

# Dakota

From Page 1

search, Larsen said. In the Yankton office, that person is Jean Fitzgerald, coordinator of the program in Yankton. "Dakota Roots is unique because we do offer that one-on-one contact," Fitzgerald said. "When people do register, we contact them with an email right away. We offer them assistance. Then we try to help match them with jobs and what they are looking for. We get a lot of comments that this is nice to actually have a person to talk to. We talk to a lot of people from across the United States." Since 2006, more than 10,000 people have registered at the site looking for employment in the state. Of those, 2,059 have accepted employment and moved to South Dakota. Currently, there are 2,890 active applicants in the system that are looking for work in South Dakota. Fitzgerald is the case manager for nearly 1,000 of them. "There are a lot of job seekers out there who are aware of our site and know how to use it," Larsen said. "Once there, individuals, no matter where they are from ... can log on to the website. If they are interested in the Yankton area, they will be matched with Jean." Dakota Roots was started because state officials recognized there are a lot of people who have left South Dakota and now are looking to move back, he said. To help toward that goal, the website also has a section where current residents of the state can register a potential applicant that may want to move back. "This is our way of saying we want you back," Larsen said. "If you are interested in moving to South Dakota, that is what the whole program is for." While the program is specifically targeted at out-of-state workers, even current residents of the state can use the free online program.

"The list (of active job seekers) is growing larger and larger each month," Larsen said. "We have been doing advertising and promotions to get the word out about the website. We are running a 'Home for the Holidays' campaign that hopefully, when people are back visiting friends and family members, they will see the ad on television and if they are interested in coming back we will have put the website in front of them." While the website is specifically targeting job seekers, it is also a huge benefit for area employers, Fitzgerald said. "Businesses have always used our services at Job Service, because we do try to get our information out on what we can help them with," she said. "Any job entered into the Job Service database is included on the Dakota Roots Website." To help match employees to employers, Fitzgerald said, it is imperative that employers give the most accurate and comprehensive information possible on open positions with their firms. Larsen said he wants employers to know there are good employees out there looking to move to the area. "We have the ability to match your job search to the people who are looking for the position," he said. "We want to match the jobs to those looking to join the work force and strengthen the work force." "We need employers to list all of the descriptions that are tied to the job so we can match them with people looking. If the codes we enter are not done correctly, we could be missing someone. We want to help them find the workers they are looking for. We are looking for a skilled work force because there is such a shortage out there." Dakota Roots website is located at [www.dakotaroots.com](http://www.dakotaroots.com) or can be contacted at 800-592-1882. "We are here to help as much as we can," Fitzgerald said. "We just need clear, concise accurate information about the jobs and the applicants looking to fill them."

# 5 Die When Plane Crashes On N.J. Highway

BY SAMANTHA HENRY  
Associated Press

MORRIS TOWNSHIP, N.J. — A small plane heading for Georgia spiraled out of control and crashed Tuesday morning on a major New York-area highway, hitting a wooded median and scattering wreckage across the road. All five people aboard, including two investment bankers, were killed, but no one on the ground was injured. The pilot had discussed icy conditions with controllers just before the plane went down, but investigators were unsure what role, if any, icing played in the crash. The New York investment banking firm Greenhill & Co. said two of its managing directors, Jeffrey Buckalew, 45, and Rakesh Chawla, 36, as well as Buckalew's wife and two children, were on the plane, which crashed on Interstate 287. Buckalew was the registered owner of the single-engine plane and had a pilot's license. Wreckage was scattered over at least a half-mile, with a section found lodged in a tree of a home about a quarter-mile away, near a highway entrance ramp. The crash closed both sides of the busy highway for hours, though several lanes were open again in time for the evening rush hour. National Transportation Safety Board investigators said the search for wreckage was suspended after dark Tuesday and would be resumed after the Wednesday morning com-

mute to minimize traffic problems. NTSB officials said they don't believe the plane had a black box, which would have recorded flight data, but they said investigators were searching for other memory devices, including GPS, collision avoidance systems or any device with a recordable chip that might yield more information. Rockaway Township resident Chris Covello said he saw the plane spin out of control from the car dealership where he works in Morristown, near the site of the crash. "It was like the plane was doing tricks or something, twirling and flipping," he said. "It started going straight down. I thought any second they were going to pull up. But then the wing came off and they went straight down." The high-performance Socata TBM-700 turboprop had departed from nearby Teterboro Airport in New Jersey and crashed about 14 minutes into its flight. It was headed for DeKalb Peachtree Airport near Atlanta. The pilot had a seven-second call with a controller about icing shortly before the crash, NTSB investigator Robert Gretz said. Gretz said he did not know whether the pilot was reporting icing had occurred or was questioning the location of possible icing conditions. He said he was unaware of any icing on the ground that would have required deicing.

The Federal Aviation Administration said the pilot had requested clearance to a higher altitude shortly before the plane dropped off radar. The NTSB said the plane had climbed to 17,500 feet. Ice can form on airplanes when temperatures are near freezing and there is visible moisture, such as clouds or rain. The ice adds weight to an aircraft, and rough accumulations known as rime interrupt the flow of air over wings. In extreme cases, a plane can lose so much lift that it falls out of the sky. Icing played a role in crashes in 2009 involving a Colgan Air flight outside Buffalo and an Air France flight off the coast of Brazil. In both cases the pilots sent their airplanes into uncontrolled spins while trying to deal with accumulations of ice. The Colgan plane crashed into a house. Most versions of the TBM-700 have deicing systems. But recordings available online show that even airliners with powerful deicing equipment were having trouble clearing the ice Tuesday. The pilot of a commuter jetliner headed to nearby LaGuardia Airport in New York asked a controller for an immediate climb into drier conditions. The pilot of the TBM-700 was told to maintain an altitude of 10,000 feet as he headed southwest over northern New Jersey. A controller warned him about the conditions in the clouds above.

# Flood

From Page 1

The corps is required to keep water in the upstream reservoirs as it manages the river for eight competing uses: flood control, irrigation, navigation, hydroelectric power generation, water supply, water quality, recreation, and fish and wildlife enhancement. Flood control requires leaving reservoirs as empty as possible, while the other uses require that water be kept in the reservoirs, corps Brig. Gen. John McMahon said Tuesday. He promised a "flexible approach" as the corps considers reducing reservoir levels — knowing it will harm the other uses. Montana Gov. Brian Schweitzer has sparred with downstream governors, who want reservoir levels in his state reduced in order to provide more room for floodwater. Schweitzer has said such a policy would hurt Montana recreation and agriculture in dry years. Schweitzer said he thinks it is too expensive and foolhardy for the federal government to spend so much money managing the river as a channel that will never flood. He said some farmers will have to realize they have crops in a flood plain. "The river needs a flood plain. There are times when the river comes up high enough it goes

over its banks. The river needs room to spread out a bit," Schweitzer said. "But instead of doing what the experts told them to do nearly 20 years ago, they are back at trough asking Congress to give them more money to make the same mistakes they made in the past." The experts said their first recommendation would be to ensure more federal money is available to properly repair and maintain the current system of spillways, tunnels and other infrastructure. Other recommendations included improved monitoring of pending snowmelt in plains states, such as is done in the northern Rocky Mountains that feed the river. They also suggested better collaboration with weather forecasting and water monitoring agencies, improved monitoring systems for tributaries, and an update of the master manual that guides management for all authorized uses on the river. "The panel found that the decisions of the corps were appropriate and in line with the appropriate manuals, but both the manuals and the decision-making process can be improved," the experts said. "During extreme flood events, such as in 2011, the master manual does not provide a workable formula for operational decisions and during extraordinary flooding experience-based judgment along with repetitive quantitative analysis must be used."

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