

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



MANITOBA MARATHON  
19 JUN 2022  
AMATEUR RADIO  
REPORT  
PSE-183

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26 JUN 2022

These notes cover the Amateur Radio component of 2022 Manitoba Marathon. Amateur Radio volunteers were asked for feedback and it has been integrated. ARES volunteers provided volunteer communications under very trying environmental conditions (heat and humidity) and all volunteers scheduled showed up Race Day.

Past reports have had four main sections:

- Planning/Preparation
- Operation
- Recovery
- Mitigation.

Past reports have also detailed the documentation distributed to ARES volunteers at the pre-race briefing. That is not addressed in this report.

The notes from the 2022 operation are those of the Winnipeg ARES Emergency Coordinator and those volunteers that submitted comments and/or participated in our virtual debrief. Planning/Preparation and Operations for 2022 were all based on previous years' experience. Recruiting began mid-January 2022.

Recruiting for 2022 was very difficult for uncertain reasons but COVID-hesitancy seems to have played a role – several long-time Marathon volunteers said that they were just not ready to be in crowds yet.

The 2022 Volunteer Code of Conduct included this statement:

“At all times, volunteers will comply with all the rules and regulations of the Manitoba Marathon, Dominion of Canada, Province of Manitoba and Public Health concerning matters of health and safety and specifically as they relate to COVID-19 or such other communicable disease or contagion.”

Recruiting was once again done on-line via the Winnipeg ARC website.

The ARES component of Comm Centre set-up is traditionally done the Friday afternoon before Race Day and 2022 was no exception. A draft Comm Centre Set-Up procedure now exists (needs some photos to be finalized). Feedlines were color-coded with colored tape and radio circuits were tested once temporary roof antennas were established before people came off the roof.

ARES “shadows” at the Care Centre once again operated on UHF with their communications fed into the VHF medical repeater via a portable repeater (previously documented). The use of that UHF repeater is critical with the Care Centre being below ground in a steel and concrete stadium.

The first hour of the 21 JUN Winnipeg ARES General Meeting was dedicated to a virtual debrief. This was very well attended with approximately twenty-five (25) participants including the Manitoba Marathon Executive Director, approximately five (5) of the participants were non-Winnipeg ARES members.

The debrief was moderated by the Winnipeg ARES Emergency Coordinator and followed the following agenda:

- What We Already Identified

  - Race Operations Net

    - NCS

    - Outstations

    - E-mail comments from volunteers who could not participate in debrief

- Medical Net

  - NCS

  - Outstations

  - E-mail comments from volunteers who could not participate in debrief.

What we already have identified:

Volunteer recruitment difficult and insufficient number of volunteers, one key location went unstaffed (PASPC), almost no back-ups.

Volunteer briefing saw three (3) “no-shows” – we do not know is meant by someone not attending. Forgot about briefing?, Can’t attend briefing?, Withdrew from event? This necessitates phoning each “no-show” to ascertain their status. At least ten (10) operators notified ARES Coordinator in advance that they could not attend and indicated who would pick up their briefing package – that works very well. While volunteers received a communication outlining briefing time, date and location when they registered, a reminder message was not sent to ARES volunteers. [Coordinator’s responsibility and won’t be repeated next year]

Equipment Loan returns were very slow. Borrowed gear was to be turned in to Course Closing vehicle – with the somewhat dis-jointed closure not all ARES volunteers apparently saw the Course Closing vehicle, a date after Race Day was identified at the ARES briefing for people to turn in borrowed equipment and while some things were turned in by that date there was still outstanding equipment still out (ARES Coordinator knew who had what). Of twenty-five (25) “loaner” ARES vests that were borrowed, fourteen (14) did not come back initially. One mobile radio kit did not come back by deadline.

First Aid provider on course was not able to staff all intended positions due to volunteer recruitment issues, that was apparently passed on to Marathon leadership three (3) days before Race Day but **not** prospectively disclosed to ARES so on Race Day many operators on the Race Operations net who were at Hospitality Stations called in to say they had no medical coverage. [ARES volunteers could have been informed by e-mail had that been disclosed and Race Operation NCS could have told outstations at the start that not all stations would be covered and list them]

## Many course vehicle issues

- World-wide shortage of rental vehicles persists and impacts severely on Race Day, Marathon leadership appears to try their best to source vehicles
  - Ideally THERAPY 5, THERAPY 6 and MEDICAL SUPPLY 8 would be full-size 5-passenger vans
    - Pre-COVID, mini-vans were utilized and we adapted to that
      - For 2022 we got an assortment of vehicles:
        - One mini-van
        - One mid-size SUV
        - One small SUV
      - Medical Ice delivery on-course was to be done by Medical Supply Vehicle and Sweep Vehicles
        - Passenger vans could not be sourced for Sweep Vehicles so smaller buses from a private company were used
          - Plan “B” then became using the Therapy Vehicles and Medical Supply vehicle to deliver medical ice & coolers before Race start
            - THERAPY 5 driver provided smaller privately-owned cooler knowing that Marathon cooler would not fit in cargo area
            - Small SUV too small to carry any marathon coolers, Therapy Van and Medical Supply vehicle could not carry all coolers
              - SWEEP 5 operator delivered Mile 24.5 station cooler in his private vehicle before Race start
  - The hand-sanitizer and disposable masks dedicated to Therapy & Supply vehicles could not be located at IGF
    - ARES Coordinator e-mailed Therapy vehicle therapists and advised them to bring their own hand sanitizer
  - Course vehicle signage issues
    - Degradation of Manitoba Marathon Medical Vehicle signs was first reported in 2011
      - Signs so degraded that in 2022 they were not used [apparently Marathon Office now has new signs]



Marathon Medical Vehicle Sign, 2011 photo  
Photo Credit J. Dovyak VE4MBQ

- Unavailability of magnetic Course Closing vehicle signs first reported in 2014, to date replacement signs **have not** appeared. There seems to be only one sign, it is a flexible flag more suited for hanging at a fixed site.



Existing Course Closing Vehicle Sign (not magnetic)  
Photo Credit J. Dovyak VE4MBQ

Known unknown: do Hospitality Stations still receive course conditions flagging materials and are Hospitality Station Captain instructed on use of course flagging materials?  
[Apparently all full Hospitality Stations **do** get course flagging material]

## Race Operations Net NCS

Only 12 operators (out of 38 or so) participated in THU evening Test Net – many of the 12 participants found that they had to alter location slightly for good communications path.

### Outstations

Seemed like no plan for 10 K folks? [Correct, they are relatively close to start/finish area and can walk back]

Some noise on repeater.

Some operators did not seem to be diligently monitoring calls and instructions.

No medics at station, retired nurse volunteering with ARES provided support.

Half-Marathon Lead Vehicle was an electric car with aluminum body, had to use seat back for mag-mount antenna.

Sweep bus bodies were non-ferrous, used hood for mag-mount.

### E-mailed comments

1 – everyone checked in. People are confused by Mile Station identifiers and actual Mile 18 marker on the course, km markers on the course are not helpful [they seem to be for 50 K participants], use either all imperial or metric but not both– perhaps hospitality stations should be identified “A”, “B”, “C”, etc. Will speak with MRS about making CTCSS more tolerant to deviation for primary Race Operations repeater.

2 – small buses worked this year as sweep vehicles but most years are not needed. Not too agile on the course.

3 – several portions of course cannot be reached by sweep buses, reversed course direction is dangerous for course vehicles in places

4 – Race Ops NCS seemed to have some de-sense going on. Many outstations seemed to have trouble accessing the repeaters – are HTs too weak? Buffer zone suggested between PA and medical/comms area at Hospitality Stn. No medics at Mile 16.

5 – No medics at Mile 24. No course condition marking materials or easel to support the pages. Are Hospitality Station captains briefed on course flagging and their responsibilities? [Apparently easel no longer provided but course flagging materials are]

7 – suggestion made that Amateurs in vehicles unseen until Race Day have a steel plate with them such as a pizza pan or cookie sheet, in case they need a “pantenna” for use on a vehicle made of non-ferrous material. [equipment List in 2023 Marathon ARES Guide already updated]

It was not communicated explicitly that medics would only cover 6 of 13 stations until two days **after** Race Day.

Medical Net  
NCS

Need portable repeater on the air sooner on Race Day, say No Later Than 0530h. That led to some discussion about someone being mentored to take over for volunteer Repeater technician.

Consider developing a training video for ARES participants.

Need bigger maps, perhaps 2 or 3 large maps on the wall in Comm Centre.

Trouble reaching Wet Bulb operators prior to Race Start (not answering on the air, provided cellular numbers not valid (maybe transcription error)).

Noisy in Comm Centre – ARES operators are on headphones, other agencies should be.

Simplify medical form [in progress day after debrief]

Consider harmonizing Marathon frequency list with ARES frequency list. [subsequent to debrief a knowledgeable ARES member volunteered to develop a CHIRP file with Marathon frequencies that can be e-mailed to Marathon volunteers]

Outstations

Absolutely need UHF in Care Centre [experiments when IGF was built support that], so getting portable UHF repeater “on” earlier Race Day is important.

Having an EMR on Medical Supply vehicle enabled picking up “medical” calls, EMR was able to assess participant(s).

Consider utilizing APRS [had used experimentally previously for AVL, will try to re-invigorate]

Several participants indicated an interest in getting APRS into local ARES operations, Pietra VE4PXL will chair an *ad hoc* Winnipeg ARES APRS Working Group.

E-mailed comments

6 – seemed like not all outstations were paying attention to NCS, repeated calls made in some cases.

7 - suggestion, could Course Help be utilized to go to a location and tell an operator to call in? [Marathon leadership will develop an information page for Comm Centre staff regarding Course Help]

### **2022 Manitoba Marathon Things to Tweak**

- Pre-arranged pick up for supplies for ARES volunteers went fairly well this year, only course map books (which had been requested) were missing.
- “No show” volunteers missing briefing more problematic this year, than last year – three “no-shows” this year
  - In future years, a reminder e-mail will be sent out approximately one week in advance of the briefing.
- ARES volunteers will be reminded to provide new cellular numbers if their Race Day number changes between volunteer registration and Race Day
  - In 2022, only one volunteer advised us prospectively. Another volunteer who was not answering radio calls early on Race Day seems to have provided a valid cellular number but it was mis-transcribed in the database.
- Hospitality NCS **did not** have a list of stations with no medical coverage, ARES coordinator to verify at pre-Race medical meeting.
- Insufficient number of Amateur Radio volunteers
  - Insufficient number of back-up or reserve operators, goal is to have at least two back-up operators per course sector (three sectors) and two back-up operators for Care Centre/Comm Centre.
- Need at least two (2) magnetic signs for Course Closing vehicle this was identified in 2014!
- Marathon staff to brief Hospitality Station Captains on use of course conditions signage.



- Marathon staff should consider 100 m buffer zone between PA announcer at Hospitality Station and medical area.
- Marathon staff to develop information page on Course Help for Comm Centre volunteers.
- Marathon staff should try to get large maps on walls at Comm Centre.
- Marathon staff to encourage other agencies operating at Comm Centre to consider headphones or earphones on their radios.
- Marathon staff to attempt obtaining more suitable vehicles for Race Day.
- Marathon staff to explicitly identify hand sanitizer bottles for course vehicles.
- Marathon staff to obtain magnetic signs for Course Closing vehicle
- Simplify medical form used in Comm Centre [already underway].
- CHIRP file with Marathon frequencies for ARES volunteers.
- Amateurs in vehicles unseen until Race Day have a steel plate with them such as a pizza pan or cookie sheet, in case they need a “pantenna” for use on a vehicle made of non-ferrous material. [equipment List in 2023 Marathon ARES Guide already updated]
- Speak with MRS about making CTCSS more tolerant to deviation for primary Race Operations repeater.
- Encourage Test Net participation for operators assigned to Race Operations Net from operating location.
- Portable UHF repeater to be on the air no later than 0530h Race Day.
- Consider use of APRS for Automatic Vehicle Location (AVL) of Course vehicles.
- Encourage ARES volunteers to observe equipment loan return deadlines.

**ORGANIZATIONS SUPPORTING  
MANITOBA MARATHON AMATEUR RADIO OPERATIONS**  
loaned equipment or facilities, assisted with volunteer  
recruitment

Winnipeg ARES  
Winnipeg Amateur Radio Club  
Manitoba Repeater Society  
Pathfinders Amateur Radio Club  
South-Central ARES  
Maharlika Amateur Radio Club



Jack VA4PNO on Comm Centre Roof  
Photo Credit J. Peters VA4PNO



RELAY 1 ARES Volunteers  
John VE4JAH, Garth VE4GWB  
Photo Credit G. Blum VE4GWB



THERAPY 5 ARES Volunteers  
Steven VE4FTS, Jeff VE4MBQ  
Photo Credit S. Harrison VE4FTS

Final Volunteer Roster 2022

<b>Net</b>	<b>Assignment</b>	<b>Secondary Assignment</b>	<b>Call Sign</b>	<b>First Name</b>	<b>Last Name</b>
Race Operations	Mile 2		<b>VE4MMG</b>	Mariska	Maguire
Race Operations	Mile 2	Mile 25	<b>VE4SLC</b>	Sandy	Welbergen
Race Operations	Mile 4	Mile 20	<b>VE4BOY</b>	Juanito	Alambra
Race Operations	Mile 4		<b>VE4DAE</b>	Ernelyn	Hingada
Race Operations	Mile 6		<b>VA4DON</b>	Don	Suarez
Race Operations	Mile 6		<b>VA4CAT</b>	Catherrine	Suarez
Race Operations	Mile 8		<b>VE4BYT</b>	Rueben	Samadan
Race Operations	Mile 8		<b>VE4HIN</b>	Hilliry	Nacario
Race Operations	Mile 10		<b>VE4TSY</b>	Paul	Copio
Race Operations	Mile 10		<b>VE4ASY</b>	Kristine	Copio
Race Operations	Mile 12		<b>VE4SBS</b>	Sunday	Satiada
Race Operations	Mile 12		<b>VE4LYN</b>	Linda	Satiada
Race Operations	Mile 14		<b>VE4WDZ</b>	Wyatt	Zacharias
Race Operations	Mile 14		<b>VE4BSC</b>	Brad	Crass
Race Operations	Mile 16		<b>VE4GLS</b>	Gord	Snarr
Race Operations	Mile 16		<b>VE4MHZ</b>	Paula	Ehn
Race Operations	Mile 18		<b>VE4JEP</b>	Joselito	Figuroa
Race Operations	Mile 18		<b>VE4KYG</b>	Nelson	Saquilayan
Race Operations	Mile 19		<b>VE4DVT</b>	Dave	Terrick
Race Operations	Mile 19		<b>VE4JBL</b>	Jojo	Lagman
Race Operations	Mile 21		<b>VE6LOT</b>	Lot	Espiritu
Race Operations	Mile 21		<b>VE6MRG</b>	Margarita	Espiriytu
Race Operations	Mile 22		<b>VE4DBV</b>	Drago	Lambeta
Race Operations	Mile 22		<b>VE4DPT</b>	Dennis	Ptashnik
Race Operations	Mile 24		<b>VE4HK</b>	Dick	Maguire
Race Operations	Mile 24		<b>VE4NQ</b>	Wayne	Pettapiece
Race Operations	Mile 24.5		<b>VE4CLK</b>	Ian	Clark
Race Operations	Mile 24.5		<b>VE4ZN</b>	Bob	Myatt
Race Operations	Mile 25		<b>VA4CQD</b>	Marc	Collette
Race Operations	Half Marathon		<b>VE4RIC</b>	Rick	Shumila
Race Operations	Half Marathon		<b>VA4LMK</b>	Larry	Konowalchuk
Race Operations	Relay 1		<b>VE4GWB</b>	Garth	Blumm
Race Operations	Relay 2		<b>VE4BEF</b>	Bill	Fleury
Race Operations	Relay 2		<b>VE4GTM</b>	Garth	Mattson

Race Operations	Relay 3		<b>VE4GWN</b>	Glen	Napady
Race Operations	Relay 3		<b>VE4YYL</b>	Rosi	Napady
Race Operations	Relay 4		<b>VE4GCV</b>	Gerry	Volkers
Race Operations	Relay 4		<b>VE4EA</b>	Cary	Rubinfeld
Race Operations	NCS		<b>VE4HAY</b>	Derek	Hay
Race Operations	NCS		<b>VE4HAZ</b>	Harm	Hazeu
Race Operations	Lead Vehicle Full		<b>VE4GZ</b>	Jim	Griffiths
Race Operations	Lead Vehicle Half		<b>VE4GIS</b>	Kurt	Sargent
Race Operations	Closing Vehicle Driver		<b>VE4KAZ</b>	Richard	Kazuk
Race Operations	Closing Vehicle Driver/Operator		<b>VE4JFK</b>	Jeff	Kazuk
Race Operations	Sweep 5 RadioOperator		<b>VE4MWH</b>	Mark	Havens
Race Operations	Sweep 5 DRIVER		n/a	n/a	n/a
Race Operations	Sweep 7 Radio Op		<b>VE4QV</b>	John	Pura
Race Operations	Sweep 7 Driver		n/a	n/a	n/a
Race Operations	Start Line	Care Centre back-up	<b>VE4NJR</b>	Nikolaus	Reichert
Medical	Medical NCS		<b>VE4VD</b>	Garry	Frankel
Medical	Medical NCS		<b>VA4PNO</b>	Jack	Peters
Medical	Wet Bulb -1		<b>VE4GG</b>	Gary	Goodman
Medical	Wet Bulb-2		<b>VA4VMM</b>	Vera	
Medical	Intake/Triage Area		<b>VE4ACX</b>	Yori	Tsuji
Medical	Meghan's Shadow		<b>VE4CDM</b>	Craig	Martin
Medical	Dr's Shadow		<b>VE4PXL</b>	Pietra	Shirley
Medical	Therapy 5 - driver		<b>VE4MBQ</b>	Jeff	Dovyak
Medical	Therapy 5 - radio		<b>VE4FTS</b>	Steven	Harrison
	Therapy 5 Therapist		n/a	Elliott	Cooke
Medical	Therapy 6 - driver		<b>VE4MAB</b>	Mark	Blumm
Medical	Therapy 6 - radio		<b>VE4EAR</b>	Ed	Richardson
	Therapy 6 Therapist		n/a	Matt	Short
Medical	Supply 8 - radio		<b>VE4SYM</b>	Susan	Collings
Medical	Supply 8 - Driver		<b>VE4TRO</b>	Fred	Collings
	Supply 8 EMR		n/a	Brittney	Dengl
Spare3	East of the Red	Relay 1	<b>VE4JAH</b>	John	Howells
Spare 11	South of the Assiniboine	Mi 20	<b>VE4JDH</b>	Hamish	Donaldson
Spare 2	North of Assiniboine		<b>VE4AFL</b>	Ken	Laidlaw
Database			<b>VE4DJS</b>	Dave	Stimpson
Post Event	Logistics		n/a	Rhonda	Dovyak

