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**Pre-Operations Team**

The Pre-Operations Team is responsible for the set-up of the net-control, initial communications infrastructure, and basically is responsible for have EVERYTHING ready for the event.  This includes but is not limited to the following tasks:

1) Securing a net-control location adjacent to SARA.
2) Securing electricity from the Event Facilities Director.
3) Securing the Net-Control Trailer.
4) Set up of net-control radios, computers, antennas, and trailer amenities.
5) Set up of the Part 15 FM Broadcast Station for the Event PA system.
6) Ensure that all locations in the field are accessible and viable.
7) Hand off an operationally ready system to the net-control operators prior to the event.

To achieve these tasks, it is requires that this team start these activities early on Friday before the race. This is one of the more challenging teams. For an operator that simply likes to push the cute little PTT button and talk into the itty-bitty hole in the microphone, this team is NOT for you.

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**Post-Operations Team**

The Post-Operations Team is responsible for mopping up at the end of the event.

This includes but is not limited to the following tasks:

1) Undoing everything that the Pre-Operations team did.
2) Providing "after-event" Net-Control operations for the last lap and SARA Medical-Sweep of the course.
3) Retrieving the Part 15 FM Broadcast Station from the Event PA system.
4) Breaking down and stowing all of Net-Control equipment.
5) Retrieving and Securing the Net-Control Logs.
6) Ensuring that the Net-Control site is pristine and in a condition as good as or better than when it was set-up. (i.e. No Impact Wilderness Ethic)

To achieve these tasks requires that this team start these activities early during the last lap of the event and typically is expected to be complete by 1600Hrs. This team is probably the most challenging team to participate on as they have to coordinate a hasty but controlled break down of Net-Control without jeopardizing net-control readiness. This team is not for the meek!!

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**Oscar Sierra Team**

This is a select team of trouble-shooters that are known to have the skills and adaptability in the field to get the job done... whatever that job may be. They must be very savvy with their equipment and very cognizant of their surroundings. They know the roads, the bike route, possible LZ ' s...etc. etc. etc.

It is not required, but highly appreciated if potential members of this team are available for the entire twenty four hours of the Event.

**Liason Team**
The Liason Team will interface with the general public, Epic-rides and net-control.

**Roles/Responsibilities:**

1) Liason Team will interface with Epic Rides and the general public with respect to rider status.

2) The Liason Team will also facilitate point-control with Epic-Rides at the Volunteer Entrance
for coordination of ingress/egress of emergency vehicles.

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**Patrol Teams**
Patrollers are highly mobile operators that are on foot, dirt bike, quad, or other high-clearance vehicle. Use of APRS is ideal for this team.

**Roles/Responsibilities:**

1) For the Foot Patroller, you must be physically fit to hike at least 3-4 miles on relatively flat/moderate and bumpy terrain. You know who you are that can do this so ... just step up and volunteer NOW! We are always in need of people that can rove on foot. Your task is essentially clearing the bike route of downed riders where motorized vehicles are prohibited to go.

2) For you motorized vehicular type folks, there is a significant amount of the trail that uses established roads. We need you to clear these areas of the bike route for any downed riders.

3) Motorized vehicles will be doing a very SLOW patrol of the bike route in such a way as to minimize dust. You are to minimize your intrusion with the riders as much as possible. Remember, this is THEIR event ... not yours! You are on a patrol to help THEM... not hinder them.

Being a Patroller is a great option for those operators that easily get ants in their pants if they are just sitting still watching the riders go by your station. It keeps you on your toes and alert.

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**Net-Control Team**　　　Location: 24 Hour Town
**Roles/Responsibilities:**

1) There are to be a minimum of two operators at all times at Net-Control. The primary operator will be responsible for coordinating the activities of the net.

2) The secondary operator will fill in the gaps as directed by the primary operator and be the designated liaison between the SARA medical point of contact and Event Coordinator point of contact.

3) Net-Control will maintain a log of all the net activities with a time stamp, description and resolution. This includes but is not limited to downed riders, mechanical failures, event infrastructure needs etc.

4) Net-Control will initiate contact with the SARA upon the notification of a down rider or other person needing medical assistance. This must be with a face to face confirmation of medical notification. Notification will also be sent to the riders SAG personnel.

5) Net-Control will from time to time update the health and welfare of late, or downed riders as is necessary. This includes make contact with SAG personnel for downed rider as required.

6) During a medical event, Net-Control will be responsible for clearing frequencies and reallocating personnel as required organizing point control for traffic access and setting up LZ security perimeters.

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**Team "7 Bravo"**       Location: "7th Bitch"
**Roles/Responsibilities:**

1) There will be at least one primary operator at all times at the 7th Bitch located between Bravo and Charlie. The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.

2) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.

3) The primary operator must be able to send information from their location back to net-control. They are to be relays for their secondary operator and any related patrollers.

4) The 7th Bitch is located in a high risk area that is prone to many rider incidents. 7th Bitch Operator must maintain vigilant awareness of his surroundings to insure a downed rider is quickly reported to Net-Control.

5) Medical skills are highly appreciated for this station but not required. If you are an OEC, EMT, NURSE, MD or otherwise medically trained person, this spot might just be for you!!

6) Because the name of this area is a bit obnoxious for general Amateur Radio use, Net-Control will refer to this station as "Seven Bravo".

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**Team Echo**       Location: Echo
**Roles/Responsibilities:**

1) There will be at least one primary operator at all times at Echo.

2) The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.

3) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.

4) The primary operator must be able to send information from their location back to net-control. They are designated as relays for their secondary operator and any related patrollers.

5) Echo is a rather quiet station and rider mishaps are rare. Echo is on the outer southwest fringes of the bike route. If a rider is in need, that rider has a LONG LONG way to go for help if an operator is not nearby. Good radio operations and equipment is a must!!

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**Team Hotel**          Location: Hotel
**Roles/Responsibilities:**

1) There will be at least one primary operator at all times at Hotel.

2) The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.

3) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.

4) The primary operator must be able to send information from their location back to net-control. They are designated as relays for their secondary operator and any related patrollers.

5) Hotel will report the status of emergency vehicles as they ingress/egress to the venue as they pass by Hotel. Hotel will also be called to escourt emergency vehicles into or out of 24 Hour Town as required.

6) Hotel is a rather quiet station and rider mishaps are rare. Hotel is on the outer southeast fringes of the bike route. If a rider is in need, that rider has a LONG LONG way to go for help if an operator is not nearby. Good radio operations and equipment is a must!!

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**Team India**          Location: India
**Roles/Responsibilities:**

1) There will be at least one primary operator at all times at Hotel.

2) The primary operator must have a vehicle with a full-sized uhf/vhf mobile radio and a full-sized mobile antenna. Handy-Scratchies may supplement the primary operator but may NOT be the only means of communications.

3) If any secondary operator is available, they may have either a full sized mobile or handy-scratchy.

4) The primary operator must be able to send information from their location back to net-control. They are designated as relays for their secondary operator and any related patrollers.

5) India is an intersection of the main entrance road and the riding trail. As such, there is a need to perform point control during emergency vehicle ingress/egress. Epic rides is responsible for providing point control at India during non-emergencies.

6) During an emergency response, Net-Control will direct India per accordingly per point control with a view to expedite emergency vehicle ingress/egress. ALL riders and ALL non-emergency vehicles must be directed out of the way!!

7) This is actually a very fun station as it keeps you really busy and thinking at all times. It is a perfect station for those operators with little to no patients or short attention span. So ... all you Gen-X and Millennial operators that are in constant need of immediate gratification and affirmation,... this is the station for you!