



BARRIE AMATEUR RADIO CLUB

CITY OF BARRIE AND SOUTH-SIMCOE ARES GROUP



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JULY 7, 2011

Distribution List

OPERATIONAL PLAN – RIDE FOR LITERACY – July 16, 2011

References: A. Ride for Literacy Website: <http://www.rideforliteracy.com/>
B. CBSS ARES EMCOMM Standard Operating Procedures

Time Zone: All times ET (Ontario, UTC -4)

SITUATION

The Ride for Literacy (RFL) will take place on July 16, 2011. As in past years BARC has been asked to provide Amateur Radio public safety communications support. The new departure time for entrants is 09:30 hrs from the Learning Centre for Georgina in Keswick. The RLF typically includes 80 or more motorcycles that follow a five-hour (184 km) clockwise route around Lake Simcoe back to the Ice Palace for a BBQ and presentations. Amateurs from the ARES/EMCOMM groups operate at five station locations around the route. One ham, Robert VE3QTH who is a member of the Barrie ARES group, will accompany the ride towards the rear with an APRS beacon on board his motorcycle. We will also deploy Bob VE3ODR's Micro-Trak APRS on a bike close to the front of the pack so that we can keep the organizers informed of where the group is on the route.

Net Control Will be at The Ice Palace at Keswick with backup provided by Pat VE3RNH in Barrie

MISSION

To provide public safety communications to the Ride for Literacy organizers.

EXECUTION

Concept of Operations

The operation will be conducted using five stations:

- a) Learning Centre for Georgina (Keswick) 23324 Woodbine Avenue. START point of ride. This is set up as the staging area for the Motorcycles where the MC (Gonzo) gives the last minute instruction to riders before departure. The Ride Master (Jerry Bones) will start the ride at 9:30am. We will install and test the beacons before the ride start time. After the ride departs, the ARO's (Al VE3RRD, Jack VE3RDQ and Eric VA3EEB) will then relocate to the Ice Place.

- b) Bradford. Northern Motorsports 160 Artesian Industrial Parkway (in Bradford). The location is a difficult site as it is located in a gully and shielded to the north by a ridge. Normally a cross-band repeater located near the intersection of the 9th line and Yonge Street is used. The normal operating position is in a parking lot of the strip mall immediately north of the Motorsports parking lot. The RFL staff normally set up under a shelter just in front of the parking location. AROs: Ian VA3QT and PAUL VA3PRT.

- c) Carthew Bay Grocery Store (Lakeshore Rd E and 14th Line S in Oro). The new owner has confirmed site availability. This is another difficult spot that requires a higher power mobile transceiver with roof antenna, and parking in a sweet spot. Use of a cross-band repeater would assist communications with the organizing staff. ARO: Tom VE3THR.

- d) Ultramar Gas Station on Hwy 12 near Brechin, ARO: Bob VE3ODR.

- e) Ice Palace, 80 Wexford Drive in Keswick. FINISH point of ride. Because of poor signal strength inside the building, use of a cross-band repeater is needed. The ARES net control station will be set up here and a large screen TV monitor will be used to display the APRS Google map from aprs.fi to assist the ride organizers with time estimates and logistics scheduling. Weather conditions will also be monitored from here with any concerns passed on to organizers. Primary Net Control Operator is Eric VA3EEB, augmented by Jack VE3RDQ and Al VE3RRD.

Back-up NCS will be Pat VE3RNH, operating from her home station.

Robert VE3QTH/m will participate as a rider and will carry an APRS beacon transmitter.

Pre-Deployment Briefing

A pre-deployment briefing will take place on VE3RAG on Friday evening (15 July at 7:30pm).

Net Operations

A controlled net will be used for the Ride, NCS is Eric VA3EEB. The net will commence at 09:15am, when all stations should check-in. After informing the NCS of their intentions, stations may then monitor the net until they depart for their assigned location. Stations should check into the net on departure from the home location and maintain contact during transit. The NCS will formally close the net after all riders have arrived at the Ice Palace. The backup NCS should maintain a listening watch on VE3RAG until all AROs report a safe return home or has formally closed the watch.

Deployment

Station operators should be in-place and fully operational a minimum of 15 minutes before the expected arrival of the lead riders. Confirm with NCS that communications are functional, and receive any traffic for the station Ride staff. Check with the staff member for any reports to be passed to Ride HQ. Report the arrival time of the first rider, the total number of bikes that arrive, the time the last rider departs, and the number of bikes that depart (not all riders complete the full circuit). Normally the EMS bikes depart last.

Re-deployment

Once the last rider has left your checkpoint and following a check with RFL staff, advise the NCS that the station is closed. The operator is then free to pack-up and return home. AROs are welcome to go to the Ice Palace and participate in the Ride for Literacy BBQ.

Communications Plan

An initial attempt will be made to use the VE3RAG repeater for the net, but if all stations cannot access with a good signal, then we will switch net operations to the VE3LSR repeater.

Primary repeater VE3RAG 147.000+ (tone 156.7)

Secondary repeater VE3LSR-1 146.850- (tone 156.7)

Radios must be a minimum of 15W (or power to achieve noise free communications) with an external antenna (or cross-band alternative).

This year we hope to use two APRS digi-peaters, one located at VE3RDQ's home QTH to help cover the Barrie area, and a second digi-peater located at the Ice Palace in Keswick. These digi-peaters should help remove APRS dead areas from the Ride route.

AMENDMENTS

Proposed changes and amendments to this IAP should be forwarded to Jack Hartley, at jhartley0424@rogers.com

Prepared by: Jack Hartley, VE3RDQ
RFL Organizer
CBSS ARES Group

Annexes:

Annex A – Map of RFL Route and Station Locations

Distribution List

Action:

VA3EEB
VA3PRT
VA3QT
VE3ODR
VE3QTH
VE3RDQ
VE3RNH
VE3RRD
VE3THR

Annex A

