flight attendant. You must have total faith in your K-9 to do either. If you don't have this level of trust, just squirm.

When exiting the aircraft, you will have to decide whether your K-9 will lead out or follow you. You should definitely go first down the steps on commuter planes. Your K-9 will be less likely to balk if it sees you take the plunge and you are less likely to perform a swan dive when your partner decides to simply jump from the top of the steps dragging you behind. If your dog has never worked on steps, do so prior to the flight. Passengers take extreme umbrage if you choose that moment to introduce your companion to the mystery of stairs.

Once off the plane at your destination, immediately exit the building for a short break time. This will allow time for your luggage to be unloaded and insure that those unpleasant cleanup moments in the terminal are avoided.

OK, what have I forgotten to mention? Here are a few after thoughts. If your K-9 has an accident, simply clean it up and proceed. While I was cleaning up a slight mishap in the Atlanta Airport, an employee approached me. In my most embarrassed voice, I proclaimed "I'm really sorry! He's never done anything like this before." To which he replied "Oh man, don't worry about it. People do a lot worse than that in here."



If you wish to grab something to eat in the airport, ask one of the servers to bring you a menu, order, and eat while seated in the floor outside. Only service dogs assisting the disabled are allowed to enter a restaurant. Adult beverages are obtained and consumed in the same manner. It's fun because you always draw a crowd willing to buy you another beer. In one airport bar, my Golden Retriever attracted a lot of attention when he demanded that a bartender surrender the ice after making a martini. That stunt was worth a couple of beers from bystanders.

Do not allow your K-9 to lick, mouth, paw, or jump on the public. Not everyone enjoys "doggie kisses" and will share with the world how disgusting they find the experience. Besides, kids carry diseases. On the other extreme, I have yet to find a way to discourage those who want to be licked. While trying to stop this once, a lady told me my dog was just showing how much he loved her. To which I replied, "Madame, I've seen where that dog licks, and it's my considered opinion that he's merely cleansing his palette." That was when her male companion expelled half a beer through his nose.

While dog people understand that dogs will gently mouth human appendages in a playful moment, there are fools in the world that regard such attention as "biting." The last thing you need is some hyper-protective parent yelling for security over their youngster being attacked by a vicious police dog. Be vigilant and careful. My best advice is to never allow your professional partner to engage in this act. Also remember, if your K-9 knocks someone down, you are responsible, so no jumping on or pawing the public. Keep all four feet on the floor.



Finally, whether you like it or not, you are representing the Search and Rescue world as a whole when you travel. All your actions must be passed through this prism. A failure to clean up after your K-9 means that all SAR personnel are slobs. If your uniform is dirty, you are an all-encompassing representation of filth.

Be careful when sharing experiences with the public. War stories passed through the SAR community are entertaining and fascinating. However, missing appendages, Stage 3 decomp, and skulls filled with maggots are gross and horrifying to the general public and should not be part of your airport conversation.

By-in-large, the public is fascinated by what you do and will want to be educated on the various SAR disciplines. If done responsibly and carefully, sharing the wonders of our professional lives with these truly great K-9's while trapped in the airline transit system will be the best and most far-reaching PR you could ever do.

Airline travel with your K-9 is fun, exciting, and enjoyable. If you don't love people and don't enjoy talking about your exciting life with these truly exceptional animals, buy a cat and stay home.

Roy Ferguson is a member of Tennessee Special Response Team-A and handles a GSD named Apache. They are nationally certified in Area search and working toward Land HRD qualification. Roy is an Area and HRD (land) Evaluator.

CORRECTION

In the December issue of *SAR Dog News*, Monica McFadden, not Susan Bulanda as was published, did the book review of *Buzzards and Butterflies: Human Remains Detection Dogs* by J.C. Judah.

TRAINING

March 15-19, 2010, NSDA and Western Mountain Search Dogs: Avalanche Seminar, Bozeman, MT. Contact Terry Crooks at tcrooks@frontiernet.net for more information.

June 17-19, 2010, NSDA and High Country Search Dogs: HRD & Area Search Seminar, Cody, WY Watch www.n-sda.org for future information. *Diane Rollins conference scholarship will pay \$175.00 toward conference tuition for a NSDA member/handler.*

July 17, 18, 19 and 20, 2010, Intermediate/Advanced Airscent Seminar at Northwest College Field Station near Cody, WY. For more information, contact Janet Wilts at janetwilts@msn.com

July 21st and 22nd, 2010 Annual Water Workout at the Buffalo Bill Reservoir near Cody, WY, will be held following the airscents seminar. To register, contact K.T. Irwin at leonberg@bresnan.net

Dog Dictionary

LEASH: A strap which attaches to your collar, enabling you to lead your person where you want him/her to go.

DOG BED: Any soft, clean surface, such as the white bedspread in the guest room or the newly upholstered couch in the living room.

DEAFNESS: This is a malady which affects dogs when their person wants them in and they want to stay out. Symptoms include staring blankly at the person, then running in the opposite direction, or lying down.

THE DOGS OF WAR

Each war has its canine heroes. The Vietnam war was no exception. Near the end of the war, it was estimated that the four thousand dogs which served saved as many as ten thousand lives. Eighty-five percent of patrol leaders in Vietnam said they felt the dogs enhanced security.

Countless stories of dog expertise and bravery exist.



Cargo was a new recruit assigned to Wolf, a veteran scout dog. While on patrol, Wolf alerted. Since Cargo did not see anything, he tried to move forward but Wolf refused to move.

Cargo squatted down for a closer look but still did not see anything. When he shifted his weight, the dog moved in front of him, blocking any movement forward. The soldier tried to move forward again and the dog became more adamant. Wolf sank his teeth into Cargo's hand and refused to let go. When the dog finally released his grip, Cargo scanned the area again. This time he saw a wire the thickness of a single hair stretched across his path. Wolff had not only saved Cargo's life but the lives of those in the patrol as well.

Not all the canines saved their handlers from booby traps. Mac, a scout dog, pushed his handler out of the way just in time to avoid being bitten by a tropical snake. Mac took the bite in his shoulder and survived.

Another dog, Bruiser, dragged his wounded handler to safety. The severely wounded handler told the dog to leave because he did not want Bruiser to see him die. When Bruiser refused to leave, the handler grabbed the dog's harness and the man was dragged a long distance to safety.

BOOK REVIEW

By Susan Bulanda

Badge on My Collar II by Marilyn Jeffers Walton, published by Authorhouse; ISBN 978-1-4389-9511-3; \$24.95; 365 pages.



This sequel to *Badge on My Collar* offers a worldwide collection of the stories of police and military K-9's and the jobs they do.

Some of the dogs were rescued from death row by their handlers; such was the case of Military Working Dog (MWD) Duke. It took Leading Aircraftswoman Tricia Reynolds of the Royal Australian Air Force almost an hour to approach Duke while he was in the shelter kennel run. No one in the shelter could get near Duke. He was given one more day to live until the RAAF could come and look at him. But Duke got a new lease on life and with training became an award winning military dog.

MWD Rinny #681F is the story of one of the thousands of military dogs who served in Vietnam and were left behind. This account gives us insight as to the life these dogs and their handlers led while serving our country. Although the fate of these dogs is a sad one, they should never be forgotten.

These are just two of the fifteen accounts portrayed in this book. There are black and white photos for each story. Some of the photos are nice action shots of the dogs working.

The book gives us clear insight to the challenges and rewards that these dogs and handlers face on a daily basis as well as the deep bond between dog and handler.

charged Devine with four felonies in the accident that resulted in the death of Corporal James

THEY GAVE ALL

Indiana Officer, K-9 Killed in Crash



Cpl. James Szuba and his K-9 Ricky

On January 10, a Mishawaka, Indiana, officer and his K-9 partner were killed by a drunken driver. Using lights and siren, Corporal James Szuba and his K-9 Ricky were on a call to provide assistance when his cruiser was sideswiped by another vehicle at approximately 9:20 p.m.

The driver of that vehicle has been identified as Shawn Devine, 31, of Mishawaka. Police say Devine had a blood-alcohol level nearly three times the legal limit. Devine, who remains in a local hospital, is accused of having a 0.239 blood-alcohol level and of driving with a controlled substance in his system. On January 11, the St. Joseph County prosecutor's office

Szuba and K-9 Ricky. According to a probable cause affidavit, Devine was trying to flee a police car when he ran through the stop light, swerved into the northbound lane and struck the patrol car of Szuba.

Szuba, 42, a seven-year veteran of the department, is survived by his wife and two children. His K-9 partner, Ricky, was eight years old.

sources: southbendtribune.com & Officer.com

Our hearts still ache in sadness
And secret tears still flow.
What it meant to lose you,
No one will ever know.

Executive Board--

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Dee Wild, Louisiana
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Advisory Board--

- Mary Jane Boyd
- Susan Bulanda
- Lisa Higgins
- Marcia Koenig
- Carol Ann Namur
- Robert Noziska
- A. E. Wolff

NATIONAL SEARCH DOG ALLIANCE

Mentor Application

Name: _____

Address: _____

Home Phone: _____ Cell Phone: _____

Email Address: _____

Team Affiliation: _____

Type of environments in which you typically work (check all that are relevant):

Heavy woods Mountains Light woods
 Cold waterways Warm waterways Flatlands
 Urban/Streets Rural/woods/fields Desert
 Buildings

Disciplines(check all that are relevant):

Area Tracking/Trailing HRD
 Water Disaster Avalanche

Number of years in Canine Search and Rescue: _____

Capacity as a handler:

How long have you been certified to respond to call outs? _____

How many call outs have you responded to? _____

Serve as instructor on your current team? Yes No

If yes, how many years have you served in this capacity? _____

Serve as a coordinator for a national organizations testing program? Yes No

If yes, what organization and disciplines do you coordinate?

Serve as an instructor at canine seminars? Yes No

If yes, at how many seminars have you instructed? _____

What disciplines have you instructed?

Are you breed specific? Yes No

If yes, what breed?

What other canine related activities have you been involved in and for how long? (Explain)

In what areas do you feel you are most qualified to help assist other teams/handlers? (Explain)

NATIONAL SEARCH DOG ALLIANCE

Team Mentoring Request

Name: _____

Address: _____

Home Phone: _____ Cell Phone: _____

Email Address: _____

Team Affiliation: _____

How long has team been in existence? _____

How many certified handlers/canines (ready to respond to call outs) do you currently have? _____

If your team does not have any certified handlers/canines, how long before you anticipate having a team certified? _____

How many searches does your team do in a given year? _____

Type of environments you typically work in (check all that are relevant):

<input type="checkbox"/> Heavy woods	<input type="checkbox"/> Mountains	<input type="checkbox"/> Light woods
<input type="checkbox"/> Cold waterways	<input type="checkbox"/> Hot waterways	<input type="checkbox"/> Flatlands
<input type="checkbox"/> Urban/Streets	<input type="checkbox"/> Rural/woods/fields	<input type="checkbox"/> Desert
<input type="checkbox"/> Buildings		

What areas are you most interested in having assistance from a Mentor?

<input type="checkbox"/> Area	<input type="checkbox"/> Tracking/Trailing	<input type="checkbox"/> HRD
<input type="checkbox"/> Water	<input type="checkbox"/> Disaster	<input type="checkbox"/> Avalanche

<input type="checkbox"/> Organizing new team	<input type="checkbox"/> Training tips/information
<input type="checkbox"/> Search input	<input type="checkbox"/> Other (Explain)

Are there any specific issues your team is currently facing that you need assistance?

NATIONAL SEARCH DOG ALLIANCE

Individual Mentoring Request

Name: _____

Address: _____

Home Phone: _____ Cell Phone: _____

Email Address: _____

Team Affiliation (if any): _____

How long have you been in search and rescue?

What breed of dog do you work? Its age: Male___ Female___ Neutered___

How many searches (if any) have you done?

Type of environments you typically work in (check all that are relevant):

<input type="checkbox"/> Heavy woods	<input type="checkbox"/> Mountains	<input type="checkbox"/> Light woods
<input type="checkbox"/> Cold waterways	<input type="checkbox"/> Hot waterways	<input type="checkbox"/> Flatlands
<input type="checkbox"/> Urban/Streets Buildings	<input type="checkbox"/> Rural/woods/fields	<input type="checkbox"/> Desert

What areas are you most interested in having assistance from a Mentor?

<input type="checkbox"/> Area	<input type="checkbox"/> Tracking/Trailing	<input type="checkbox"/> HRD
<input type="checkbox"/> Water	<input type="checkbox"/> Disaster	<input type="checkbox"/> Avalanche

Are there any other areas you are interested in receiving assistance?