

# Palo Duro Canyon Bike Race 2023

**Purpose:** To help the community, practice our skills in real world events, and have a great time out at the Palo Duro Canyon!

## What Went Well:

We were able to get quickly organized and get on the air.

We received recognition for our service from the community.

We were able to adapt and overcome any adversities we faced

There were no injuries (radio operators)

Found the Park Ranger and exchanged contact info with them for just in case

We all learned more about our radios and their capabilities in and around the canyon

This was great team building exercise, we all had a lot of fun

Did a simplex check and then moved back to the repeater frequency

Helped each other figure out issues and fix parts as needed

The weather was perfect!

Having extra copies of information in a packet with a map to hand out on the morning of (for radio operators as well as race staff).

The Bike Race Staff came to speak with the crew after wards. Wound up chatting for over an hour. They really appreciated us being there. Contacts were exchanged and an overall positive impression from everyone.

One of the event coordinators and several radio operators were discussing the possibility of tags to locate riders. There was a need for being able to track when the last bike had passed each Marshall station and what number that racer was wearing. They needed a way to verify if all racers were off the track.

## Things for Next Time:

Have a net preamble ready. Or give some guidance on how that needs to be run if there is a specific way it needs to be. Do they need an "Ups Check" every other hour? To verify all the Marshall stations are still up. What specific guidance can you give the next NCS.

Making a large group text chat was not working very well. (There were multiple text chats going but not everyone was in them). Next time use slack if possible.

Several operators agreed that next year an overnight camp out would be "An Excellent Idea!" Adair did it before, and warned us that we needed to book it way in advance if we were going to camp out the night before. Next year we will plan ahead.

Next time include training injects and tasks.

Take More Pictures

Put extra operators at Marshall Location 8.

Ask if the Boy Scouts/Troop Guides will be the ones to manage the vehicle traffic.

Have the frequencies programmed ahead of time.

Use of FRS/GMRS frequencies so we can communicate with the Race Staff directly.

Race Staff asked if they could borrow an HF to keep on their hip so they can listen to our traffic directly.

There were a few of us who had problems programming our HT's and need to familiarize ourselves with them more.

We need to monitor our batteries more closely to ensure proper functionality.

Go onto Google maps and download it ahead of time or some form of offline map.

Need to set up a "Relief person" system.

## Summary

The Bike Race was a resounding success! This was excellent training for the emergency communications team. It was also a huge positive opportunity to share amateur radio with the people who were there. We came away from it with excitement for upcoming events and ideas for future possibilities. The innovation of the radio technologies we have at our disposal is developed from gatherings like this among amateur radio operators.

THANK YOU TO ALL WHO HELPED MAKE THIS HAPPEN!!!!

Adair Winter – Thank you for all the work you put into this event. The presentation and explanation of who, what, when, where, why and mapping system on Google earth were key to the success of this year's event. Thank you for taking the time to show everyone the details and having the document already printed for everyone with the needed information.

Daniel Holcomb – Thank you for continuing to help the connections with the Bike Race staff and event coordinators. So much goes on behind the scenes months in advance that we never realize how much you guys put together for us. Thank you so much!

Thank you to everyone who helped out and showed up! This was great time and you guys are what made it happen!

Name	Callsign	Phone	Email	Time	Comment
Marci Rossiter	KA5IRA	806-670-1461	<a href="mailto:dro-01.ka5ira@pm.me">dro-01.ka5ira@pm.me</a>		Net Control 1 Confirmed
Hans Jensen	KF7ZWJ	208-250-3455	<a href="mailto:hans@hansjensen.com">hans@hansjensen.com</a>		All Net Control - confirmed to be there not c
Aric Brown	KI5BMX	806-433-0782	<a href="mailto:aric@aricbrown.com">aric@aricbrown.com</a>		Confirmed
Tim Pillsbury	WB5BUL	806-340-8511	<a href="mailto:wb5bul@gmail.com">wb5bul@gmail.com</a>		Confirmed, requests a non hiking location.
Aaron Brown	KI5RWR	806-626-2346	<a href="mailto:aaron@aricbrown.com">aaron@aricbrown.com</a>		Confirmed
Rod Banister	KI5KGC	806-626-7541	<a href="mailto:ki5kgc@gmail.com">ki5kgc@gmail.com</a>		Confirmed
Easley Hunt	KJ5BXG	713-548-3496	<a href="mailto:easleyhunt@msn.com">easleyhunt@msn.com</a>		Confirmed, Marshal 9 hike location
Cory Elliott	KD5ROK	806-418-1031	<a href="mailto:cory@kd5rok.com">cory@kd5rok.com</a>		Confirmed, driving van
James Pahoundis	KC8UCN	440-812-4927	<a href="mailto:kc8ucn@yahoo.com">kc8ucn@yahoo.com</a>		Confirmed
Lloyd	KG5RHI	817-980-5521	<a href="mailto:aristat49@gmail.com">aristat49@gmail.com</a>		Confirmed
Roy	WY5PER	806-896-0000	<a href="mailto:77@wy5per.com">77@wy5per.com</a>		Confirmed
Derrick	KM6IVW	661-902-1428	<a href="mailto:cameryzdriver@gmail.com">cameryzdriver@gmail.com</a>		Confirmed



AAR – Bike Race RAW NOTES FROM EVERYONE

Copy pasta'd the feed back from each person.

Add my own.

Include pictures.

Do not make a large group text chat. (There were multiple text chats going but not everyone was in them). Next time use slack.

Next time include injects and tasks.



JOHNNY MCCASLAND

Marshal 8 – Road Crossing Juniper Cliffside (34.931781° N, -101.639084° W)

Because of the bend in the trail the Race Officials/Marshall couldn't see the riders, until the last moment. This prevented traffic to be stop in time for the riders to cross safety's.

I position myself about a tenth of mile from the road crossing. I inform the Marshall how many rider was coming, so they would know when to stop traffic. In-cases where there was a group of riders, I would also include the last rider number.

1. There should have request for another radio operator. Or have 2 race officials with radios in addition to the 2 stopping traffic.
2. If I had know how many riders there would be and how long, I would have taken my backpack with me. It had my gear in it and extra batteries for my radio. I had took my water bottle and some of my Scooby snacks. When there was short period when there was no riders coming, I got additional water and snacks, plus my camping chair. Unfortunately I didn't think about taking an extra battery for my radio.
3. Close to the end of the race, my HT battery ran out of power. I had to quicky go back and get the spare battery. We had 1 racer to try to cross at that time, fortunately there was no traffic.
4. One mistaken that the Marshall and me made, we started off using the repeater frequency, but Net Control ask us to switch to the 1st Simplex frequency. We should have used another frequency, so as not to interfere with the other Marshalls. We could have used the 2nd backup frequency, but I failed to check with the Marshall to see if he had the frequency program in his HT, and if Net Control would ok it.
5. I know several of the Marshalls didn't have the frequencies program into their radio, this caused some problems at first.

Johnny McCasland  
Ham KI5UQA  
GMRS WRQK696  
Johnny,

Thank you for the excellent After Action Report! Yes, I seriously agree that having more help at that location is needed for next year. I will be adding that to my report.

I am compiling an AAR as well. It will have my own experiences as well as your comments and those of the others. I will send you what I come up with. I want them to hear from everyone.

How would you feel about joining the amarillo radio club for winter field day at Lake Meridith? Do you have any other ideas for winter field day locations?

One thing I didn't think of, until this morning. I don't know, if there was enough Race Officials to do the advance warning. We might have could, ask the Boy Scouts to do the advance warning for Marshall 8 and given them your FRS radios. But I didn't know at that time you had your FRS radios and we could have run into the same issue with batteries running down.

Johnny McCasland  
Ham KI5UQA  
GMRS WRQK696

Good Evening Marci,

First of all Evva and I had a great time at the Bike Race. Here are some Pros and Cons:

Pro:

1. I believe the race was well organized by the officials and also we did a super job in their support.
2. The supporting vendors along with our Radio Club did an outstanding job in supporting all the requests.
3. I was good to work with other members of our club and look forward to participating in other events.

Con:

1. The map with locations especially my position as Marshall 1. It was difficult to find even with the GPS coordinates. I eventually found the location and checked the location via the map and GPS. Even the race Marshalls at the location had difficulty.

Need better coordination on locations that are not readily found.

2. Even though Marshall 1, did not state a requirement for a radio operator, they were glad I was there. All road crossings needed to have a radio operator.
3. I was confused about the ability of the race organizers to have any kind of medical available. There were some incidents and gladly none of them were serious.

All in all a good time was had my Evva and I and will hopefully be able to participate in any future events.

Thanks for all that you do.

Lloyd KG5RHI

[wb5bul@gmail.com](mailto:wb5bul@gmail.com)

Make sure you are familiar with the operation of your radio(s).

Program and verify the van repeater and simplex frequencies

Be familiar with your Marshall location

The van was in a good location for the repeater to cover the entire park.

Who is responsible for traffic control?

Use FRS or GMRS radios for traffic control.

Be encouraging to the riders

During and after the Bike Race conducted in Palo Duro Canyon on November 11th, 2023, PARC, RACES & ARES all received accolades for the service that we provided as an organization. One person asked me if we were a company that were paid to provide this service. She was surprised to find out that we were all volunteers. The following are areas to focus on for future events.

Positive:

We were able to get quickly organized and get on the air.

We received recognition for our service from the community.

We were able to adapt and overcome any adversities we faced.

Areas to work on:

There were a few of us who had problems programming our HT's and need to familiarize ourselves with them more.

We need to monitor our batteries more closely to ensure proper functionality.

Thank you, Rod- KI5KGC



Marci's Raw Notes:

Bike Race PDC

Questions:

Who is the point of contact for me to the bike race coordinator? What is their phone number?

Do we have to pay to get in?

What other emergency services are going to be there? Do we have their contact information or some way to contact them? What frequencies are their radios? If they are interoperability frequencies, do we have anyone who can monitor those frequencies?

I will bring extra snacks and waters and Gatorade for Radio operators.

Write out Call signs and Marshall Assignments of who is which location on a list like Aric did

For next year, get a better map for handouts to Radio operators.

Info to disseminate:

Go onto Google maps and download it ahead of time. Offline maps.  
NCS will start the formal net with a preamble and then a role call.

For Next Time: Need to set up a "Relief person" system.

Things that went well:

Where is the exact route? Dan/Daniel had the full-blown trail with repeater coverage mapped out. The Google Earth File was excellent!

TASK for NCS

Get phone numbers for the 3 people who will be there that I don't have yet.

If some one is in a location where they can't get to the repeater, they will fall back to simplex. And we can have them simplex to someone who can hit the repeater.

I should bring extra HT's

For next year, incorporate APRS

Look up FCC regs on using tactical call signs and your personal call signs

Organizers of the races don't have lots of staff and are not really well organized.

Find out what public safety frequencies we can monitor while there

Lloyd is 15 years trauma experience.

3 current certified currently- Derrick, Cory, and Easley.

Van= CORY (MARK IS BACK UP FOR THE VAN)

NCS= MARCI

ALT NET CONTROL = HANS

SHADDOW =

RELIEF BODY =

DERRICK = Marshal 0

MARSHAL 1 = LLOYD

MARSHAL 2 = JAMES

3= ROD BANISTER

4= AARON

5= AARON

6= ROY DEVOLL

MARSHALL #7 = ARIC

MARSHAL 8 = TOM PILLSBURY

Easley =Marshal 9

List of things I forgot.

Reflective vest florescent yellow hat that says emergency communications

Offline map downloaded.

Jackery power

Tie down for the antenna.

Silver pizza plate.

Coax for the second radio.

Connectors and adapters.

Kf5wfx