

# HIGH DESERT TRAILS 2009

## SAFETY PLAN STAGE PROCEDURES

The High Desert Trails Rally 2009 will be run on a small piece of private property just outside of Ridgecrest, CA. It's several square miles of desert with a special stage road winding back and forth through it, surrounded by a perimeter road. The rally will be 'self contained' inside this property. There are some different aspects to maintaining a safe stage in this environment. While the stage road and perimeter road will never have public two way traffic on them, the property is surrounded by miles of open trails and BLM land. Motorcycles and ATV's traveling 'out of bounds' could end up on the stage. Keep on the lookout for this condition.

### STAGE SETUP:

1. On Friday an arrowing crew will place the arrows. Stakes will be setup for banners and snow fence.
2. Saturday morning the Communications Captain will drive the entire stage from Start to Finish dropping off ham radio operators at each road blockage.
3. Close behind the comm crews will be the Setup Team (00) which will also drive the stage, check the spectator locations, and check the staffing of all blockages and place banner tape as necessary. When the Setup Team reaches the finish control they know that the stage is properly set up from a safety standpoint.
4. The Lead Car (0) will confirm that everything is in order by driving the stage about 10 minutes prior to the first car at close to rally speed. However, should Lead/ Zero Car not be capable of completing the stage for some reason the stage can still be safely used because the Setup Team cleared the stage during set up.

### STAGE OPERATION:

1. Stage operation is controlled by the Stage Co-Captains (Start Captain at the start and Finish Captain at the finish). Stopping the stage or sending the EMT's down the stage from the Start Control to deal with an emergency will be controlled by the stage's Communications Captain.
2. As each car starts, Start Radio will inform the Finish Radio that car # \_\_\_ has just started. Finish Radio will log the numbers of the cars as they start, and then check them off as they arrive at the finish. Each Blockage Radio will also log the passing of each rally car, and forward that information to the Finish Radio.

### MOTORCYCLE (RallyMoto) PROCEDURE:

1. At HDT, the bikes will be started BEFORE the cars. Bikes FIRST.
2. DO NOT START the cars unless all bikes have been accounted for at the finish control.
3. Once finish control reports all bikes have finished the stage. It is then okay to start the cars onto the stage. A gap of 10 minutes between the bikes and the cars has been established to ensure the bikes have time to finish and clear the stage.
4. Should a bike not enter the finish control after the 10 minutes has elapsed and communications can not verify their status. The EMT and sweep will be sent down the stage to investigate.

### If a rally car is out of sequence:

Finish Radio checks with the next rally cars to arrive to see if they know anything about the missing car (spotted a DOT triangle, etc.). If any of the three teams following the missing car report that the missing competitors are uninjured, the stage will continue without interruption.

If the rally car is unaccounted for, Finish Radio alerts the Finish Captain and Start Radio that a car is missing. The Start Control then tells the next rally car starting to look for the missing car on the stage. Regardless of whether that car (starting the stage) arrives with his report or not, after the THIRD rally car arrives at the finish without seeing any sign of the missing car, the Communications Captain will STOP THE STAGE and tell Start Radio to dispatch the EMT's at once to search for the missing crew. Start Radio will be prepared to accompany the EMT's to facilitate communications with NC if needed, leaving the Start Control personnel to keep the road blocked. When the EMT's find the missing crew, they will report directly via radio to Net Control if a medical emergency exists. If there is no medical emergency they will report to the Comm Captain. If the missing car is accounted for and merely delayed (flat, overheating, etc) the Finish Radio crew will relay the cause of the problem to the Rally Information Officer via the Net Control. In the case of an injury-accident, the procedures detailed in the attached document "**RALLY EMERGENCY PROCEDURES**" will be followed.

### **STAGE CLOSING OR REVERSAL:**

A layered method of stage closing will be used to identify which teams have DNF'd, assist crews that have DNF'd, and clear, reverse or close the stage. The process will be as follows:

1. The Course Closing vehicle will start immediately after the last competing vehicle, accompanied by the EMT assigned to that stage. Course Closing will check on the status of any competitors encountered, and report to Net Control. If the competitor is time-barred, Course Closing will declare the team to be a DNF, and collect their time card. If the team requires further assistance, it will be rendered by the sweep vehicles.
2. The Sweep teams and Course Closing will assist disabled vehicles. If the stage is to be run again, only vehicles obstructing the stage will be moved at that time. The Sweep team may transport crew members to the predetermined pickup points if requested. After the final running of the stage, the sweep crews will tow DNF'd rally vehicles to the service area.
3. Start teams should begin switching to become a finish control as soon as course closing leaves their location. Finish teams should begin switching to become a start control as soon as course closing arrives at their location. Keep in mind, rally cars will begin arriving at start shortly after the stage is reversed.
4. Course opening (0) will only be run when the stage is first started, or the stage is reversed. Course closing, EMT, and sweep will be run after EVERY stage.

### **SPECTATORS:**

There are two spectator areas at HDT this year.

1. Spectator Hill: Just south of the parking area there will be a hill that people can access on foot. This area will be marked off with tape and a marshal will be present.
2. Palapa: There is very limited access to the Palapa during the event. There is also very limited parking. Spectators will NOT be able to leave while the event is running! Access to the Palapa will be CLOSED from 8:00AM to approximately 2:00PM and after the mid-day break at approximately 3:00 to 7:30PM.

### **PERSONNEL**

### **START CREW RESPONSIBILITIES:**

The Start Control crew will be responsible for three functions, timing the end of the transit (TC), assigning start times and starting the cars, and keeping non-rally traffic off the stage from the time the Setup Team/00 leaves to set up the stage until the stage is declared closed.

**BLOCKAGE CREW RESPONSIBILITIES:**

Blockage controls will be located at all intersections on the stages and have the job of keeping non-rally traffic off the stage. All blockage controls will be equipped with amateur radio and will be part of the communications net for that stage.

**FINISH CREW RESPONSIBILITIES:**

The Finish Control has the job of timing the rally cars. In addition there will be a Finish Blockage position beyond the finish control with the job of keeping non-rally traffic out of the Finish Control area.

**SWEEP CREW RESPONSIBILITIES:**

The final sweep group vehicle will have amateur radio communications and typically will be manned by the Sweep Team Captain. Sweeps assigned to tow disabled vehicles back to the stage start should understand that they may encounter two-way traffic. The Sweep Team Captain will advise Net Control and the stage's Communications Captain of all sweep activity.

**NET CONTROL**

Net Control (NC) will be located at the Palapa (center of the course). NC will be operating on those 2 meter and 440 frequencies used by the active stages, with an executive frequency for logistics and emergency use. NC will also have a cell phone and will use it each morning before the rally begins to verify that the County Dispatchers can be reached. NC will serve as a relay between active stages, lead car, organizers, and service areas. In the event of an emergency NC will be able to coordinate communications as needed.

**COMPETITOR LIAISONS:**

A Competitor Liaison will be located at the Start Control of each active stage to help deal with any problems that might occur and adjust start positions in the interest of safety.

# High Desert Trails

## RALLY EMERGENCY PROCEDURES

### **I. COMPETITOR ENCOUNTERS ACCIDENT**

- A. Competitor determines if there is an injury and if the team needs medical assistance.
- B. Competitor gives assistance as best he can while ensuring that the next rally cars coming upon them will be safely stopped, using his own red cross and DOT triangles to stop cars.
- C. Next car on the scene is sent to the next available radio location on the stage - these are marked in the route book.
- D. Subsequently arriving cars will be parked such that the EMT's and rescue crews will have room to drive past to get to the accident.

### **II. COMPETITOR REPORTS INJURY ACCIDENT to blockage radio or finish radio; DETAILS PASSED ON TO COMM CAPTAIN.**

NC will need as many of these details as possible if required to call 911:

- Nature of accident (first hand facts only - no conjecture)
- Type and severity of injuries, number injured (names and car number not to be transmitted)
- Location of accident, with mileage if possible from stage start (from route book)
- What rescue crews should look for at accident (nearby landmarks, flashlights, flashing light bar on EMT truck, etc.)

### **III. (1) Comm Captain, (2) Organizer, or (3) Steward (in this priority) makes decision to STOP STAGE, SEND EMT's AND HAM TO ACCIDENT, and have Net Control ALERT 911 DISPATCHER.**

- A. Comm Captain should choose closest EMT's "**upstream**" of the accident, to send in. Unless EMT's are Hams, a Ham operator should accompany them (examples: start radio, Organizer with radio, etc.).
- B. Start and finish control personnel should make sure rescue vehicles will be able to enter stage (road is not blocked by vehicles); others should be allowed access only by permission from the Incident Commander.
- C. NC will call emergency services directly by dialing 911. NC will give the UTM or GPS coordinates for the incident if possible, and the frequency that the rally EMT's will be using during rescue operations.

### **IV. (1) Organizers or (2) Steward PLAN EVENT REORGANIZATION as needed.**

- A. NC will probably be instrumental in getting Organizers/Steward onto the same frequency or may need to act as a relay.
- B. Stages may be rescheduled or canceled; route changes will be provided to competitors in writing and will need to be initialed by each team.

**V. (1) EMT's or (2) Net Control COMMUNICATE WITH COUNTY HELICOPTER AND GROUND CREWS by radio throughout rescue operation if needed.**

- A. The EMT's on scene will assume Incident Command Authority until relieved by a higher EMS authority.
- B. EMT's may also use handy talkies to talk to the Ham or Organizer back at their truck if they need to leave it, say, to reach a vehicle off the road.

**VI. (1) Steward or (2) an Organizer INTERFACES WITH PUBLIC regarding the accident.**

Ideally, Steward or appointed Organizer will be available by radio to anyone who has questions and should be the single point of contact for the public. This may be accomplished by using a repeater, cross-band radio acting as repeater, simplex from a good location, or NC as a relay.

**Emergency Numbers:**

**Ridgecrest Regional Hospital**

1081 North China Blvd., Ridgecrest, Ca, 760-446-3551

**Ridgecrest Area Police**

**911 – Emergency** or 760-499-5100

100 W. California, Ridgecrest. Ca

**Kern County Fire Department**

**911- Emergency** or 760-371-2181

815 W Dolphin Ave., Ridgecrest, Ca

**California Highway Patrol**

760-872-5900

**Kern County Sheriff Department**

800-861-3110