

## 24 Hours in the Old Pueblo (Team Descriptions, Tasks, and Responsibilities)

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### Pre-Operations Team

The Pre-Operations Team is responsible for the set-up of the net-control, initial communications infrastructure, and basically is responsible for have EVERYTHING ready for the event.

This includes the following tasks:

- 1) Securing a net-control location adjacent to SARA.
- 2) Securing electricity from the Event Facilities Director.
- 3) Securing the Net-Control Trailer.
- 4) Set up of net-control radios, computers, antennas, and trailer amenities.
- 5) Set up of the Part 15 FM Broadcast Station for the Event PA system.
- 6) Ensure that all locations in the field are accessible and viable.
- 7) Hand off an operationally ready system to the net-control operators prior to the event.

To achieve these tasks, it is requires that this team start these activities early on Friday before the race. This is one of the more challenging teams. For an operator that simply likes to push the cute little PTT button and talk into the itty-bitty hole in the microphone, this team is NOT for you.

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### Post-Operations Team

The Post-Operations Team is responsible for mopping up at the end of the event.

This includes the following tasks:

- 1) Undoing everything that the Pre-Operations team did.
- 2) Providing "after-event" Net-Control operations for the last lap and SARA Medical-Sweep of the course.
- 3) Retrieving the Part 15 FM Broadcast Station from the Event PA system.
- 4) Breaking down and stowing all of Net-Control equipment.
- 5) Retrieving and Securing the Net-Control Logs.
- 6) Ensuring that the Net-Control site is pristine and in a condition as good as or better than when it was set-up. (i.e. No Impact Wilderness Ethic)

To achieve these tasks requires that this team start these activities early during the last lap of the event and typically is expected to be complete by 1600Hrs. This team is probably the most challenging team to participate on as they have to coordinate a hasty but controlled break down of Net-Control without jeopardizing net-control readiness. This team is not for the meek!!

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### Oscar Sierra Team

This is a select team of trouble-shooters that are known to have the skills and adaptability in the field to get the job done... whatever that job may be. They must be very savvy with their equipment and very cognizant of their surroundings. They know the roads, the bike route, possible LZ 's...etc. etc. etc.

It is not required, but highly appreciated if potential members of this team are available for the entire twenty-four hours of the Event.

## **Patrol Teams**

Patrollers are highly mobile operators that are on foot, dirt bike, quad, or other high-clearance vehicle. Use of APRS is ideal for this team.

Roles/Responsibilities:

1) For the Foot Patroller , you must be physically fit to hike at least 3-4 miles on relatively flat/moderate and bumpy terrain. You know who you are that can do this so ... just step up and volunteer NOW! We are always in need of people that can rove on foot. Your task is essentially clearing the bike route of downed riders where motorized vehicles are prohibited to go.

2) For you motorized vehicular type folks, there is a significant amount of the trail that uses established roads. We need you to clear these areas of the bike route for any downed riders.

3) Motorized vehicles will be doing a very SLOW patrol of the bike route in such a way as to minimize dust. You are to minimize your intrusion with the riders as much as possible. Remember, this is THEIR event ... not yours! You are on a patrol to help THEM... not hinder them.

Being a Patroller is a great option for those operators that easily get ants in their pants if they are just sitting still watching the riders go by your station. It keeps you on your toes and alert.

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**Net-Control Team**    Location: 24 Hour Town

Roles/Responsibilities:

1) There are to be a minimum of two operators at all times at Net-Control. The primary operator will be responsible for coordinating the activities of the net.

2) The secondary operator will fill in the gaps as directed by the primary operator and be the designated liaison between the SARA medical point of contact and Event Coordinator point of contact.

3) Net-Control will maintain a log of all the net activities with a time stamp, description and resolution. This includes but is not limited to downed riders, mechanical failures, event infrastructure needs etc.

4) Net-Control will initiate contact with the SARA upon the notification of a down rider or other person needing medical assistance. This must be with a face to face confirmation of medical notification.

5) Net-Control will from time to time update the health and welfare of late, or downed riders as is necessary.

6) Net-Control will keep up with outstanding issues until resolution is realized.

7) During a medical event, Net-Control will be responsible for clearing frequencies and reallocating personnel as required.

**Team "7 Bravo"**      Location: "7th Bitch"

Roles/Responsibilities:

- 1) There will be at least one primary operator at all times at the 7th Bitch located between Bravo and Charlie. The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.
  - 2) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.
  - 3) The primary operator must be able to send information from their location back to net-control. They are to be relays for their secondary operator and any related patrollers.
  - 4) The 7th Bitch is located in a high risk area that is prone to many rider incidents. 7th Bitch Operator must maintain vigilant awareness of his surroundings to insure a downed rider is quickly reported to Net-Control.
  - 5) Medical skills are highly appreciated for this station but not required. If you are an OEC, EMT, NURSE, MD or otherwise medically trained person, this spot might just be for you!!
  - 6) Because the name of this area is a bit obnoxious for general Amateur Radio use, Net-Control will refer to this station as "**Seven Bravo**".
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**Team Echo**      Location: Echo

Roles/Responsibilities:

- 1) There will be at least one primary operator at all times at Echo.
- 2) The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.
- 3) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.
- 4) The primary operator must be able to send information from their location back to net-control. They are to be relays for their secondary operator and any related patrollers.
- 5) Echo is a rather quiet station and rider mishaps are rare but the importance of an operator at Echo is the fact that Echo is on the outer most fringes of the bike route and farthest away from 24 Hour Town. If a rider is in need, that rider has a **LONG LONG** way to go for help if an operator is not nearby.
- 6) Echo is located on the outer fringes of the bike route so good radio operations and equipment is a must!!

## Team Golf

Location: Golf

### Roles/Responsibilities:

- 1) There will be at least one primary operator at all times at Golf.
  - 2) The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.
  - 3) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.
  - 4) The primary operator must be able to send information from their location back to net-control. They are to be relays for their secondary operator and any related patrollers.
  - 5) Golf is a transition area from single track to dirt road. As such, Golf will be an important station for relaying the status of any patrollers that are clearing the single track where motorized vehicles are not allowed. Golf is notorious for riders having mechanical failures. Many of the less prepared riders might be in need of water. So it is important for Golf team to show folks the short cut back to 24 Hour Town and to water up the less-than optimally prepared riders. The event may be furnishing water to all fielded stations.
  - 6) Golf is in somewhat of a "radio hole" so good radio operations and equipment is a must!!
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## Team Hotel

Location: Hotel

### Roles/Responsibilities:

- 1) There will be at least one primary operator at all times at Hotel.
- 2) The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.
- 3) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.
- 4) The primary operator must be able to send information from their location back to net-control. They are to be relays for their secondary operator and any related patrollers.
- 5) Hotel is a rather quiet station and rider mishaps are rare but the importance of an operator at Hotel is the fact that Hotel is on the outer most fringes of the bike route and farthest away from 24 Hour Town. If a rider is in need, that rider has a **LONG LONG** way to go for help if an operator is not nearby.
- 6) Hotel is located on the outer fringes of the bike route so good radio operations and equipment is a must!!

**Team India**

Location: India

## Roles/Responsibilities:

- 1) There will be a minimum of two operators at all times at India within radio contact of each other. There will also be a third volunteer available during high traffic times.
- 2) The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-scratchies may supplement the primary operator but may NOT be the only means of communications.
- 3) The secondary operator may have either a full sized mobile or handy-scratchy but must stay with the primary operator as a buddy system for safety since there is interaction with moving vehicles and moving riders.
- 4) The primary operator must be able to send information from their location back to net-control. They are to be relays for their secondary operator and any related patrollers.
- 5) India is an intersection of the main entrance road and the riding trail. As such, there is a need to control traffic at this station to ensure rider safety and expedient efficient flow of traffic. This station will be especially hectic at the beginning and end of the event and it will certainly keep you busy. There will be a non-amateur volunteer put there to help relieve some of the traffic control duties. People working at India MUST be willing to control the flow of traffic. If necessary, training will be provided for this station in addition to the regular radio duties.
- 6) This is the last checkpoint before a rider finishes his loop so there will be water requests from the ill prepared riders. We may have limited water supplies available for distribution.
- 7) Keep in mind, if there is a medical evacuation of a hurt rider, that an ambulance and/or a fire engine and/or a law enforcement vehicle will take PRIORITY over ANY other traffic. ALL riders and ALL vehicles must be directed out of the way!!

This is actually a very fun station as it keeps you really busy and thinking at all times. It is a perfect station for those operators with little to no patients or short attention span. So ... all you teen-aged , or MTV-Generation operators that are in constant need of immediate gratification,... this is the station for you... LOL!!