

## Summary/Scenario:

Operators will be positioned along the course of the Cherohala Challenge race to provide communications support to the event. The event is made up of three (3) courses varying in lengths.

- Century - 115 miles
- Metric Century - 62 miles
- Valley Ride - 35 miles

## Objectives:

- Monitor course to report safety concerns.
- Monitor and report concerns of specific participants.
- Notify net control of riders needing SAG from rest stops or along course.
- Relay communications of rest stop volunteers regarding need for additional supplies, etc.
- Provide a method of communications in the event of an emergency.

## Voice Net Protocols:

- Operations will be conducted as a directed net. All communications should go through net control, be kept professional and short in nature.
- Check in with NCS upon arrival/departure of assigned position.
- Use your tactical call sign when contacting other stations. Clear with your FCC call sign.
- Avoid passing unnecessary information. While it may seem helpful, there is no need to pass information regarding every participant who passes your station - only those who appear to be in need of assistance or the first and last participant on the course. Race participants should be identified by bib number over the air.
- Stations should not directly call another station without the express permission of the NCS. Stations should call NCS and request permission to "go direct" with their desired station.
- Monitor and be prepared to respond immediately to all queries directed to your station. Notify net control if you must be away from your station.
- Do not use VOX.
- Speak slowly and clearly with an even tone. Don't think on the air. If you need a moment to consider what is needed next, say "standby" and un-key your microphone.
- Transmit only facts.

## Emergency Protocols:

- The NCS is responsible for giving priority to stations with varying level of traffic. Stations calling net control should indicate the priority of their traffic when calling (ex. "Net Control, Rest Stop 4, Emergency Traffic") with anything other than "routine" traffic.
- **When either "emergency" or "priority" traffic is declared, the NCS should have all other stations on the net standby and hold all "routine" traffic until the net is cleared by both the station with the emergency/priority traffic and the NCS.** A clear frequency is critical to ensure emergency/priority transmissions can be made.
- Emergency traffic may be defined as an accident or other crisis where people and/or property *are in distress*.
- Priority traffic indicates that if the call is not answered quickly, a hazard or condition exists (or is developing) *that may result in loss of life or injury to people, or damage to property*.
- If emergency services need to be notified, contact net control.

## Points of Contact:

- Eric Franks, KK4DKW ([kk4dkw@gmail.com](mailto:kk4dkw@gmail.com), 423-337-1913)

## Operating Frequencies and Modes:

See attached ICS-205 Communications Plan for operational frequencies.

## General Notes:

- All operators will be responsible for bringing their own equipment. Note that course terrain is very challenging and a high-power mobile radio and high-quality antenna are recommended.
- Rest Stop 5 will need to monitor both nets. PRIOR to (east of) this rest stop will be the NC Net. AFTER this (west of) rest stop will be the TN net.
- SAGs will be required to change nets as they move past TN/NC State Line on US-129 and Rest Stop 5 according to the guidelines above. **SAGS MUST INFORM BOTH NET CONTROLS WHEN CHANGING NETS!**
  - For example - "TN Net Control this is SAG 1, I am passing TN/NC State Line, will be leaving TN Net and moving to NC Net." After acknowledgement is received from TN Net Control, SAG 1 changes to the NC Net frequency and advises NC Net Control "NC Net Control this is SAG 1, I am passing TN/NC State Line, now on your net."

## Safety & Security:

The operational period occurs during summer months in varying altitudes. Weather conditions may change quickly and operators should ensure adequate clothing.

Operators working on or near roadways should wear reflective vests or other high visibility clothing.

This course occurs largely in wilderness type environments. Operators should be alert for wildlife (including the possibility of bear, venomous snakes and stinging insects, etc.) around them and maintain distance from any sighted.

## Notes:

Memo from The Wheelmen, the group that puts on the event, about if contacted by the media:

We plan for a safe and successful event but in case of an accident, all volunteers are to refer press inquiries to the CC event director Jay Snyder. Jay's contact info is found in the Rest Stop binder.

When contacted by a news reporter, volunteers should not express an opinion or their limited understanding of details, names of injured, etc.

The event director will represent the interest of the injured, the Wheelmen Club and our event partners in releases to the media. **Our Club will need to own the narrative and only one source can effectively maintain control of the narrative with full and honest disclosures.**

Controlling the narrative will keep the Wheelmen and the event in the best light possible.

## Timeline of Events:

Date	Start	End	Significant Events
06/01/2024	0630		Tennessee Net Control on air
06/01/2024	630		Race Official Shadow / Start - Finish (Tellico Visitors Center)
06/01/2024	0630	0700	SAG Meeting at Tellico Plains Hardiee's
06/01/2024	0700		Century route (115 miles) start
06/01/2024	0710		Metric century route (62 miles) start
06/01/2024	0730		Rest Stop 1 at position/on air
06/01/2024	0730		North Carolina Net Control on air
06/01/2024	0745		Rest Stop 6 at position/on air (Will close after 62 mile passes going up)
06/01/2024	0800		Rest Stop 2 at position/on air
06/01/2024	0830		Rest Stop 3 at position/on air
06/01/2024	0830		Rest Stop 5 at position/on air
06/01/2024	0945		Rest Stop 4 at position/on air
06/01/2024	1000		Valley Ride route (35 miles) Start
06/01/2024	1000		Rest Stop 7 at position/on air

## Operating Positions:

#	Location	GPS Coordinates	Elev.	Route
TN	TN Net Control – (Tellico Visitors Center, Cherohala Skyway)	35.368187, -84.307998	927	ALL
NC	NC Net Control –			115
TN	Start - Finish (Tellico Visitors Center, Cherohala Skyway)	35.368187, -84.307998	927	ALL
RS1	Old Huff & Puff / Smoke-N-Bonez	35.586697, -84.240340	935	115
RS2	Parking Lot on US-129 (Before heading up Dragon)	35.545212, -83.992651		115
RS3	Cochrans Creek Access (Tapoco Rd.)	35.407521, -83.885912	1534	115
RS4	Shute Cove (Cherohala Skyway)	35.330299, -83.933994	3553	115
RS5	Santeetlah Overlook (Cherohala Skyway)	35.306590, -84.012944	5388	115/62
RS6	Turkey Creek (Cherohala Skyway)	35.366186, -84.130594	2610	115/62
RS7	Cane Creek Baptist Church, Tellico Plains			35

INCIDENT BRIEFING  
Cherohala Challenge 2024  
PREPARED: 5/27/2024

### Fixed Assignments:

Assignment	Callsign(s)	Name(s)	Route	Notes
TN Net Control	KK4DKW	Eric Franks		Responsible for all of 47 and 62 mile; 115 mile route until till TN/NC State Line, and after RS#5. Tel:
NC Net Control	W4WIF W4YJ	Sharron Fritts Steve Fritts		Responsible for 115 mile route after TN/NC State Line, until rest stop #5. Will monitor both nets.
Race Official Shadow Start/Finish				
Rest Stop 1	KK4TID	Nick Hanson	115	Set up by 0730
Rest Stop 2	N4CSF	Chuck Ferguson	115	Set up by 0800
Rest Stop 3	KB4TV	John Kiley	115	Set up by 0830
Rest Stop 4	KQ4QCJ	Calab Lynn	115	Set up by 0830
Rest Stop 5	KD4GT	Cliff Segar	115/62	Set up by 0815 / monitor both nets
Rest Stop 6	AG4PH	Pat Hensley	115/62	Set up by 0745
Rest Stop 7			35	

**SAG Assignments:**

Assignment	Callsign(s)	Name(s)	Route	Notes
SAG 1	KE4FGW	David Hoffman	115	
SAG 2	W0PET	Carl McPhail	115	
SAG 3	K4SEY	David Kirksey	115	
SAG 4	KN4FIH	Kenny Kirksey	115	
SAG 5				
SAG 6				
SAG 7	KI4IYI	Wayne Runkles	62	
SAG 8	N4EWK	Jeff Fannon	62	
SAG 9	KN4FCU	Curtis Runkles	62	May be in Vehicle with SAG 7
SAG 10	JQ4RSM	Tommy Reagan	35	
MOTO 1	KI4HDU	William McKeehan	115	
MOTO 2	KK4SFA	Gabe West	115	
SUPPORT 1	K4ZXT	Cody Anderson		