

INCIDENT BRIEFING

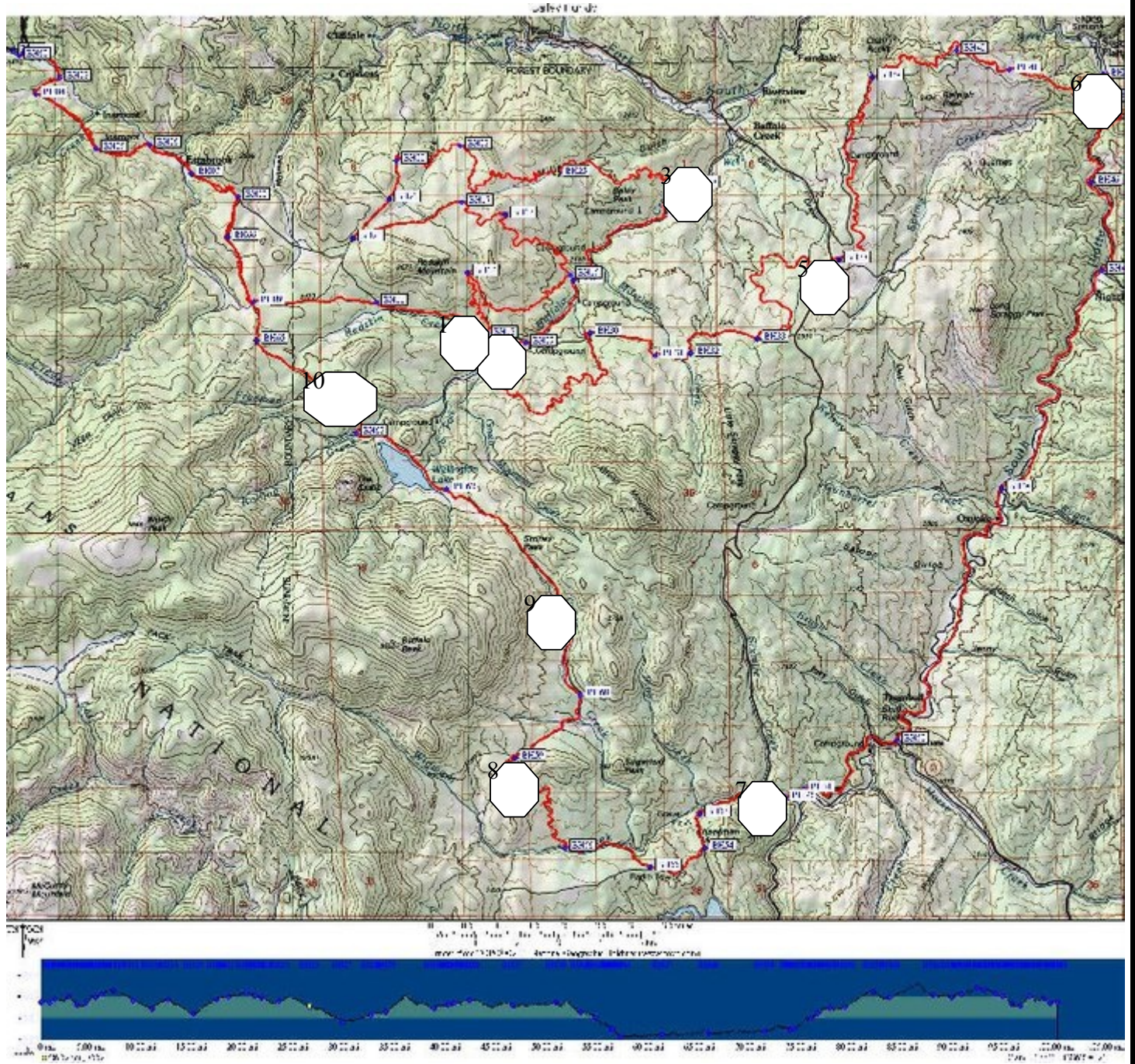
1. INCIDENT NAME:
Bailey Hundo Bike Race

2. DATE PREPARED:
May 19, 2011

3. TIME PREPARED:
12:00

4. LOCATION: Bailey, Colorado

The following map is a preliminary map. This map was provided by the website for the Bailey Hundo race organizers.



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Amateur Radio Public Service Event: Bailey Hundo Mountain Bike Race, June 18, 2011

This plan describes amateur radio operations in support of Bailey Hundo Mountain Bike Race.

Summary of the Event:

Mission: The Bailey HUNDO - a not-for-profit event - is a world-class 100-mile endurance mountain bike race that starts and ends in Bailey, Colorado. Money raised by the HUNDO is invested in youth biking initiatives in Colorado, and used to build new trails in the Platte Canyon area that both serve the local community's recreation needs and develop Bailey into a mountain biking destination.

Operators will provide communications from the start/finish location in Bailey, at the rest stops along the route, and with the SAG vehicles along the route.

Starting from the heart of Bailey, the race features over 45 miles of singletrack—more in 2011 than in 2010—as it winds from Bailey through the Buffalo Creek Trail system and along the Colorado Trail to the South Platte to Deckers up Stony Creek Pass to Wellington Lake, and back to Bailey!

Related Documents:

This document and any related documents can also be found at the Park County Radio Club web site at <http://www.ab0pc.org/announcements.htm>

1. Incident Briefing ICS-201 Mission Support Plan
2. Communications Plan ICS-205
3. EmComm Colorado Repeater 525 Repeater Policies
4. Bailey Hundo Racers Guide
5. Bailey Hundo Rest Stop Locations Map
6. Medical Helicopters Landing Zone Coordinates

Event Location:

Starting from the heart of Bailey, the race features over 45 miles of singletrack—more in 2011 than in 2010—as it winds from Bailey through the Buffalo Creek Trail system and along the Colorado Trail to the South Platte to Deckers up Stony Creek Pass to Wellington Lake, and back to Bailey!

Objectives:

Establish communications at rest stops along the course, at the start/finish line in Bailey, and provide operators to shadow key personnel. Provide ride-along communicators in certain vehicles. Provide communications to the medical staff on the course should the need arise.

Served Agencies and Points of Contact:

- Bailey Hundo Bike Race, Noah Aptekar (Executive Director)

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Mission Coordinator and Points of Contact:

- Brian Thomas/NOVSA (303-816-9716 home, 720-939-1783 cell, n0vsa@arrl.net)

Participating Communications Groups:

- Park County Radio Club
- Park County ARES District 6
- Jefferson County ARES District 23

Objectives:

- Provide safety and logistical communications between race officials, rest stop staff, SAG vehicles, and other locations as required. Cell phone coverage is non-existent in some areas of the course.
- Keep key race personnel informed of all pertinent information regarding both the location you're assigned to, and any important information that affects the overall event.
- Practice operating skills for radio programming, go-bag, setup and operations from a field location with no external power sources and no shelter.

Timeline of Events:

All stations announce arrival at assigned location. Announce when operational.

- 0500 Someone will likely be monitoring the repeaters by this time. Approximate time when some people will start to leave for their designated assignment. No formal net in progress yet.
- 0500 Bailey Hundo race staff expected to arrive at start line in Bailey.
- 0600 Bailey Hundo NCS to be operational at this time. Roll call will be taken at this time.
- 0600 Assembly of the racers at the start line located in downtown Bailey in front of the Cut Throat Restaurant.
- 0630 Shotgun start for all riders.
- 0630 Formal net mode begins.
- 0700
- 1230 All riders must be through Rest Stop 5 to be able to continue the race. Riders not through this checkpoint will be held by the race marshal's and transported back to the finish line.
- ???? All routes close

Operators will be dismissed when their assigned station is closed by official Bailey Hundo staff.
Operators are to notify net control when dismissed by staff.

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List of Locations:

Name/Tactical	Location	GPS	Be Operational By
Rest 1	550 and Redskin Creek Trail		
Rest 2	Miller Gulch Trail Head Parking Lot		
Rest 3	543 and Sandy Wash Trail		
Rest 4	Green Mountain Campground Lower Parking Lot and Trail Head		
Rest 5	Buffalo Burn and Colorado Trail		
Rest 6	Colorado Trail Bridge and South Platte		
Rest 7	Deckers		
Rest 8 *	Mid way up Stony Pass - 560		
Rest 9*	Stony Pass Top		
Rest 10	Colorado Trail at CR-68		

There are no special parking passes or assignments. Check in with the rest stop captain if you are unsure where to park. If operating from your vehicle, try to park near enough to where the staff will be located.

Operating Frequencies and Modes:

See attached ICS-205 Communications Plan for operational exercise frequencies.

The primary repeater for this event will be the Colorado EmComm 447.525 UHF repeater located north of the route. Its coverage encompasses the entire route. Most of the route is covered at full quieting coverage; parts of the loop around Deckers and Buffalo Creek will have poorer coverage and will require you to have higher power (at least 30-40 watts) and a gain antenna. For mobile stations a typical dual band antenna with 4 - 5 dB gain should be adequate.

We also have the use of the 146.895/ 100Hz tone Park County Radio Club repeater located on Dick Mountain. This repeater will provide decent coverage along the northern loop of the course but will only provide limited coverage on the eastern and southern sections of the course.

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Operator Assignments:

Name/Tactical	Callsign / Name	Notes
Rest 1	Nate Walowitz/KD0DZU & Billy	
Rest 2	Ray Thompson/W0IVB & Judy Thompson/K0WGM	
Rest 3	Pete Krause/NE0T	
Rest 4	Brian/NOVSA	Roving net control.
Rest 5		
Rest 6		
Rest 7		
Rest 8		
Rest 9	Brent Haberer/KB0ZCO	
Rest 10		
Primary NCS	Brian Thomas/NOVSA	Net control will be roving the course.
Back Up NCS	Sid White/K4ARM	Located in Black Forest
Back Up NCS	Duane Rawlerson	Located in Bailey

Equipment Requirements:

The equipment essential to support each location:

- **A copy of this plan.**
- Complete mobile or transportable station, to include power source, UHF transceiver capable of 35W or more, VHF transceiver capable of 35W or more, antennas for each band or dual-band antenna, mast for antenna, or mag-mount antenna for vehicle operation, headphones or earphone, microphone, coaxial cable, power cable, necessary power adapters for cigarette lighters, battery clips, PowerPole connectors as needed for your station.
- **No VOX operation!**
- Power source or batteries to last a minimum of 15 hours. Plan for NO POWER AVAILABLE at any of the sites other than what you bring! Hand-held radios optional, but strongly encouraged. Batteries for your HT for a minimum of 15 hours.
- Radio manuals for all the equipment you are bringing.

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- GPS receiver optional, but strongly encouraged. However, you will probably find the rest stop staff easily enough if the site is already set up when you arrive.
- Clipboard with notebook or legal pad, pens, pencils
- Multiple copies of message forms (ICS-213) and radio logging forms (ICS-133).
- Park County, Jefferson County and Douglas County maps, or a single map that covers primarily the Deckers Buffalo Creek area.
- Chairs and a table “should” be provided at the rest stops, but you are urged to bring your own.

Personal:

- Appropriate clothing - mornings could be around freezing temperatures. Expect rain, and possibly snow at this time of the year. Be prepared for cold but hope for warm temperatures.
- Wear something that identifies you as communications such as a club member badge or an orange vest.
- Green/white emergency communications reflective signs, if available.
- Recommend all operators bring your own supply of food, water, snacks, etc.
- All medications necessary for a 15-hour period
- **Voice Net Protocols:**
- We will use the net protocol described on the ARES Operations Manual, Appendix N. Review it carefully.
- You’re communicating over a wide-area repeater, and most hams with EmComm experience, either RACES or ARES, are familiar with this repeater system. Keep your traffic factual, non-inflammatory, show professionalism, and do not engage in traffic that would shed a poor light on the Amateur Radio Emergency Service.
- We will have a net control station on the primary frequency, but not on the administrative or alternative repeaters. If you need to change repeaters, advise net control when you leave, and when you return.
- Always advise net control any time you have to leave your radio. Advise net control when you return.
- Try to avoid any situation that would cause your station to be unanswered if net control tries to contact you. Keep your volume turned up to a good listening level. Make sure your frequency hasn’t changed accidentally. If your radio allows it, lock the VFO so it can’t be changed inadvertently.
- Keep conversations brief but to the point.
- **PLEASE NOTE: THIS REPEATER HAS A 60-SECOND TIMEOUT TIMER.** Meaning that if you talk for more than 60 seconds, the repeater will cut off and your transmission will not be heard. The repeater timer resets when you unkey. Most local repeaters have a 3-minute timer. The need to talk for more than 60 seconds at one time is pretty rare, but be aware of this limitation.
- If an emergency develops, use the phrase “BREAK BREAK” to get the attention of Net Control. Net Control should take control and give you precedence on the repeater.
- Remain calm and pass only the necessary information quickly and accurately.

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- SAG drivers are being asked to check in at the rest stops with the ARS operator, especially in the loop where there is no cell coverage, to convey any necessary information. ARS operators need to be aware when a SAG vehicle is at their rest stop in case a message needs to be passed to a SAG driver. SAG drivers may be asked to transport equipment or food from one location to another.

General Notes:

Public service events in general are training opportunities because the conditions can be similar to what can happen during an actual incident. Where possible, and if we have enough people volunteering, we will attempt to pair inexperienced operators with experienced operators for training purposes. Experienced operators should defer to inexperienced operators to provide training as much as possible.

Always bring a positive ATTITUDE! There will be times when things get busy or stressful. Always maintain a positive attitude, and remain calm and helpful. Many of the event personnel are working this event as their first volunteer position. Many of us have worked at volunteer events such as this for a number of years. As much as possible, help your staff out.

Safety:

SAFETY FIRST! Bicyclists have the right-of-way. There is nothing that we are doing that is so important that we have to risk the safety of any bicyclist.

If you have to move your vehicle, be sure you know your surroundings. PRACTICE SITUATIONAL AWARENESS! Know where the people and the bicycles are around you. Get a spotter if you need to.

Position antennas, masts and cables out of the way of bicyclists, and out of the way of anywhere people might have to walk. Use bright orange or pink flagging tape to identify any guy cables if you use them.

Bicycle and Rider Driving Safety

Due to the nature of this ride with the combination of bicyclists, narrow roads and blind curves, utmost caution is absolutely required for safety! Although these seem like common-sense things, I have seen a lot of poor driving habits by people that should know better when driving around bicyclists.

Please follow these recommendations:

Do not exceed posted speed limits.

Give bicyclists the right-of-way - ALWAYS.

Do not tailgate bicyclists.

Do not stop suddenly in front of bicyclists.

Do not cut off bicyclists.

Do not pass bicyclists in no-passing zones unless you can clearly see there is no oncoming traffic. Give the bicyclists a wide berth.

Pass in passing zones (when there is no oncoming traffic) by giving the bicyclist the entire lane.

On the dirt roads along the 86-mile loop, the roads are narrow and uneven. Many blind curves, holes, and washboard surfaces. Pass with care!

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