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DEPARTMENT OF THE MILITARY
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NGSD-TAG

02 April 2020

MEMORANDUM FOR NGAUS Awards Committee

SUBJECT: Nomination for NGAUS Valley Forge Cross for Heroism

1. It is with distinct pleasure that I nominate MSgt Mathieson Smith for the NGAUS Valley Forge Cross for Heroism. His instinctive actions exhibit the courage of a true Sentinel. One that seizes opportunities to serve others before himself, on-duty or off-duty, during times of war as well as peacetime.
2. MSgt Smith's swift actions on 30 December 2019 are credited to saving the life of a complete stranger when he was the first person on scene at a vehicle rollover accident. He did not hesitate to take decisive action; calling 911, and establishing communication with the victim pinned inside the vehicle. MSgt Smith's calm and confident nature not only helped his own children remain calm, but also brought reassurance to the injured civilian in distress. Smith quickly assessed that moving the victim out from the upturned vehicle would likely cause greater harm, so he improvised to create a barrier around the victim when diesel fuel began to blow into the vehicle. Smith remained with the individual until first responders arrived on the scene. His actions clearly demonstrated his willingness to put his own life at risk to help save that of another human.
3. I highly endorse this nomination and believe it would be fitting to recognize the outstanding character of this exceptional Airman. Should you have questions regarding this nomination, please contact my POC: Capt Jessica Bak, at 605-988-5644 or DSN 798-7644.


JEFFREY P. MARLETTE
Major General (SD), SDNG
The Adjutant General



**SOUTH DAKOTA AIR NATIONAL GUARD
HEADQUARTERS 114TH FIGHTER WING (ANG)
SIOUX FALLS SOUTH DAKOTA**

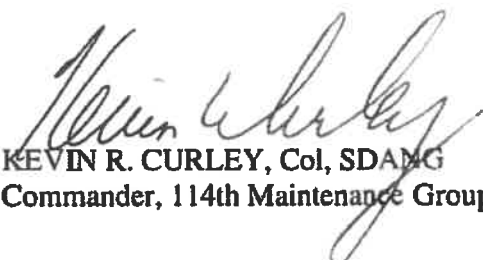
6 Apr 2020

MEMORANDUM FOR NGAUS Awards Committee

FROM: 114MXG/CC

SUBJECT: Nomination NGAUS Valley Forge Cross for Heroism

1. I recommend MSgt Mathieson Smith for the NGAUS Valley Forge Cross for Heroism for his actions on 30 December 2019.
2. On 30 December 2019, MSgt Mathieson Smith responded to a rollover accident on the side of the road. As the first person to arrive at the scene, MSgt Smith's actions were critical to saving the victim's life. He sprang into action to establish communication and help the individual remain calm. However, the situation grew dire as diesel fuel began to make its way into the cab of the upturned vehicle. So as not to cause any additional physical harm to the victim, MSgt Smith evaluated his options, and problem solved by creating a barrier between the victim and the migrating fuel. He remained with the victim until emergency responders arrived at the scene. MSgt Smith's courage and tenacity throughout the incident is commendable, and worthy of heroism.
3. Should you have any questions, please contact my POC: Captain Jessica Bak at 605-988-5644 or DSN 798-7644.


KEVIN R. CURLEY, Col, SDANG
Commander, 114th Maintenance Group



Individual Award Nomination Form

Point of Contact: awards@ngaus.org

Nomination Deadline: May 15

Award Nominated to Receive: _Valley Forge Cross for Heroism_____

Nominated By: _CMSGT Loren Bowden_____

Name/Rank/Duty/Title/ Organization or Unit of Assignment of Nominee:

Mathieson Smith/MSgt/Quality Assurance Inspector/114th Maintenance Group_____

Years in the National Guard: _21 Years_____

Justification for Award: _See Attachments_____

Proposed Citation: _See Attachment_____



**SOUTH DAKOTA AIR NATIONAL GUARD
HEADQUARTERS 114TH FIGHTER WING (ANG)
SIOUX FALLS SOUTH DAKOTA**

18 March 2020

MEMORANDUM FOR NGAUS Awards Committee

FROM: 114 MXG/MXQ

SUBJECT: Nomination of Mathieson A Smith for the Valley Forge Cross for Heroism

On December 30th at approximately 2130, my sons and I had just left my family Christmas party and were on our way home, when we came across a rollover accident on I-29 Northbound between the Centerville and Viborg exits. As we approached the vehicle that was down at the bottom of the ditch by the fence line, it only appeared to just be stuck in the snow, so I slowed down in case the roads were icy. Right as we passed the vehicle my son said that the truck was on its top in the ditch. I immediately pulled over to the shoulder, turned on my hazards, and backed up to the rollover on the shoulder of the road while putting my truck into the ditch some to protect my sons from other vehicles approaching. I told my boys to stay in my truck, while calling 911 and running down to the rolled over truck.

The cab of the truck was completely crushed with only one very small hole opening through a portion of the extended cab window that was broken out. I got down into the snow and shouted into the truck to see if the driver was conscious, how many passengers were in the vehicle, and the extent of their injuries. A female responded to me and said her head and back hurt and that she was pinned in the truck. She also mentioned no one else was with her, so I knew I didn't have to search for anyone else. I relayed that info to 911 dispatch, so the responding crews knew what they had to expect. Shortly after that diesel fuel started running out of the trucks fuel tank cap and spraying all over the truck from the Northwest wind and into the only opening that was access to her. She said she could feel the fuel spraying on her head and face, so I ran to my truck and got all of my boys' jackets and stuffed them into the hole to protect her from the fuel, wind, and cold.

Within a few minutes another couple stopped to help and mentioned they were both ICU nurses. I then focused on trying to pry our way into the truck through the doors, but the extent of damage to the vehicle prevented me from gaining access to her. Our only option then was to continue to talk to her to keep her conscious and monitoring the fuel to make sure she was protected. After roughly 20 mins. the Beresford Fire and Rescue arrived and worked on the passenger side door of the cab with their extrication tools to gain access. The woman was then removed from the truck and transported to the hospital.

A few days later, I reached out to her on Facebook to make sure she was recovering ok. She was very grateful that we stopped and helped her and thanked me for stopping and said to tell the boy's thanks for letting us use their jackets to protect her from the cold, wind, and fuel.

SMITH.MATHI Digitally signed by
SMITH.MATHIESON.AD
ESON.ADAM.1 AM.1146635160
146635160 Date: 2020.03.19
11:33:00 -05'00'

MSgt Mathieson Smith

1920473 12/30/2019 9:35:00PM City - Rural
ALFREDO RENTERIA - SD HIGHWAY PATROL

LINCOLN County
Photos taken

On I 29 N at (MRM 052.00 + .204)

Road: I 29 N MRM: 0.20 Miles N of 52.00 Non-junction

Nearest crossing: 1.66 Miles N of I 29 N2

Intersection:

Latitude: 43.154510 Longitude: -96.795476

FHE: Overturn/rollover

FHE Loc: Roadside

Road Cond: Ice

Manner of Collision: No collision between 2 MV in transport

Surface Type: Concrete

Lighting: Dark - roadway not lighted

Trafficway: Two-way, divided, unprotected (painted >4 feet) median

School bus related: No (school bus not involved)

Road Alignment: Straight and level

Work zone related: No

Work zone location: Not applicable

Workers present: No

Work zone type: Not applicable

Weather

Sleet, hail (freezing rain or drizzle)

Unit: 1 2001 FORD F2S Plate: 62BD94 Plate State: SD

Owner: DALLMANN, CASEY MARIE
30021 471ST AVE
BERESFORD, SD 570046709

Unit type: Motor vehicle in transport with driver

Cargo body: No cargo body

Occupants: 1

VIN: 1FTNX21F11EC68415

Veh config: Light truck (2 axles, 4 tires)

Maneuver: Straight ahead

Hit and run: No

Vehicle towed: Yes

Initial point of impact: Non-collision

Most damaged area: Top (roof)

Damage extent: Disabling damage

Underride/override: None - no underride or override

Traffic device: No controls

Vision Contrib: None

MHE: Overturn/rollover

Veh Contrib: None

Damage Amt: \$5,500.00

Road Contrib: Road surface condition (wet, icy, snow, slush, etc.)

Trailer: No trailer/attachment

Est Speed: 45 Driver statement Speed Limit: 80

Travel Dir: Northbound

Insurance: FARMERS MUTUAL INS CO OF NE

Policy: AU358623

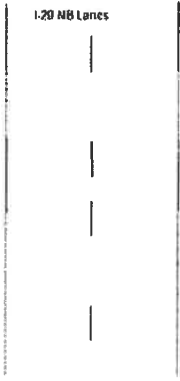
Effective: 06/30/2019

Expiration: 12/30/2019

Events

Ran off road right Overturn/rollover

Unit 1 DALLMANN, CASEY MARIE 30021 471ST AVE BERESFORD SD 570046709 DL: SD *****7665 Age: 25 Airbag: Not deployed Seating: Operator No drug use Drug test not given Driver Contrib None	Non-incapacitating injury Phone: (605) 214-7813 DL Class: Car/truck/moped DOB: 02/07/1994 Ejection: Not ejected Safety Equip: Lap belt and shoulder harness used No alcohol use 0.00 BAC Nonmot Contrib	Female Transported by EMS DL Status: Normal, w/in restrictions NO CITATIONS
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Not to scale

UNIT 1 WAS TRAVELING NORTHBOUND WHEN IT LOST CONTROL DUE TO THE ICY ROAD CONDITIONS OF THE ROADWAY. UNIT 1 LEFT THE ROAD AND IT ENTERED THE EAST DITCH WHERE IT ROLLED 3 TIMES ACCORDING TO THE DRIVER.

Casey Dallmann

3/20/2020

Here is my statement for the night of December 30th, 2019 for Matt Smith from the accident.

What started out to be a normal commute to work, ended up being me flipped over in the ditch by the interstate. And I remember everything. While traveling down the interstate I had hit a patch of black ice traveling around 60-65 mph. The first patch of ice I hit I had control of the fish tailing and started to regain control when my truck hit dry pavement coming over the peak of the hill. Right after reaching the top of the hill, my truck hit another patch of ice, and I knew I wasn't going to regain control of my vehicle when it started to slingshot me over to the median, which I knew I was going to go through. If I had gone through the median, I would have collided head first into the Semi that was traveling south on the other side of the interstate. I tapped my accelerator and over corrected my steering and angled myself so hopefully I wasn't going to take anyone else out, and I ended up sliding backwards/sideways down the interstate before the exit of MM53, eventually sliding backwards into the ditch. It would have been a simple slide in if my back driver's side tire didn't hit a small trench and my hitch catching the ground which flung my truck head over backwards. The point of impact when my truck hit the ground was the back drivers side corner of my cab, causing it to cave in creating a triangle throughout my cab, then when the front of the truck came down the impact point was where my windshield met the roof of my cab. I remember flying through the air and the crash with the sound from my windshield getting blown out. After flipping, my truck rolled two more times side to side, crushing my driver's side of the cab, but because my truck had flipped, it couldn't completely crush the cab. My driver's seat broken on the left side during the rolling, and I was coming out of my seat belt. One more roll from the truck I would have been ejected and would have ended up in the fence line by the field that was nearby. After the truck came to a stop on the roof, I remember saying to myself, "You have got to be kidding me." As a EMT myself, I took a moment to regain myself and to see how I was situated. I was laying on my left arm, my head was trapped between the roof of my truck and the headrest of my seat, my legs were pinned under the steering counsel, and only my right arm was free to move. My seat belt was keeping me off of my head and neck, which I was half out of hanging upside down.

I honestly couldn't tell you what the time was when the entire accident happened. I could never get the clock on my radio to set and my phone had gotten flung somewhere in the truck as it was tucked on my center counsel charging while I was driving. I know when I had left my house the time was 21:17, and I had to be at work for 22:30. I didn't know if anyone had seen me go into the ditch, and any amount of time would seem like an eternity. To let anyone know that I was conscious, I reached back with my right arm and started to honk the horn and screamed for help, hoping someone would hear me. It was cold that night, and my truck was still running after the accident happened. My guess is it was about 8-10 min before I heard anyone approach asking if anyone was in the truck, and it was Matt. Matt asked me if I was okay, and if there was anyone else in the truck with me when the accident happened. I remember others as well, I don't remember the count, but I know of at least two other guys and a woman that was there asking me questions. Matt tried to untrap my legs, but with the driver's side so crushed, he wasn't able to reach them. Because my truck was upside down, Matt grabbed his sons

jackets to keep me warm when another bystander shut off my truck because of the diesel leaking all over the ground. Matt and the woman bystander pushed blankets and jackets around me to try and keep out the wind. While waiting for the Fire and EMS to arrive, he stayed and talked to me making sure I didn't lose consciousness.

When the Fire and Rescue arrived, they had used the Jaws of Life to cut the driver's side door and part of the cab to free my head and legs. Someone had cut my seatbelt off that was holding me up off my head and neck, so I was concentrating on keeping my body weight up while they were cutting around me. They were able to pry open the passenger side door and finally managed to get my legs free. They wedged in a back board underneath me and eventually slid me out through the passenger side, then the Firefighters carried me up to the Ambulance that was parked on the side of the interstate. After that, I was loaded into the Ambulance and driven to the Hospital.

Three days after the accident, Matt contacted me through Facebook wanting to know how I was doing. I thanked him profusely for stopping and helping me that night. His son spotted my truck upside down, and that's what initially made him stop, to see if anyone was there. My family and I are very grateful that he and the other bystanders stopped to help me!

After everything I had gotten very lucky! My injuries from the accident were; a Parietal Contusion on the left side of my head, cuts from the glass on my hands, whiplash, and a concussion. No broken bones or internal bleeding.

Proposed Citation for: MSgt Matt Smith

Master Sergeant Matt Smith is awarded the Valley Forge Cross for Heroism for distinguishing himself through outstanding initiative and personal courage while responding to a rollover accident on 30 December 2019. While driving home from a holiday event, MSgt Smith responded to a vehicle rolled vehicle. He quickly responded by notifying authorities, ensured the individual was safe, protecting them from the cold wind and leaking diesel fuel with coats. While waiting for authorities, he attempted to remove the victim from the vehicle. His actions, devotion to community, and selfless service make MSgt Smith a model Citizen Airman. MSgt Smith's actions bring great credit to himself, the Air National Guard and the United States Air Force.