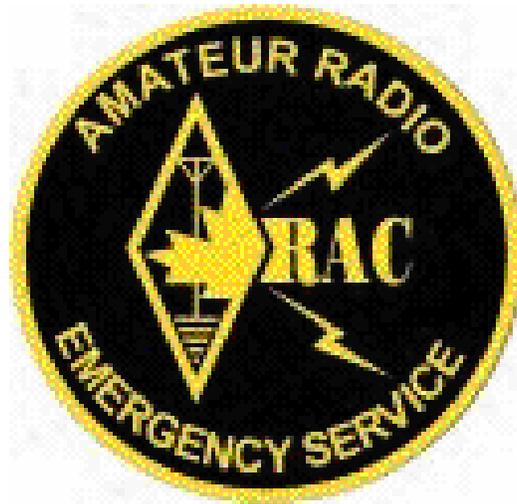


Winnipeg Amateur Radio Emergency Service  
in conjunction with  
Winnipeg Amateur Radio Club



MANITOBA MARATHON  
15 JUNE 2014  
AMATEUR RADIO REPORT  
PSE-141

Jeff Dovyak VE4MBQ  
JUNE 2014

This report covers the ARES Amateur Radio component of 2014 Manitoba Marathon. Amateur Radio volunteers were asked for feedback and it has been integrated into the report. The format of this report is based on previous Manitoba Marathon ARES reports.

This report has four main sections:

- Planning/Preparation
- Operation
- Recovery
- Mitigation.

## 2014 PLANNING/PREPARATION

Winnipeg Amateur Radio Emergency Service (WPGARES) and Winnipeg Amateur Radio Club (WARC) have formally collaborated on a joint Marathon operation since approximately 2001. As previously reported, WARC is the umbrella or general interest Amateur radio club in Winnipeg that previously organized Marathon communications 1980-2001. WPGARES is concerned with provision of emergency Amateur communications for the civil authorities in time of disaster or communications emergency.

The Marathon Radio Group (MRG) is currently chaired by WPGARES Emergency Coordinator Jeff Dovyak VE4MBQ, deputy is Robert Stegmaier VE4RST. Technical advisors are:

Don Gerrard VE4DWG  
Norman Coull VE4EH  
Derek Hay VE4HAY  
Mark Blumm VE4MAB  
Mark Havens KB7REU  
Ellis Seddon VE4AJO  
Dave Stimpson VE4DJS  
Harm Hazeu VE4HAZ.

Recruiting for the 2014 Amateur Radio component began in earnest in late DEC 2013, with notices in the monthly WARC publication "*The Newscaster*", verbal reports at WPGARES and WARC meetings, e-mails to last year's volunteers as well as general e-mails to Winnipeg ARES members. Volunteers had the option of web registration through Winnipeg ARES & WARC web-sites as well as the option to submit a *Word*-based registration form.

With the withdrawal of Manitoba Emergency Communications Group from participation in the Manitoba Marathon a new solution was required for radio communications in and around the Care Centre (MECG had previously provided an Amateur UHF portable repeater). A highly knowledgeable technician spent the 2013-14 winter building a new UHF Amateur repeater that could be linked into the VHF amateur Medical Net Repeater. That new UHF repeater ad link to VHF Medical Net Repeater was tested TUE 03 JUN, communications from various basement rooms was good as was communications into the UHF repeater coming out on VHF repeater.



Yori VE4ACX during 03 JUN UHF Repeater Test  
Photo Credit VE4MBQ

The detailed agenda for the Amateur Radio briefing was reviewed by MRG members before being finalized – generally the previous year’s agenda is updated and revised if necessary. No specific MRG planning meetings were held prior to the 2014 Manitoba Marathon. Business was conducted via e-mail, at ARES & WARC meetings and during many informal Saturday morning coffee-breaks.

Volunteer clothing and supply pick-up approximately five days before the Amateur briefing went well (one missing component, easily rectified). One aspect “over-organized”, already discussed by ARES Coordinator & Marathon Technical Director.

Attendees at the Amateur Radio briefing receive significant documentation\* related to the coming communications task:

Three Booklets

1. 2014 Manitoba Marathon Amateur Radio Guide
2. 2014 Manitoba Marathon Course Station Maps
3. 2014 Manitoba Marathon Participant Guide

At least three loose pages

1. 2014 Manitoba Marathon Amateur Radio Briefing Agenda
2. 2014 Manitoba Marathon Amateur Radio Volunteer Roster
3. Marathon Alert Form.

Pre-printed forms are distributed for use at Net Control Stations:

1. ARES Activity Logsheet
2. Care-Centre Report (transmitted every 15 mins to Chief Dispatcher at Comm Centre for situational awareness)
3. Course Conditions Reports (transmitted every 20 minutes by Doctor’s Shadow regarding race “color” and whether or now course showers are to be run)
4. Modified “EMS Request via Amateur Radio Form”\*\*.

\*During the ARES de-brief 24 JUN consensus was that a University map showing Comm Centre, Care Centre and other Marathon-related campus locations would be invaluable to Amateur Radio volunteers, particularly those new to operating in Course Vehicles.

\*\*Comm Centre Chief Dispatcher requested a form during pre-race Comm Centre Meeting, an existing ARES form was adapted for Marathon use (message number changed to Bib number), we will be considering post-Marathon what information should be captured.

Amateurs were assigned to positions in the same manner as previous years. Five Amateurs with no other assignment were assigned as a reserve operator for one of three course sectors, **none** were deployed (goal was six, we had five). The race course is best sectorized geographically into three areas:

- South of the Assiniboine River
- North of the Assiniboine River
- East of the Red River.

A Hospitality Test Net was arranged for 2030h THURS 12 JUN to allow newer Amateurs and Amateurs whose assigned locations had changed to visit or reconnoiter their location and ensure that their personal radios were properly programmed.

The majority of Amateurs who were unable to attend the Amateur Briefing made advance arrangements which greatly decreased the work for Coordinators.

Once again, Amateur Radio traffic vests jointly owned by WPGARES and WARC were loaned to non-ARES Hospitality Net and Medical Net participants so that they would be easily identified by various Marathon stakeholders.

Innovative changes from past few years that are still maintained:

- Staff VE4WVO in the Prairie & Arctic Storm Prediction Centre approximately 0600-1300h
- One EMR/MFR in each Medical Supply Vehicle so as to allow Medical Supply Vehicles to transport sick & injured runners that can sit up back to care Centre with some level of medical supervision not requiring RN/MD or PCP/ICP/ACP levels of supervision
- Distribution of medical ice on course by Medical Supply & Sweep Vehicles
- A Paramedic on a motorbike operated by an experienced ARES member (a former paramedic who maintains some of his his skills)
- “Shadow” for Care Centre Charge Nurse (“Dawna Marie’s Shadow”) with specific info updates to Chief Dispatcher at Comm Centre, template report form produced in 2011 and utilized in 2012, 2013 & 2014.

During the 07 MAY Medical Committee meeting an enquiry was made asking if Medical Transport units could skip Triage and attend directly to basement of Care Centre if Nurse on the vehicle decides that is best course of action and Triage area is aware of that case – Care Centre “Manager” indicated approval.

All Amateur Radio operators operating on the Medical Net were invited to the Medical Team briefing SAT 14 JUN – the majority attended.

## 2014 OPERATION

The 2014 operation ran from approximately 0530-1330h. Ultimately, **eighty-nine** (89) Amateur volunteers (final roster at end of this section) were assigned to each Hospitality Station, Relay Exchange Zone, Super Run Hospitality Station, 10K Walk Hospitality Station, seven Course Vehicles (Lead Full, Lead Half, Course Closing, 2 Sweep Vans, 2 “Baggage” Vans for checked-in participant clothing), Start Line, Medical Vehicles (2 Medical Transport, 2 Therapy, 2 Medical Supply and Paramedic motorcycle “Bike 9”, Medical Courier Motorcycle “Bike 10”), Hospitality Net Control, Medical Net Control and Care Centre. Five (5) non-Amateur volunteers supported our operation. Of the 89 volunteers involved, eight (8) were new or “newer” Amateurs that were partnered with Amateurs with previous Manitoba Marathon experience.

All Amateur Radio volunteers who had Race Day assignments showed up as expected.

The operation was carried out on three closed, directed Amateur Radio nets using tactical calls-signs. Hospitality net, Medical Net and Liaison Net. These nets have been described in more detail in previous Marathon reports.

The UHF repeater built by Yori Tsuji VE4ACX worked great on Race Day as did the tie-in to the VHF Medical Net.



UHF Repeater Cabinet with link radio  
Photo Credit VE4ESX

The actual Amateur operation unfolded essentially as expected however there were some occurrences that should if at all possible be eliminated next year.

Several Amateur Operators seemed confused by the requirement on page 10 of the 2014 Manitoba Marathon Amateur Radio Guide “Duties of Hospitality Station Personnel”, # 11:

Advise NCS when the 1st, 2nd, and 3rd place runners for the male/female, full and half marathon pass your station...

The Super Run Hospitality Station lost its assigned Amateurs when the pair of Amateurs assigned to Mile 16 pulled out for health reasons approximately 5 days before Race Day.

Pick-up location Race day morning for medical ice/coolers and bottled water was separated instead of being co-located, required two stops per course vehicle instead of one.

There were several anecdotal reports post-Marathon that private buses were blocking medical vehicles from accessing Care Centre entrance road.

Sweep Van operators reported that private buses seemed to be operating on other than the published schedule.

Apparently private bus and police officer **did not** meet Course Closing vehicle until approximately Mile 22 or Mile 24.

There was some interference noted at Comm Centre between Medical Net & Liaison Net transceivers – in the future need to space antennas further apart on Comm Centre roof.

Med 1 & 2 as well as Bike 9 were sent back and forth Race Day morning from care Centre to Comm Centre and back again in search of additional medical supplies and equipment.

Two medical volunteers that were apparently assigned to Half Marathon Hospitality Station showed up Race Day morning at Care Centre – they were transported by Course Vehicle to their assigned location (likely by Medical Supply 7).

Loaner equipment that should have been turned in to Course Closing Vehicle either wasn't or was turned in to another Course Vehicle.

Amateur Radio operators were assigned to staff four Medical Transport units, close to Race Day it became apparent that there was only medical staff for two units so the Amateur Operators assigned to Med 3 & Med 4 were dismissed. Subsequent to that dismissal a requirement was identified for a volunteer driver for checked-clothing van – that was filled by one of the Amateurs who had been assigned to Med 4 after that it became apparent that it could be useful to have an Amateur in the other checked clothing vehicle so another “dismissed” Amateur was activated (in the end of four “dismissed” Amateurs, two accepted new assignments). These vans used tactical call-signs Baggage 1 & Baggage 2 since “Clothing” sounds too much like “Closing” and we did not want confusion between checked-clothing vehicles & Course Closing vehicle.

MED 1 advised Medical Net Control and Triage at one point that a runner in “amber” condition was being transported directly to the Care Centre and that Triage would be skipped. There were several radio transmissions on the Medical Net regarding this case.

When MED 1 arrived in the lower level of the Care Centre apparently no medical or nursing staff was on hand to meet the runner being transported and the transport nurse despite several Amateur Radio “shadows” informing Care Centre staff that MED 1 was arriving down the ramp with a runner requiring care.

### 2014 Manitoba Marathon Amateur Radio Roster (Final)

Net	Assignment	Secondary Assignment	Call Sign	First Name	Last Name
Hospitality	Mile 2/ Mile 25		VE4DBV	Drago	Lambeta
Hospitality	Mile 2/ Mile 25	Mile 25	VE4HK	Dick	Maguire
Hospitality	Mile 2/Mile 25	Mile 24	VE4PCB	Michael	Lambeta
Hospitality	Walk		VE4QB	Phil	Barton
Hospitality	Mile 4		VE4BOY	Juanito	Alambra
Hospitality	Mile 4		VE4DAE	Ernelyn	Hingada
Hospitality	Mile 6		VE4VZ	Rolf	Bandlow
Hospitality	Mile 6		VA4RWT	Gary	Goodman
Hospitality	Mile 8		VE4AFL	Ken	Laidlaw
Hospitality	Mile 8		VE4JDH	Hamish	Donaldson
Hospitality	Mile 10		VE4MHZ	Paula	Ehn
Hospitality	Mile 10		VE4GLS	Gord	Snarr
Hospitality	Mile 12		VE4SE	Tom	Mills
Hospitality	Mile 12		VE4XYL	Ruth	Mills
Hospitality	Mile 14		VE4SBS	Sunday	Satiada
Hospitality	Mile 14		VE4LYN	Linda	Satiada
Hospitality	Mile 16		VA4CAT	Catherine	Suarez
Hospitality	Mile 16		VA4DON	Don	Suarez
Hospitality	Mile 18		VE4JLO	Lorenza	Schultz
Hospitality	Mile 18		VE4JBL	Jojo	Lagman
Hospitality	Mile 20		VE4PH	Pete	Haertel
Hospitality	Mile 20		VE4PEH	Patricia	Haertel
Hospitality	Mile 22		VE4MMG	Mariska	Maguire
Hospitality	Mile 22		VA4VMM	Vera	Koladubsky
Hospitality	Mile 24		VE4ANF	Bing	Fernandez
Hospitality	Mile 24		VE4JAL	Jun	Alego
Hospitality	Mile 25	[from Mile 2]	VE4DBV	Drago	Lambeta
Hospitality	Mile 25	[from Mile 2]	VE4HK	Dick	Maguire
Hospitality	Half Marathon		VE4RIC	Rick	Shumila
Hospitality	Half Marathon		n/a	Mary	Perchaluk
Hospitality	Half Marathon		n/a	Max	Perchaluk
Hospitality	Half Marathon		VE4PWN	Kane	Anderson
Hospitality	Super Run	Bike 10	VA4MAC	Ryan	Evans

Hospitality	Baggage 1		<b>VE4TTH</b>	Peter	Toth
Hospitality	Baggage 2		<b>VE4YYL</b>	Rosi	Napady
Hospitality	Relay 1		<b>VE4NQ</b>	Brian	Pettapiece
Hospitality	Relay 1		n/a	Betty	Pettapiece
Hospitality	Relay 1		<b>VE4HQ</b>	Tom	Blatch
Hospitality	Relay 2		<b>VE4TSY</b>	Paul	Copio
Hospitality	Relay 2		<b>VE4CEL</b>	Cecilio	Mendoza
Hospitality	Relay 3		<b>VE4GZ</b>	Jim	Griffiths
Hospitality	Relay 3		<b>VA4JCH</b>	Jim	Husak
Hospitality	Relay 4		<b>VE4JAH</b>	John	Howells
Hospitality	Relay 4		<b>VE4GWB</b>	Garth	Blumm
Hospitality	NCS		<b>VE4HAY</b>	Derek	Hay
Hospitality	NCS		<b>VE4AJO</b>	Ellis	Seddon
Hospitality	Lead Vehicle Full		<b>VE4GIS</b>	Kurt	Sargent
Hospitality	Lead Vehicle Half	Relief Medical?	<b>VE4BN</b>	Ed	Bethune
Hospitality	Closing Vehicle Driver		n/a	Gail	Lamoureux
Hospitality	Closing Vehicle Driver/Operator		<b>VE4UK</b>	Denis	Bosc
Hospitality	Sweep 5 RadioOperator	Back-up MedDrvr	<b>VE4MAQ</b>	Bob	Poole
Hospitality	Sweep 5 DRIVER		<b>VE4MWH</b>	Mark	Havens
Hospitality	Sweep 7 Radio Op		<b>VE4DJS</b>	Dave	Stimpson
Hospitality	Sweep 7 Driver		<b>VA4IAM</b>	Ian	Brownlee
Hospitality	Start Line	Dr Pilat's Shadow	<b>VE4RST</b>	Rob	Stegmaier
LINK	WSCRC Host	Liaison Op	<b>VE4AND</b>	Bert	Andrews
LINK	Liaison Op at Comm Centre		<b>VE4CZK</b>	Jeff	Cieszcecki
Medical	Medical NCS		<b>VE4EH</b>	Norman	Coull
Medical	Medical NCS		<b>VE4HAZ</b>	Harm	Hazeu
Medical	Recovery -1	Start-Line MED	<b>VA4AJG</b>	Allan	Grant
Medical	[Comm Ctre Liaison Op]		<b>VE4STS</b>	Bob	Myatt
Medical	Don's Shadow		<b>VE4ESX</b>	Richard	Sheridan
Medical	Intake/Triage Area		<b>VE4ACX</b>	Yori	Tsuji
Medical	Intake/Triage Area-2		<b>VE4EIH</b>	Ed	Horton
Medical	First Aid (static post)	Care Centre – Comm Ctre Liaison	<b>VE4STS</b>	Bob	Myatt
Medical	Dawna Marie's Shadow		<b>VE4CDM</b>	Craig	Martin
Medical	Dr Pilat's Shadow	Start Line	<b>VE4RST</b>	Robert	Stegmaier
Medical	Med 1 - driver		<b>VE4JNF</b>	John	Foster
Medical	Med 1 - radio		<b>VE4NCH</b>	Pat	Verbaaschott
Medical	Med 2 - driver		<b>VE4GWN</b>	Glen	Napady
Medical	Med 2 - radio		<b>VE4KAZ</b>	Richard	Kazuk

Medical	Therapy 5 - driver		<b>VE4MBQ</b>	Jeff	Dovyak
Medical	Therapy 5 - radio		<b>VE4WTF</b>	Luke	Dovyak
Medical	Therapy 6 - driver		<b>VE4MAB</b>	Mark	Blumm
Medical	Therapy 6 - radio		<b>VE4EAR</b>	Ed	Richardson
Medical	Supply 7 - driver		<b>VE4QV</b>	John	Pura
Medical	Supply 7 - radio		<b>VE4SCH</b>	Dario	Schor
Medical	Supply 8 - radio		<b>VE4SYM</b>	Susan	Collings
Medical	Supply 8 - Driver		<b>VE4TRO</b>	Fred	Collings
Medical	Paramedic Bike 9		<b>VE4DWG</b>	Don	Gerrard
Medical	Paramedic BIKE 10		<b>VA4MAC</b>	Ryan	Evans
Medical	VE4WWO		<b>VE4ALW</b>	Bill	Simm
Medical	Ski Patrol Monitor		<b>VE4RDO</b>	Andy	Fenstad
Medical	Ski Patrol Monitor		<b>n/a</b>	Ian	Boughton
Spare3	East of the Red		<b>VE4GKS</b>	Gerald	Sherman
Spare2	North of the Assiniboine		<b>VE4DLA</b>	David	Latour
Spare1	South of the Assiniboine		<b>VE4VB</b>	Walter	Bezpalko
Hospitality	WSC Liaison Net		<b>VE4JS</b>	Jan	Schippers
Spare 33	2nd East of Red		<b>VE4SIG</b>	Jim	Sutton
Spare 22	2nd North of Assiniboine		<b>VE4EA</b>	Cary	Rubinfeld

ORGANIZATIONS SUPPORTING  
MANITOBA MARATHON AMATEUR RADIO OPERATIONS  
loaned equipment or facilities, recruited volunteers

Winnipeg ARES  
Winnipeg Amateur Radio Club  
Winnipeg Senior Citizens Radio Club  
Manitoba Repeater Society  
University of Manitoba Amateur Radio Society  
Pathfinders Amateur Radio Club  
South-Central ARES  
Manitoba ARES  
South-Central ARES

Winnipeg ARES-owned equipment was used for temporary Amateur Radio base radio stations at the Comm Centre and the Winnipeg ARES Beam Kit was used at the temporary UHF Repeater site. Unlike in past years, no ARES-owned equipment was required to be loaned out to individual Amateurs, besides the ARES-WARC loaner vests.

## 2014 RECOVERY

Recovery activities for the Marathon Radio Group mainly involves return of borrowed equipment and documenting any “Lessons Learned”. The majority of borrowed equipment was returned by 21 JUN but all equipment was not returned until 24 JUN.

Thanks to Rhonda Dovyak for laundering the “loaner” ARES vests.

A summary report will be prepared for publication in the SEP 2014 WARC newsletter.

## 2014 MITIGATION

(i.e. LESSONS LEARNED/CONCERNS/SUGGESTIONS)

Course Closing Times in Amateur Radio manual apparently **do not** match Course Closing times published in other Marathon booklets (this **has** been reported previously).

During the ARES de-brief 24 JUN consensus was that a University map showing Comm Centre, Care Centre and other Marathon-related campus locations would be invaluable to Amateur Radio volunteers, particularly those new to operating in Course Vehicles.

Previous “value-added” enhancements that seemed to be absent in 2014:

- O<sub>2</sub> & AEDs on all Course Medical Vehicles **not** available in 2014
- Interoperability for field medical operations **not** available in 2014 – no *FleetNet* radio on Medical Talk Group for ARES Coordinator
- *FleetNet* portable **not** available for operator of Bike 9 – a serious redundancy concern when paramedic’s assigned *FleetNet* portable failed while out on the course.

Minor inconvenience picking up Medical Ice for delivery to Hospitality Stations & water bottles for on course vehicles – separate locations for ice/coolers & flats of water across the road from each other – co-location would be most convenient if possible in the future. Overall though the pick-up of Medical Ice & Coolers was **much smoother** than previous years.

Course Vehicles coming from private sources must be mechanically sound and in roadworthy condition – anecdotal reports that the two medical transport vans were not in great shape and that the initial vehicle that was borrowed was returned and swapped due to safety concerns from the ARES member assigned to drive the vehicle.

It was reported in the 2013 report that communicators in the Comm Centre must all use headphones or earphones to keep the noise level to a tolerable level – this year’s borrowed *FleetNet* mobile radios each came with a **single** headphone jack which would not allow for simultaneous monitoring by the dispatcher and scribe for each Talk Group. An ARES member assigned to the Comm Centre who happens to be an electronics expert whose professional work is in electronics crafted two sets of “Y” connectors the afternoon before Race Day at the ARES Coordinator’s request. The ARES member was reimbursed by ARES for the cost of the parts Race Day morning and ARES has now been reimbursed by Manitoba Marathon. Those “Y” connectors are now in an ARES equipment box that is present in the Comm Centre for Race Day.

In 2014 there was inadequate signage on Course Closing Vehicle to the extent that Amateur Radio operators at several Hospitality Stations turned in their “loaner” vests to the wrong vehicle. There seems to be **one** modern 24 X 18 inch Course Closing vehicle Sign (see photo below). Consideration should be given to making that a “dash” sign and ordering **at least** three magnetic signs either same size or proportionally one “size” smaller (for both sides & rear of next year’s van).



Photo Credit VE4MBQ

“Wrong” vehicles were apparently assigned by rental company for checked-clothing necessitating a fair bit of last-minute arranging to get the vehicles swapped – for some years now the vehicles coming from VEMA are identified to the ARES Coordinator by serial number so that VEMA & assigned drives know who is picking up which vehicles – if at all possible vehicles being picked up for any purpose should be identified by serial number or other unique identifier to prevent a repetition in the future.

A lot of time was spent in Medical Committee meetings this spring compiling lists of required medical supplies. No list was ever made available as to what would actually be supplied. Medical supplies provided for Medical Transport vehicles and Medical Motorcycle (Bike 9) appeared sparse to non-existent. Long-time marathon volunteer & operator of Bike 9 made a detailed list of requirements available 29 APR – we were never informed that the list would not be satisfied and the actual supply/medication issue Race Day morning was an exasperating use of volunteer time and delayed medical vehicles from being ready to respond (pick up at Care Centre, no go to Comm Centre, no go back to Care Centre, no go back to Comm Centre, etc). Medical Kits in Med 1 & Med 2 appeared to have waste in them from previous years and did not appear to have been replenished. ARES Coordinator alerted Care Centre Manager by e-mail that kits should be scrutinized Race Day before departing University grounds.

Medical Committee leadership should meet by early fall (ideally by Labour Day) and decide on what capabilities are desired for next year and go to work on sourcing – actual capabilities should be presented in writing well prior to Race Day so that there are no easily avoidable surprises.

Bike 10 became a radio-controlled courier when there was no paramedic available to staff bike 10 – on Race Day Bike 10 spent a lot of time shuttling rechargeable batteries back & forth as a number of *FleetNet* hand-held batteries were discharged. Ideally every hand-held issued for Race Day should be issued with a spare battery pack (Amateur operators volunteering for Manitoba Marathon are expected to attend with **at least** two (2) battery packs – one on the radio and one spare).

It seemed that a number of speaker-mics for *FleetNet* radios failed due to the steady rain – only **weatherproof** speaker-mics should be issued for hand-helds out on course where the user might be exposed to unfavorable weather elements (i.e. Bike 9 paramedic, Ski Patrol mountain-bike medics, etc). So when the speaker-mic failed for the Paramedic on Bike 9 he lost the capability to communicate directly with other medical responders and Medical Control.

It is unclear what value, if any, could be assigned to radio-controlled “Baggage” vans – if future year’s Marathons revert to four Medical Transport vehicles we likely will not have the capacity to staff two clothing vans.

Amateur Radio antennas on Comm Centre roof must be spaced further apart – easily done.

Consideration should be given to having a manager or supervisor from the firm providing buses to be present in the Comm Centre or adjacent room so that concerns about buses blocking Care Centre access or not keeping to published schedule could be actioned more efficiently & effectively. Bus drivers & supervisors staging near Care Centre must be informed as to take care and not block Care Centre access, especially for marked Marathon Medical vehicles and marked emergency response vehicles.

Given the experience of MED 1 when bypassing Triage and attending lower level of Care Centre due to patient condition, an SOP should be developed by Medical Committee leadership dealing with this kind of situation that outlines the responsibilities of various volunteers then disseminated among those volunteers in advance so that everyone involved is on the same page.

There were several anecdotal reports during the 24 JUN ARES de-brief that a number of Relay runners and general Relay volunteers did not seem to know anything about the Relay Shuttle buses - this is well covered in the Participant Guide (page 4) – challenge is getting people to read the booklet in advance.

In the “Rules” section of the Participant Guide on page 11, the following statement is at bullet 9 all capital letters: “FOR PARTICIPANT SAFETY NO HEADPHONES, EAR BUDS OR OTHER LISTENING DEVICES ALLOWED.”

On-course reality is a different matter, operators of several Course Vehicles expressed concern during the 24 JUN ARES de-brief about runner safety and chance of collision due to runners using headphones/earphones/ear buds in both ears – we have no suggested solution besides additional runner education.

Two members from Marathon Radio Group will compile a script for Hospitality Station Amateurs to assist them in reporting on runner progress.

Alert Form will have one additional category added, likely “D” for dropped out.

Post-marathon a lot of organizational time was devoted to tracking down loaned equipment that was not properly returned – Amateur radio volunteers need to know that that alternate return is the following SAT morning 0830-0930h Amateur Radio community “coffee-break” weekend location.

See Appendix 1 – Marathon Forms 2014 (separate document) for examples of forms mentioned on page 4 of this report.